TRAFFIC CONDITIONS REPORT
FOR
INTERSTATE HIGHWAY 225 (I-225)
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

CDOT Project No. STA 2254-085 (19187)

Prepared for:

Colorado Department of Transportation
Region 1
2000 South Holly Street
Denver, CO 80222

Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

September 2014
FHU Reference No. 112200-01

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

LIST OF ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
AM	morning
C-D	Collector-Distributor
CDOT	Colorado Department of Transportation
DRCOG	Denver Regional Council of Governments
DTC	Denver Technological Center
EIS	environmental impact statement
FHU	Felsburg Holt & Ullevig
FHWA	Federal Highway Administration
GIS	geographic information system
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
I-25	Interstate 25
I-70	Interstate 70
I-225	Interstate Highway 225
LOS	level of service
LOSS	level of service of safety
LRT	light rail transit
MP	milepost
mph	miles per hour
MPO	metropolitan planning organization
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
pc/mi/ln	passenger cars per mile per lane
PEL	Planning and Environmental Linkages
PM	evening
ROW	right-of-way
RTD	Regional Transportation District
s	seconds
s/v	Seconds per vehicle delay
TAZ	transportation analysis zone
TOD	Transit-oriented Development
T-REX	TRansportation EXpansion Project
USDOT	US Department of Transportation
vpd	vehicles per day
vph	vehicles per hour
vpmpl	vehicles per mile per lane

1.0 INTRODUCTION

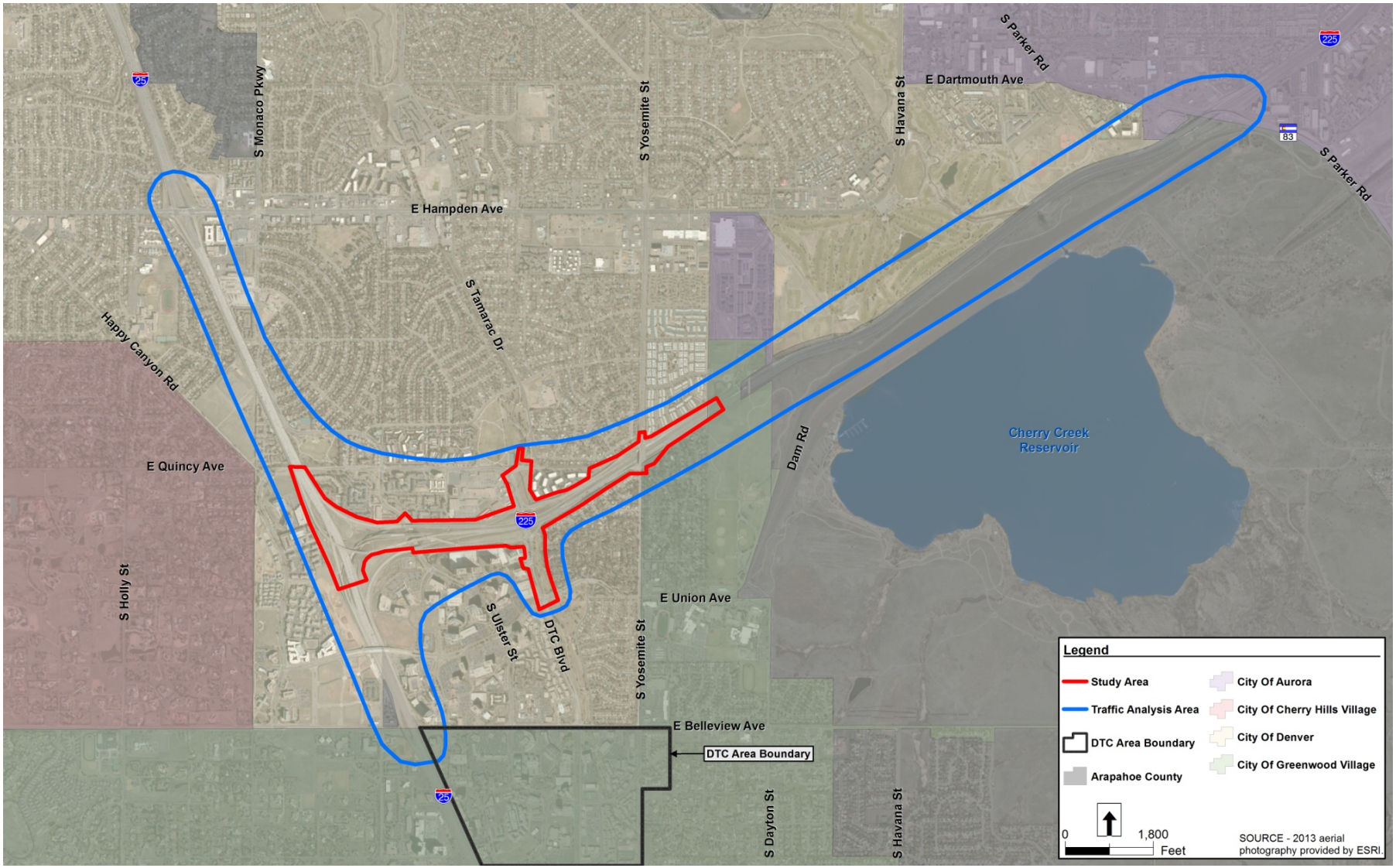
The Colorado Department of Transportation (CDOT) is conducting a Planning and Environmental Linkages (PEL) study for southbound Interstate Highway 225 (I-225) between Yosemite Street and Interstate Highway 25 (I-25) in the City and County of Denver, Colorado. As part of the PEL study, this *Traffic Conditions Report* has been prepared to document current and anticipated future conditions of the study area in regard to traffic operations.

1.1 Study Location and Description

I-225 is a north-south freeway that spans approximately 12 miles between Interstate Highway 70 (I-70) to the north and I-25 to the south. The interstate provides major access to Denver, Adams, and Arapahoe counties.

The study area extends less than two miles along I-225 between the I-225/Yosemite Street interchange on the east to the I-225/I-25 interchange on the west (**Figure 1.1**). This area was the focus for highway improvements. The traffic analysis area is more encompassing and includes I-225 between I-25 and Parker Road and I-25 between Belleview Avenue and Hampden Avenue and is also shown in **Figure 1.1**. Because the traffic analysis area is typically affected by traffic operation break-downs within the study area, the PEL has identified the traffic analysis area to be improved in relation to the two-lane bottleneck of southbound I-225 crossing the DTC Boulevard bridge.

Figure 1.1 Study Area and Traffic Analysis Area



2.0 EXISTING TRAFFIC OPERATIONS

This section presents the existing I-225 traffic operation conditions, including travel speeds, travel times, traffic volumes, intersection geometry, level of service (LOS), and safety assessment analysis.

2.1 Travel Speeds and Travel Times

The posted speed limit for the southbound section of I-225 is 65 miles per hour (mph), dropping to 55 mph at DTC Boulevard to the junction with I-25. Actual southbound travel speeds tend to vary and are typically the lowest during peak commuter periods of travel, particularly the AM peak period. Congestion and associated low travel speeds are due to heavy traffic entering the system at the Parker Road interchange, where six lanes are provided, narrowing down to just two lanes at the DTC Boulevard bridge. This lane reduction along southbound I-225 causes a bottleneck at the DTC Boulevard bridge. This directly translates into extended queues and travel times along the corridor, particularly during the AM peak hour.

Existing AM peak period conditions along southbound I-225 are heavily congested requiring 8 to 15 minutes to travel from Parker Road to I-25 (approximately 3.8 miles). The PM peak period travel time ranges from approximately 3 to 6 minutes, barring any incidents. I-225 average speeds are much greater during the PM peak hour than during the AM peak hour because the DTC Boulevard bridge is not the bottleneck during the PM peak period as it is during the morning commute. The northbound direction of I-225 is also congested and backs up from Parker Road during the PM peak period, but this congestion may be alleviated, at least in part, once the widening of I-225 from Mississippi Avenue to Parker Road is completed (scheduled for completion in September 2014).

2.2 Traffic Volumes

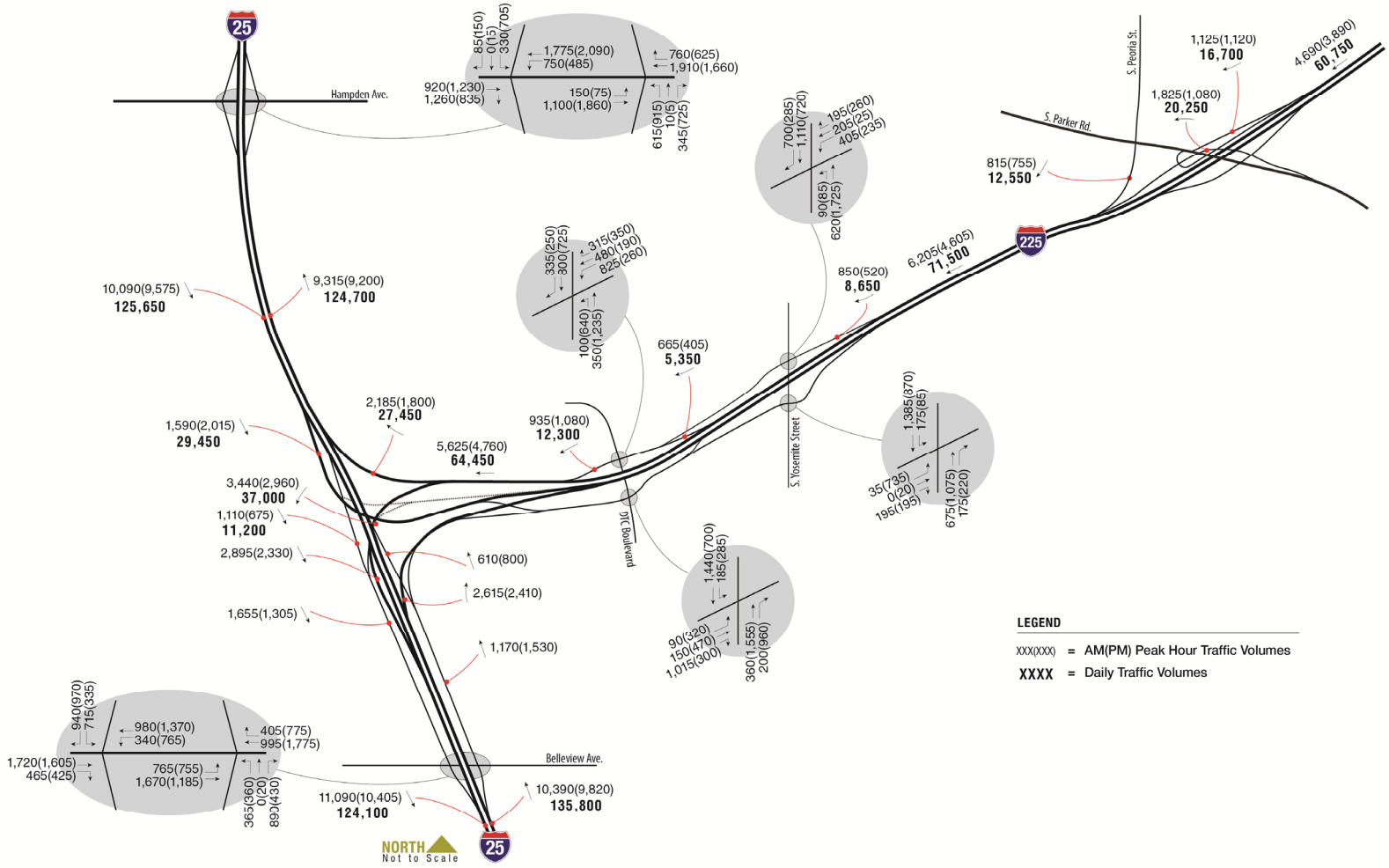
An extensive amount of traffic count data has been collected along I-225 and at the traffic analysis area interchange ramp intersections. **Figure 2.1** presents the data. I-25 and I-225 are the heaviest used roadway facilities in the immediate area serving approximately 250,000 and 140,000 vehicles per day (vpd), respectively. The southbound I-225 traffic demand during the AM peak hour is approximately 6,200 vehicles per hour (vph) just south of the Parker Road interchange. At the DTC Boulevard bridge, southbound I-225 demand is approximately 4,500 to 5,000 vph at peak times, although the amount of traffic that gets through is less. The inflow traffic at Parker Road Interchange exceeds the outflow traffic at DTC Boulevard bridge, thereby resulting in significant queues along the southbound I-225 mainline.

Figure 2.1 also shows turning movement traffic counts that were collected:

- I-225 at DTC Boulevard Interchange intersections
- I-225 at Yosemite Street Interchange intersections
- I-25 at Hampden Avenue Interchange intersections
- I-25 at Belleview Avenue Interchange intersections

The I-225 interchange cross-streets are connected as part of a split-diamond system, in which one set of south-oriented ramps are provided and two sets of north-oriented ramps are provided (slip ramps were added between Yosemite Street and DTC Boulevard as part of the TRansportation EXpansion Project [T-REX] project).

Figure 2.1 Existing Traffic Volumes



Several overarching traffic patterns are prevalent within and through the I-225/DTC Boulevard/Yosemite Interchange complex. Along the mainline I-225, the predominant traffic flow pattern is southbound during the AM peak period and northbound during the PM peak period. Much of this pattern is driven by predominantly residential uses out east along the I-225 corridor and employment opportunities along the I-25 corridor, including Downtown Denver, the DTC area, and the south I-25 corridor.

Traffic patterns through the DTC Boulevard interchange tend to be oriented to the south during the AM peak hour due to the employment located south of I-25 at DTC. This is evidenced by the heavy eastbound right-turn movement at the south ramp intersection and by the heavy westbound left-turn movement at the north ramp intersection of DTC Boulevard occurring during the AM peak hour. The reverse patterns are evident during the PM peak hour as demonstrated by the relatively heavy northbound left-turn movement at the north ramp intersection and the northbound right-turn movement at the south ramp intersection.

The large employment center in the DTC area also has an impact on traffic patterns passing through the Yosemite Street Interchange. The most notable movements are originating from the north along Yosemite and either passing straight through to the south or turning right onto the Collector-Distributor (C-D)/ ramp roadway to enter onto southbound I-225 or to travel to southbound DTC Boulevard. The reverse patterns can be seen during the PM peak hour in which the northbound through movement and the eastbound left-turn movement are relatively heavy.

2.3 Existing Geometry

I-225 is a freeway facility with as many as six southbound through-lanes near the Parker Road Interchange narrowing to two lanes over DTC Boulevard. Auxiliary lanes are provided at all on ramps and off ramps.

I-25 is also a freeway facility with four through-lanes both northbound and southbound within the traffic analysis area. Auxiliary lanes are provided for merging and diverging operations at interchange ramps.

DTC Boulevard is an arterial facility with two through-lanes (in each direction) north of the interchange and three through-lanes (each direction) south of the interchange. The speed limit is 35 mph. Traffic signals and dual left-turn lanes are provided at the interchange intersections.

Yosemite Street is a 35 mph arterial facility with two through-lanes in each direction along its entire length. Traffic signals and dual left-turn lanes are provided at the interchange intersections.

2.4 Freeway and Intersection Levels of Service

This section provides an assessment of operations within the study area. Specifically, this entails AM and PM peak hour LOS estimates for the four interchange intersections and peak hour LOS's for the I-225 southbound mainline freeway.

A combination of traffic analysis tools was used to evaluate operating conditions to capitalize on the strengths of each package. The following paragraphs describe the modeling tools used and LOS measures.

VISSIM was used to evaluate the freeways and ramps along I-225 and I-25. VISSIM is a microsimulation traffic flow model that specializes in the analysis of complex transportations systems and the interaction among system elements. It is especially useful for analyzing freeways due to its sophisticated driver behavior algorithms that accurately reflect lane changing and car following maneuvers. In addition, Highway Capacity Software (HCS) was used as a supplement in assessing the two-lane bottleneck operation in isolation, primarily to assess LOS outside the AM peak period.

Synchro/Highway Capacity Manual (HCM) was used to analyze the signalized intersections of the interchange terminals within the study area. Operation conditions were graded in accordance to the criteria established in the HCM (Transportation Research Board 2010). This manual establishes six LOS's: Level A ("Free Flow") to Level F ("Fully Saturated"). LOS's are measures of traffic flow that consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and density. The HCM describes each as follows:

- LOS A describes free-flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream and travel through a network without stopping.
- LOS B represents reasonably free-flow operations. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.
- LOS C provides for flow to be slightly restricted operations. The ability to maneuver within the traffic stream is noticeably restricted, and land changes require more car and vigilance on the part of the driver.
- LOS D is the level at which speeds begin to decline with increasing flows, with density increasing more quickly. Many vehicles stop, and freedom to maneuver with the traffic stream is seriously limited.
- LOS E describes operations at capacity, progression is unfavorable. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream.
- LOS F describes breakdown or unstable flow with excessive congestion and delay.

LOS thresholds and criteria vary depending on the type of facility being evaluated. For intersections, the LOS criteria are based on the amount of delay according to the type of traffic control device used at the intersection. For freeways, LOS criteria are based on traffic density, the number of vehicles within a defined roadway space. The density LOS thresholds for merging and diverging areas (typically, these are located at interchange ramp junctions) are slightly different from those for basic freeway segments.

Table 2.1 summarizes the LOS thresholds for all facilities evaluated.

Table 2.1 LOS Definition

	Intersections		Freeways	
	Control Delay per Vehicle (sec/veh)		Density (vpmpl or pcpmpl)*	
LOS	Signalized Intersections	Unsignalized Intersections	Basic	Merge/Diverge
A	≤ 10	0-10	0-11	0-10
B	> 10-20	> 10-15	>11-18	>10-20
C	> 20-35	> 15-25	>18-26	>20-28
D	> 35-55	> 25-35	>26-35	>28-35
E	> 55-80	> 35-50	>35-45	>35
F	> 80	> 50	>45	Demand exceeds capacity**

* *vpmpl = Vehicles per Mile per Lane pcpmpl-= Passenger Cars per Mile per Lane*

** *Defined as queues forming both on the ramp and the freeway mainline when capacity is exceeded by demand.*

2.5 Simulation Model Calibration

VISSIM was the chosen tool to help analyze the collective freeway system in the traffic analysis area, accounting for the interaction of each freeway component (mainline, merges, diverges, weave movements, etc.). The project team developed two VISSIM simulation models, AM and PM peak hours, to reflect current geometry and traffic control conditions. The team then validated the models to reflect known peak hour conditions.

The validation process included re-creating reasonable real-world operations, such as driver behavior (when drivers choose to change lanes), travel times, and where vehicle queues form. Before the process began, field visits were completed to observe traffic characteristics, such as queue lengths and merging behaviors. Existing traffic volumes and vehicular types (percentages of trucks) were also recorded and used for input into the VISSIM models.

The VISSIM validation compared peak hour field data with the models' outputs, and an assessment was made of the visual representations. Review of the simulated model was completed to ensure that all traffic components were operating correctly. Modeling parameters (driver behavior, roadway characteristics, priority rules), in this step of validation, were then fine-tuned. The traffic queuing along I-225 was the most critical consideration with respect to validation.

After visual inspection was completed, the executed models were processed ten times to be averaged and results were recorded and compared against field observations. VISSIM outputs included travel times, delay, average traveling speeds, and vehicular volumes. Modifications were then completed until the models sufficiently replicated current traffic conditions. The existing conditions models were then finalized using the modeling calibration adjustments.

2.6 Summary of Existing Traffic Conditions Analysis

Freeways

Existing traffic conditions along I-225 and I-25 freeways were evaluated to understand the nature of the operations related to mainline flows, merges/diverges and weaving. **Table 2.2** displays the existing freeway traffic conditions along I-225 and I-25 using the validated VISSIM model (averaging the results of the ten model runs).

The I-225 mainline DTC Boulevard two-lane bottleneck operates at a LOS F during the AM peak hour from the VISSIM results. The PM peak hour is better, operating at no worse than LOS D. The southbound weave (south of DTC Boulevard), while controlled in part by ramp metering of on ramp traffic and the limiting capacity of the two through-lanes along I-225, also functions at a LOS F during the AM peak hour. This tends to be related more to operations along I-25 and the merging of I-225 traffic and spilling back into the weave section. The PM peak hour traffic flow along southbound I-225 is much better than that of the AM peak hour, with the bottleneck segment functioning at a LOS D, again based on the VISSIM modeling.

The two-lane freeway section between the two DTC Boulevard Interchange ramps was also evaluated using Highway Capacity Software (HCS) to identify how often this specific stretch of I-225 operates at LOS F. In essence, the hourly demand for each hour of the day was considered in assessing this two-lane stretch of I-225. Currently, it was found that this short stretch of I-225 operates at LOS F approximately two to three hours a day. In actuality, the short two-lane stretch of I-225 can experience poor operations more frequently than two to three hours due to downstream traffic issues queuing back (and spilling into subsequent hours), but the segment itself appears to be the constraining factor about two to three hours per day, all occurring during the AM peak period from the HCS analysis.

Along northbound I-25, the I-225 merge is currently operating at LOS F during the AM peak hour. The LOS F is due to the heavy northbound through traffic. Southbound I-25 overall is a LOS D or better during both AM and PM peak hours, with the exception of the I-225 south merge onto southbound I-25. This merge operates at LOS E during the AM peak hour.

Table 2.2 Existing (2013) Freeway Operations (VISSIM) – Ideal Conditions**

Location	Type	AM Peak Hour LOS	AM Peak Hour Density*	PM Peak Hour LOS	PM Peak Hour Density*
Southbound I-225					
I-225, North of Parker Interchange	Freeway	D	27.3	C	24.9
Parker Road Off Ramp	Diverge	C	25.1	C	20.7
Parker Road Flyover On Ramp	Merge	B	18.8	B	12.1
Parker Road/Peoria Street On Ramp	Merge	C	22.4	B	14.8
Between Parker & Yosemite Interchanges	Freeway	E	40.0	C	18.3
Yosemite Street Off Ramp	Diverge	E	40.0	B	18.3
DTC Boulevard Street Off Ramp	Diverge	F	57.3	C	22.0
Between DTC Boulevard Off Ramp & On Ramp	Freeway	F	53.8	D	30.1
Between DTC Boulevard On Ramp at I-25	Weave	F	52.9	C	27.7
Northbound I-25					
I-25, South of Belleview	Freeway	D	27.9	D	26.1
Belleview Avenue Off Ramp	Diverge	C	27.9	C	26.1
Between Belleview & I-225	Freeway	E	37.7	D	31.2
I-225/Tamarac Parkway/DTC Blvd Off Ramp	Diverge	E	37.7	D	31.2
Belleview Avenue On Ramp	Merge	F	76.9	F	55.8
I-225 On Ramp	Merge	F	64.1	C	27.6
Between I-225 & Belleview Avenue	Freeway	F	72.9	D	32.5
Hampden Avenue Off Ramp	Diverge	F	72.9	D	32.5
Hampden Avenue On Ramp	Merge	F	87.2	F	47.4
I-25, North of Hampden	Freeway	E	37.5	E	36.3
Southbound I-25					
I-25, North of Hampden	Freeway	D	27.2	D	29.4
Hampden Avenue Off Ramp	Diverge	D	27.2	D	29.4
Hampden Avenue On Ramp	Merge	D	30.4	D	31.2
Between Hampden Avenue & I-225	Freeway	D	30.4	D	31.2
I-225 Off Ramp	Diverge	D	30.4	D	31.2
Belleview Avenue Off Ramp	Diverge	D	30.4	D	31.2
Between I-225 & Belleview	Freeway	D	28.2	C	27.4
I-225 On Ramp	Merge	E	43.0	C	26.4
Between I-225 & Belleview	Freeway	D	31.5	D	29.5
Belleview Avenue On Ramp	Merge	D	29.4	D	31.0
I-25, South of Belleview	Freeway	D	32.4	D	32.9

* *Density reported in pc/mi/ln*

** *Ideal conditions represent simulations of study area without any roadway incidents that can occur from time to time on I-225 and I-25.*

Intersections

The intersections in the study area were evaluated with respect to AM and PM commuter peak hour operations. **Table 2.3** displays the resulting LOS's for the signalized interchange intersections, and **Figure 2.2** shows the lane configuration at each intersection in the study area in addition to the overall results.

Table 2.3 Interchange Intersection LOS and Average Delay

Interchange / Intersection	AM Peak Hour		PM Peak Hour	
	Avg. Delay (s/v**)	LOS	Avg. Delay (s/v**)	LOS
I-225 / DTC Boulevard Interchange Intersections				
North Ramps	23.9	C	19.2	B
South Ramps	6.6	A	18.7	B
I-225 / Yosemite Street Interchange Intersections				
North Ramps	37.6	D	8.4	A
South Ramps	10.5	B	18.8	B
I-25 / Hampden Avenue Interchange Intersections				
West Ramps	18.8	B	30.4	C
East Ramps	19.8	B	14.1	B
I-25 /Belleview Avenue Interchange Intersections*				
West Ramps	--	E	--	D
East Ramps	--	D	--	

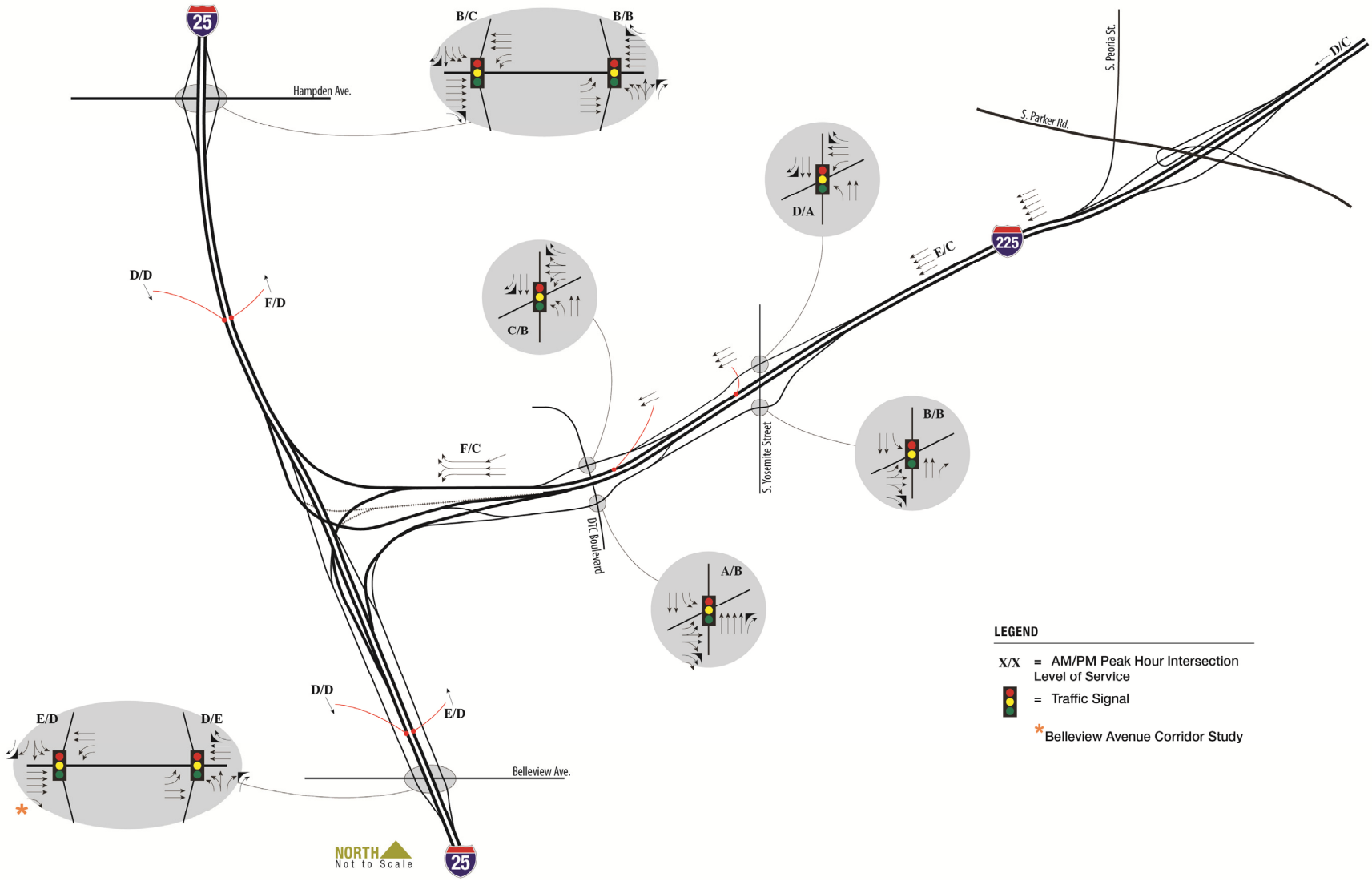
* *LOS at the I-25/Belleview Avenue interchange intersections is based on traffic analyses performed for the Belleview Corridor Study.*

** *Seconds per vehicle*

For intersection analysis, achieving a LOS C is typically desired, representing a roadway with traffic volumes ranging from 70 percent to 80 percent capacity. However, LOS D is considered acceptable for peak period conditions in urban and suburban areas. During AM and PM peak hours, most of the intersections operate at LOS D or better. The exception includes the intersections at the Belleview Avenue Interchange, which experience LOS E during the peak hours. These poor LOS's are due to the heavy movements turning to and from the ramps and the close proximity of the signalized intersections.

As in most areas, there are always alternative driving patterns during peak congestion times with drivers altering their routes in hopes of avoiding congestion and longer commutes. Occasionally, during the AM peak hours, southbound mainline I-225 traffic will exit at Yosemite Street and travel the C-D/ramp roadway to the DTC Boulevard on ramp as a "short-cut." This driving pattern is the result of drivers trying to avoid the mainline bottleneck. This short-cut increases delay at those intersections when this pattern is prevalent, and this tends to contribute to the LOS D experienced at the Yosemite Street/North ramp intersection.

Figure 2.2 Existing Conditions 2013 Lane Geometry and LOS



Safety Assessment Analysis

The project team completed a Safety Assessment Report for the I-225 PEL Study, which can be found in **Appendix A**. It presents a detailed analysis of the study area; an overview is provided here. The safety analysis covers a portion of southbound I-225 from milepost (MP) 0.00 to MP 4.66 (north of Parker Road) including the DTC Boulevard and Yosemite Street interchange intersections. In addition, given the direct interaction that I-225 has with I-25, a portion of I-25 from Belleview Avenue (MP 199.40) to Hampden Avenue (MP 201.59) has also been reviewed as part of this analysis. The safety assessment focused on understanding the magnitude and nature of any safety problems within the project limits and related crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior, and vehicle type.

The project corridor contains six interchanges: the system interchange of I-25 / I-225, three along southbound I-225, and two along I-25, including I-25 / I-225 (MP 0.00 / MP 200.13), I-225 / DTC Boulevard (MP 0.79), I-225 / Yosemite Street (MP 1.33), I-225 / Parker Road (MP 3.94), I-25 / Belleview Avenue (MP 199.40), and I-25 / Hampden Avenue (MP 201.59).

As part of the examination of crash patterns for the traffic analysis area, an assessment of the magnitude of safety problems on select highway sections has been refined through the use of Safety Performance Function (SPF) methodology. Development of the SPF lends itself well to the conceptual formulation of the Levels of Service of Safety (LOSS). The concept of LOSS uses qualitative measures that characterize safety of a roadway segment in reference to its expected performance and severity. If the LOSS predicted by the SPF represents a normal or expected number of crashes at a specific level of ADT, then the degree of deviation from the norm can be stratified to represent specific levels of safety.

- LOSS-I – Indicates low potential for crash reduction
- LOSS-II – Indicates better than expected safety performance
- LOSS-III – Indicates less than expected safety performance
- LOSS-IV – Indicates high potential for crash reduction

The Safety Assessment Report conclusions and recommendations are based on an investigation of three years of crash history. Along southbound I-225 and both directions of I-25 as described, there were a total of 1,074 reported crashes; 420 crashes occurred along southbound I-225, and 654 crashes occurred along I-25, including crashes on the ramps. In general, the freeway segments within the study area fall within the LOSS I or II categories, meaning the corridor as a whole has a better than expected safety performance for like facilities. However, rear-end and sideswipe crash patterns emerged along southbound I-225. There are several locations of higher than expected crash concentration and severity located at the interchanges of DTC Boulevard, Yosemite Street, and Parker Road primarily related to congestion. Further, a moderate pattern of crashes is evident along the Cherry Creek Reservoir Dam.

At the DTC Boulevard and Yosemite Street interchange intersections, LOSS ranged from LOSS I to LOSS III. The North DTC Boulevard intersection is a LOSS III, indicating less than expected safety performance. There were a total of 103 crashes at the four intersections; 30 crashes occurred at the south DTC Boulevard intersection, 54 crashes occurred at the north DTC Boulevard intersection, 8 crashes occurred at the south Yosemite Street intersection, and 11 crashes occurred at the north Yosemite Street intersection. At the north DTC Boulevard intersection (highest concentration of intersection crashes), 22 of the 54 crashes were broadside crashes indicating the need for improvements. See **Appendix A** for more detail.

The following recommendations should help reduce the number of crashes throughout the study corridor:

- **Improvements to southbound I-225 to reduce congestion along I-225 –** These improvements should help to decrease the number of rear-end type and sideswipe (same direction) type crashes on the freeway. Further investigation and identification of improvements are part of the I-225 PEL Study process.
- **Parker Road flyover to southbound I-225 –** Consideration should be given to reviewing the existing reflector and delineation along this flyover ramp due to the high occurrence of run-off-the-road type crashes during dry conditions.
- **Improving signal coordination and reviewing/updating the existing red/yellow clearance intervals –** These improvements may help reduce the frequency of broadside, rear-end type of crashes. Additionally, consideration should be given to changing left-turn phasing to protect only at the intersection of north DTC Boulevard.

3.0 FUTURE TRAFFIC OPERATIONS

The project team used the DRCOG 2035 fiscally constrained regional travel demand model to develop the 2035 traffic forecasts. The project team used the most current version available at the time of this study, with slight land use changes incorporated from the *Belleview Avenue Corridor Study*. The changes reflect the current projections of build-out for the Belleview Station development situated just beyond the study area between Belleview Avenue, Union Boulevard, Monaco Parkway, and Quebec Street. Because the model incorporates three through-lanes along southbound I-225, it is inherent in the model that three lanes will continue along I-225 to I-25. This PEL is aiding in determining their best configuration.

The project team used the National Cooperative Highway Research Program (NCHRP) 255 Modeling Adjustment process to refine the model outputs. The NCHRP 255 Modeling Adjustment process uses model growth and observed counts to arrive at a final set of traffic demands. **Figure 3.1** documents the final 2035 No-Action traffic forecasts.

As can be seen, the 2035 traffic demands along the southern reaches of I-225 reflect the heavy employment in the DTC area, and the impacts from residential and nearby retail. Overall, 2035 traffic patterns would remain similar to the existing traffic patterns, but the mainline magnitude in traffic demand is expected to increase by 20 to 30 percent.

Corridor Traffic Forecasts

The 2035 No-Action traffic volume forecasts for I-25 and I-225 are shown in **Figure 3.1,** and each is projected to serve approximately 300,000 and 190,000 vpd, respectively. The southbound I-225 traffic demand during the AM peak hour could reach 8,000 vph just south of the Parker Road Interchange. Just as in existing conditions, the inflow traffic at the Parker Road Interchange would exceed the outflow traffic at the DTC Boulevard bridge and the two-lane bottleneck constraint would be worsened by the growth along I-225. Additionally, this analysis includes the widening of I-225 from Parker Road to Mississippi Avenue. This improvement would open up the existing pinch point north of Parker Road, thereby allowing greater concentrations of traffic into the bottleneck at the DTC Boulevard Interchange.

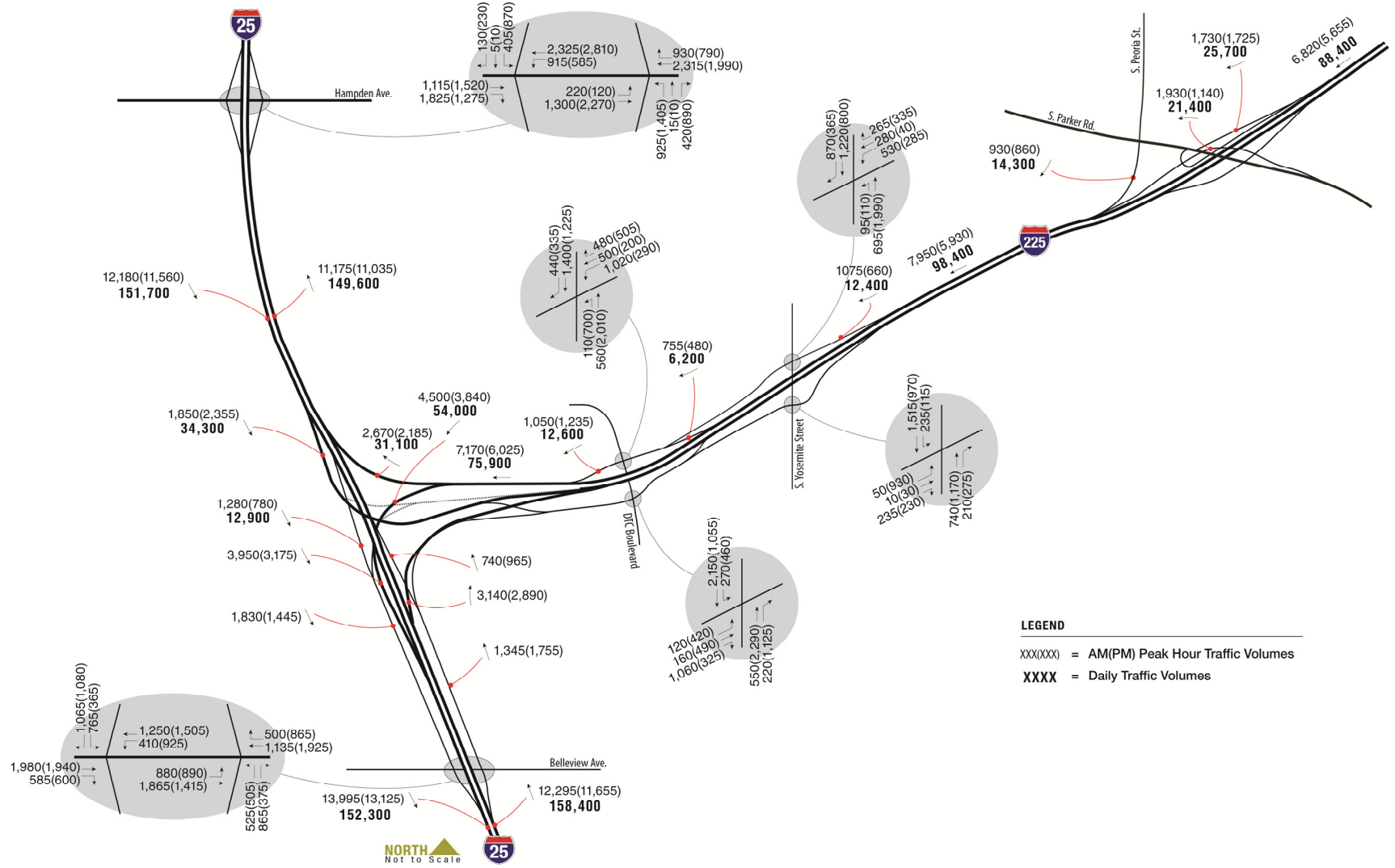
Traffic demands through the interchange intersections will also increase by 2035. The pronounced turning movement patterns that currently exist will become that much more pronounced by 2035.

3.1 No-Action Alternative

The No-Action Alternative reflects a scenario should CDOT select to not build any further improvements than those already being constructed. The No-Action Alternative is also used as a baseline comparison for alternative development and screening. This alternative would leave southbound I-225 with two lanes passing over the DTC Boulevard bridge, but improvements upstream along I-225 are anticipated to be in place. These would include the widening of I-225 from Parker Road to Mississippi Avenue, which is currently under construction. Upon completion, I-225 will be a six-lane facility its entire length (except for the southbound segment crossing DTC Boulevard/Tamarac Parkway).

One other planned/funded improvement along the I-225 corridor includes the completion of the FastTracks LRT line. Specifically, the LRT that currently terminates at Nine Mile Station (near I-225 / Parker Road) will be extended north along I-225, pass through the Aurora City Center area, pass through the Fitzsimons/Anschutz Campus, and terminate at the East Rail Line near Peoria Street and Smith Road. The completion of this rail line would dramatically improve the level of transit service provided along I-225 and is reflected in the 2035 No-Action volumes developed from the DRCOG travel demand model. This rail improvement is currently under construction.

Figure 3.1 2035 No-Action Traffic Volumes



3.2 2035 No-Action Conditions

This section presents the 2035 No-Action I-225 traffic operation conditions, including travel speeds, travel times, and LOS.

Freeway and Intersection Operations

The project team evaluated operating conditions for the 2035 No-Action Alternative, and the results are displayed on **Figure 3.2**.

Table 3.1 displays the projected freeway conditions along I-225 and I-25 from the VISSIM simulation runs (averaging the results of ten runs). North of the DTC Boulevard Interchange bottleneck, I-225 will continue to operate at LOS F during the AM peak hour in the southbound direction, but PM peak hour operations will also operate at LOS F in 2035. The I-225 weave (between DTC Boulevard and I-25) is projected to function at a LOS F during both peak hours.

Table 3.1 2035 No-Action Freeway Operations (VISSIM) – Ideal Conditions**

Location	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density*	LOS	Density*
Southbound I-225					
I-225, North of Parker Interchange	Freeway	F	100.9	E	36.6
Parker Road Off Ramp	Diverge	F	95.6	E	42.0
Parker Road Flyover On Ramp	Merge	F	162.5	F	88.8
Parker Road/Peoria Street On Ramp	Merge	F	140.0	F	80.2
Between Parker & Yosemite Interchanges	Freeway	F	126.9	F	100.7
Yosemite Street Off Ramp	Diverge	F	126.9	F	100.7
DTC Boulevard Street Off Ramp	Diverge	F	119.9	F	112.5
Between DTC Boulevard Off Ramp & On Ramp	Freeway	F	124.2	F	122.7
Between DTC Boulevard On Ramp & I-25	Weave	F	111.2	F	104.6
Northbound I-25					
I-25, South of Belleview	Freeway	F	84.9	F	91.1
Belleview Avenue Off Ramp	Diverge	F	84.9	F	91.1
Between Belleview & I-225	Freeway	F	71.1	F	85.6
I-225/Tamarac Parkway/DTC Blvd Off Ramp	Diverge	F	71.1	F	85.6
Belleview Avenue On Ramp	Merge	F	58.1	D	33.3
I-225 On Ramp	Merge	F	48.4	C	27.0
Between I-225 & Belleview Avenue	Freeway	F	72.5	D	32.4
Hampden Avenue Off Ramp	Diverge	F	72.5	D	32.4
Hampden Avenue On Ramp	Merge	F	87.9	F	62.5
I-25, North of Hampden	Freeway	E	37.0	E	36.5
Southbound I-25					
I-25, North of Hampden	Freeway	E	36.4	F	61.6
Hampden Avenue Off Ramp	Diverge	E	36.4	F	61.6
Hampden Avenue On Ramp	Merge	E	40.3	E	36.3
Between Hampden Avenue & I-225	Freeway	E	40.3	E	36.3
I-225 Off Ramp	Diverge	E	42.3	D	32.0
Belleview Avenue Off Ramp	Diverge	F	57.1	E	37.8
Between I-225 & Belleview	Freeway	F	92.7	F	83.8
I-225 On Ramp	Merge	F	62.1	F	62.0
Between I-225 & Belleview	Freeway	D	33.0	E	35.8

Location	Type	AM Peak Hour LOS	AM Peak Hour Density*	PM Peak Hour LOS	PM Peak Hour Density*
Belleview Avenue On Ramp	Merge	D	31.3	E	36.1
I-25, South of Belleview	Freeway	D	33.7	D	34.5

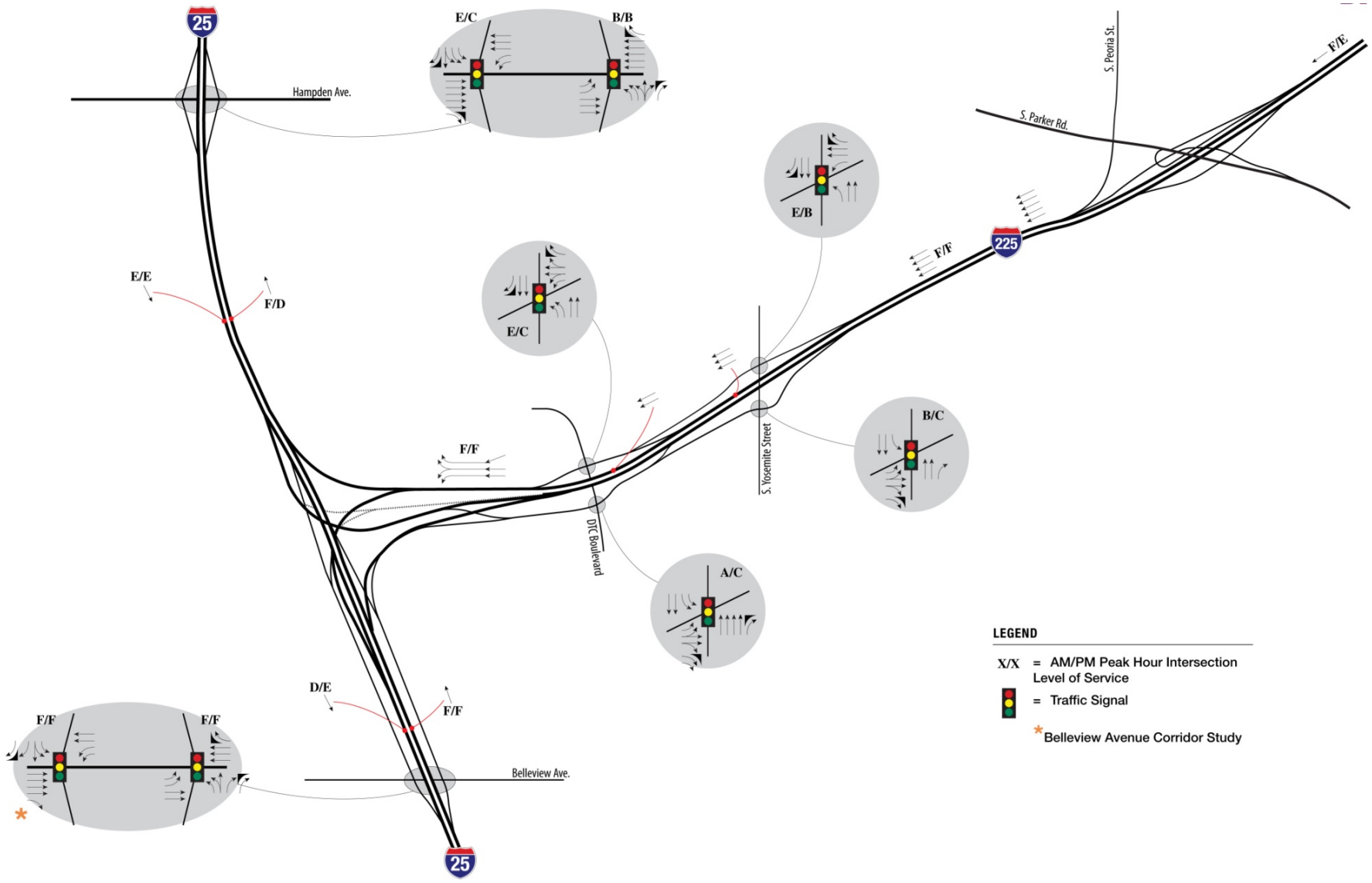
**Density reported in pc/mi/ln*

*** Ideal conditions represent simulations of study area without any roadway incidents that can occur from time to time on I-225 and I-25.*

Much of southbound I-25 will function poorly during both AM and PM peak hours. The I-225 merge will operate at LOS F during both peak hours due to the short merging lane distances along I-25. Along northbound and southbound I-25, some of the merge/diverge points (I-225, Hampden Avenue ramps and Belleview Avenue ramps) will experience little change in operations relative to existing conditions. This is caused by congestion south and north of these areas along I-25. The high traffic volumes constrain the flow to this point along I-25 creating a metering condition. This actually occurs today along I-25 during peak hours where traffic bunches up then releases after merge or diverge area providing a brief improvement in LOS until the driver reaches congestion again.

The project team also used HCS to evaluate the freeway section between the two DTC Boulevard Interchange ramps in isolation to determine how often this I-225 segment would cause LOS F throughout the day (as opposed to downstream constraints causing LOS F conditions). Given the 2035 projected hourly traffic demands and realizing that unmet demand in a particular hour would "spill" into the subsequent hours, this segment is projected to cause LOS F for 8 to 12 hours a day, including the AM and PM peak periods and many of the mid-day hours. Many mid-day hours currently see southbound traffic flows that are only 25 to 35 percent lower than those of the AM peak hour. The 20 to 30 percent traffic increase indicative of year 2035 traffic will push the mid-day hour traffic levels to today's AM peak hour demand level, which already overwhelms the freeway. As such, this "overwhelming" could be predominant throughout the typical weekday by 2035 given No Action.

Figure 3.2 No-Action 2035 Lane Geometry and LOS



The signalized interchange intersections LOS's were determined given the AM and PM peak hour traffic projections, and **Table 3.2** displays the LOS and average delays. In general, there will be a decrease in LOS compared to existing conditions at the intersections because the 2035 No-Action Alternative does not include any additional improvements at the interchange intersections (just additional traffic).

The more notable drops in LOS include the I-225 / DTC Boulevard north ramps intersection, where LOS will decrease from LOS C to LOS E during the AM peak hour. This results from the increase of westbound left-turning vehicles (1,020 vph) with limiting capacity of one left-turn lane and a shared left-turn/through lane.

At the S. Yosemite Street north ramps intersection, the LOS will decline from LOS D to LOS E. Both the westbound left-turn and northbound left-turn movements will operate at LOS F due to limited capacity.

Hampden Avenue west ramps intersection experiences a drop in LOS from LOS B to LOS E due to the very large increase in eastbound right-turn movement traffic during the AM peak hour. Additionally, Belleview Avenue interchange intersections decline from LOS D/E to LOS F for both intersection during both AM and PM peak hours without improvements. A separate study identified recommended improvements to remedy this condition.

Table 3.2 Interchange Intersection LOS and Average Delay

Interchange / Intersection	AM Peak Hour		PM Peak Hour	
	Avg. Delay (s/v**)	LOS	Avg. Delay (s/v**)	LOS
I-225 / DTC Boulevard Interchange Intersections				
North Ramps	62.5	E	31.8	C
South Ramps	7.1	A	24.4	C
I-225 / Yosemite Street Interchange Intersections				
North Ramps	72.2	E	10.2	B
South Ramps	11.0	B	25.6	C
I-25 / Hampden Avenue Interchange Intersections				
West Ramps	62.5	E	29.0	C
East Ramps	18.4	B	16.6	B
I-25 / Belleview Avenue Interchange Intersections*				
West Ramps	--	F	--	F
East Ramps	--	F	--	F

**LOS at the I-25/Belleview Avenue Interchange intersections is based on traffic analyses performed for the Belleview Corridor Study*

***Seconds per vehicle*

Travel Speeds and Travel Times

2035 travel times will increase along I-225 during the peak hours compared to existing conditions. Simulation of future conditions using VISSIM software suggests that the AM peak period travel time from Parker Road to I-25 could increase by three to four times current conditions. The PM peak period would continue to operate better than the AM period, but it too is prone to experience significant increase in travel time compared to existing conditions. Currently, the PM peak hours are not problematic along southbound I-225 barring incidents, but this would change given the anticipated growth in demand out to the year 2035.

4.0 ALTERNATIVE CONCEPTS ANALYSIS

The alternative concept development and screening process consisted of a three-level iterative process. The fundamental philosophy in the screening process was to systematically identify the notable positive and negative characteristics and tradeoffs among concepts, and to evaluate the concepts, one by one, as the determinations were made. The transportation-related analytical methods and data used to evaluate the alternative concepts are discussed in this Chapter. The evaluation of each alternative concept included criteria to determine whether an alternative concept was to be retained for further screening, not recommended at this time, or eliminated from further consideration.

Each tier is described as follows.

Tier 1 Screening – Purpose and Need

Tier 1 screening is based solely on an alternative concept meeting the purpose and need statement.

Tier 2 Screening – Project Goals

Tier 2 screening is based on each remaining alternative concept's ability to qualitatively address the purpose and need, screening criteria, and screening measures, such as congestion along I-225, interchange intersection operations, and safety conditions.

Tier 3 Screening – Quantitative Goals

Tier 3 screening is based on the surviving alternative concept's ability to quantitatively address the purpose and need, screening criteria, and screening measures, such as local street impacts, more detailed analysis of safety conditions, and I-25 traffic impacts.

The PEL report contains more in-depth information related to the concepts and the screening process. Below are short descriptions of the 21 developed concepts that were evaluated; their disposition in the overall PEL screening process is shown at the end of each description in parentheses.

- Concept 1: Managed Lanes – Consists of Bus-only and Bus/High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) Lanes. *(Tier 1 Elimination)*
- Concept 2: Transit – Provides additional transit improvements, such as additional LRT and/or bus routes. *(Tier 1 Elimination)*
- Concept 3: Intelligent Transportation Systems (ITS)/Travel Demand Management (TDM) Only – Uses information technologies, such as ITS including traffic control through ramp metering with TDM strategies. *(Tier 1 Elimination)*
- Concept 4: Hard Shoulder Running Only – Involves using the existing shoulder as a third travel lane along southbound I-225 during peak traffic congestion periods. *(Tier 2 Elimination)*
- Concept 5: Speed Harmonization Only – Consists of speed harmonization with over-lane speed signs and lane control signs to dynamically and automatically reduce speed limits in areas of congestion. *(Tier 1 Elimination)*
- Concept 6: Queue Warning Only – Consists of queue warning to warn motorists of downstream congestion and slowed or stopped vehicles using electronic signs to allow drivers to adjust to the downstream travel conditions. *(Tier 1 Elimination)*

- Concept 7: Third Lane Only – Involves constructing an additional third lane along southbound I-225 and widening the bridges to accommodate three lanes and shoulders. *(Tier 2 Elimination)*
- Concept 8: DTC Boulevard On Ramp to Northbound I-25 Only – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to southbound I-25 traffic, and rerouting traffic on the Yosemite Street interchange. *(Tier 2 Elimination)*
- Concept 9: Texas U-Turn with DTC Boulevard On Ramp to Northbound I-25 Only – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to southbound I-25 traffic, and rerouting traffic to a Texas U-turn bridge over I-225 near Yosemite Street. *(Tier 2 Elimination)*
- Concept 10: Diverging Diamond Interchange (DDI) with Braided Ramp and DTC Boulevard On Ramp to Northbound I-25 Only – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to southbound I-25 traffic, and rerouting traffic to the Yosemite Street interchange. The Yosemite Street interchange would be converted to a DDI. The off ramp to DTC Boulevard from southbound I-225 would be replaced with a braided ramp with the new Yosemite Street on ramp. *(Tier 2 Elimination)*
- Concept 11: Reroute DTC Boulevard Ramp to Yosemite Street – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to both northbound and southbound I-25 traffic, and rerouting traffic to the Yosemite Street interchange. *(Tier 2 Elimination)*
- Concept 12: Braided Ramps between Yosemite Street and DTC Boulevard – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to both northbound and southbound I-25 traffic, and rerouting traffic to the Yosemite Street interchange. The off ramp to DTC Boulevard from southbound I-225 would be replaced with a braided ramp with the new Yosemite Street ramp. *(Tier 2 Elimination)*
- Concept 13: Combine Interchanges with U-Turn Bridge – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to both northbound and southbound I-25 traffic, and rerouting traffic to a U-turn bridge grade crossing halfway to Yosemite Street. *(Tier 2 Elimination)*
- Concept 14: Texas U-Turn – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to both northbound and southbound I-25 traffic, and rerouting traffic to a Texas U-turn bridge over I-225 near Yosemite Street. The rerouted traffic would be directed to the C-D road to the north and merge onto southbound I-225 with an on ramp. *(Tier 2 Elimination)*
- Concept 15: Two DDI's – Yosemite Street and DTC Boulevard – Involves constructing a third lane along southbound I-225, closing the DTC Boulevard on ramp to both northbound and southbound I-25 traffic, and rerouting traffic to the Yosemite Street interchange. The DTC Boulevard and Yosemite Street interchanges would be converted to DDIs. Traffic would be directed to access the C-D road to the north and merge onto southbound I-225 with an on ramp. The off ramp to DTC Boulevard from southbound I-225 would be replaced with a braided ramp with the new Yosemite Street on ramp*. (Tier 2 Elimination)*
- Concept 16: Braid Ramps West of DTC Boulevard – Involves constructing a third lane along southbound I-225. The DTC Boulevard on ramp to southbound I-25 would cross under

southbound I-225 with a new bridge on southbound I-225 and then merge onto southbound I-225 from the left side of the highway. The DTC Boulevard on ramp to northbound I-25 would continue to use a dedicated lane to the exit ramp at I-25. *(Tier 3 Elimination)*

- Concept 17: Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard – Involves dividing southbound I-225 just west of Yosemite Street into two, two-lane freeway segments directed to either northbound I-25 or southbound I-25, this describes the term bifurcation. The DTC Boulevard on ramp would cross under southbound I-225 with a new bridge and then merge onto the highway to southbound I-25 from the right side. The DTC Boulevard on ramp to northbound I-25 would continue to use a dedicated lane to the exit ramp to I-25. The off ramp to DTC Boulevard from southbound I-225 would be removed and traffic would be redirected to the Yosemite Street off ramp and through the ramp intersection to reach DTC Boulevard. *(Tier 3 Not Recommended)*
- Concept 18: Add Loop Ramp and Braid Ramps East and West of DTC Boulevard – Involves constructing a third lane along southbound I-225. The northbound DTC Boulevard traffic heading to southbound I-225 would use a loop ramp; whereas the southbound Tamarac Parkway traffic would use a new slip ramp. The DTC Boulevard on ramps merge to access the northbound and southbound I-25 ramps. The DTC Boulevard to southbound I-25 on ramp would cross underneath southbound I-225 with a new bridge and then merge onto southbound I-225 from the left side of the highway. The off ramp to DTC Boulevard from southbound I-225 would be replaced with a braided ramp with the new Yosemite Street on ramp. *(Tier 3 Elimination)*
- Concept 19: Divide I-225, Maintain DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard – Involves dividing southbound I-225 just west of Yosemite Street into two, two-lane freeway segments directed to either northbound I-25 or southbound I-25. The DTC Boulevard on ramp would cross under southbound I-225 with a new bridge and then merge onto the highway to southbound I-25 from the right side. The DTC Boulevard on ramp to northbound I-25 would continue to use a dedicated lane to the exit ramp to I-25. The off ramp to DTC Boulevard from southbound I-225 would remain. This concept is the same as Concept 17, except that it maintains the DTC Boulevard off ramp from southbound I-225. *(Recommended)*
- Concept 20: Divide I-225 East of DTC Boulevard and Add Roundabouts at the DTC Boulevard Interchange Intersections – Involves dividing southbound I-225 just west of Yosemite Street into two, two-lane freeway segments directed either to northbound I-25 or southbound I-25. The DTC Boulevard on ramp would cross under southbound I-225 with a new bridge and then merge onto the highway to southbound I-25 from the right side. The DTC Boulevard on ramp to northbound I-25 would continue to use a dedicated lane to the exit ramp to I-25. The signalized intersections at the DTC Boulevard interchange off and on ramps would be converted to roundabouts. *(Tier 2 Elimination)*
- Concept 21: Braid Ramps East and West of DTC Boulevard – Involves dividing southbound I-225 just west of Yosemite Street into two, two-lane freeway segments directed to either northbound I-25 or southbound I-25. The DTC Boulevard on ramp would cross under southbound I-225 with a new bridge and then merge onto the highway to southbound I-25 from the right side. The DTC Boulevard on ramp to northbound I-25 would continue to use a dedicated lane to the exit ramp to I-25. The off ramp to DTC Boulevard from southbound I-225 would be braided with a new Yosemite Street on ramp to southbound I-225. This concept is the same as Concept 19, except that the existing DTC Boulevard off ramp from the southbound I-225 ramp is braided with a new Yosemite Street on ramp to southbound I-225. *(Tier 3 Elimination)*

4.1 Traffic Operations

Year 2035 Congestion along I-225

As previously discussed in the 2035 No-Action analysis, this southbound segment of I-225 is projected to cause LOS F for 8 to 12 hours a day by 2035. As part of the alternative concepts analysis, traffic congestion along I-225 was evaluated relative to the frequency of hours that the southbound direction would function at LOS F given 2035 traffic volumes. Concepts were analyzed to identify whether LOS F occurs for more than two hours per day, chosen as a condition that would be an improvement over existing conditions. None of the concepts were found to completely eliminate the LOS F operations during the morning peak hour. Thus, it is recognized that the freeway system will operate at LOS F in 2035 during one peak hour, and the subsequent hour represents a recovery period to climb out of LOS F; hence, no more than two hours in LOS F is the goal specifically caused by the segment between DTC Boulevard and I-25. Other non-peak hour conditions should operate better, barring incidents that might impact the facilities capacity.

Typically we analyze traffic to meet LOS D to accommodate the design year peak hour traffic. However, because the downstream traffic conditions on I-25 will negatively impact this segment of southbound I-225, this typical LOS D measure cannot be achieved and, therefore, is not appropriate for the traffic analysis of this study. For analysis purposes, the goal was to at least match the duration of LOS F on southbound I-225 today in the design year of 2035 to reduce congestion at the existing bottleneck. So, the primary measure in this analysis with respect to the freeway operations is not the specific peak hour operations, but rather the duration of LOS F operations allowed, measured in hours, during the course of a typical weekday.

Both the existing two-lane section crossing DTC Boulevard and the weave segment just below these two lanes were analyzed. The weave segment becomes the critical constraint once the two-lane bridge is widened to three lanes. This weave analysis incorporates three components based on the applicability of the alternative concepts:

- The mainline traffic entering the study area from upstream
- Traffic entering from the DTC Boulevard on ramp oriented to just southbound I-25
- All the on ramp traffic entering from DTC Boulevard sensitive to its directionality (either to northbound I-25 or to southbound I-25)

Each alternative was analyzed using HCS methodology for freeway capacities to determine how often (number of hours) a LOS F was caused given 2035 traffic volumes. This number was compared among concepts for screening.

Those concepts that were found to not perform any better than the No Action Alternative recommended for elimination include:

- Concept 4: Hard Shoulder Running Only
- Concept 7: Third Lane Only
- Concept 11: Reroute DTC Boulevard Ramp to Yosemite Street
- Concept 12: Braided Ramps between Yosemite Street and DTC Boulevard
- Concept 13: Combine Interchanges with U-Turn Bridge
- Concept 14: Texas U-Turn
- Concept 15: Two DDI's – Yosemite Street and DTC Boulevard

Figure 4.1 displays the No Action Alternative and the retained concepts for Tier 3 screening. With no improvements, southbound I-225 would cause LOS F for approximately 8 to 12 hours per day. Concept 17 and Concept 19 show the greatest promise, projected to cause LOS F for no more than one to two hours per day. The bifurcation of I-225 is a beneficial aspect of these concepts with the respect to this segment.

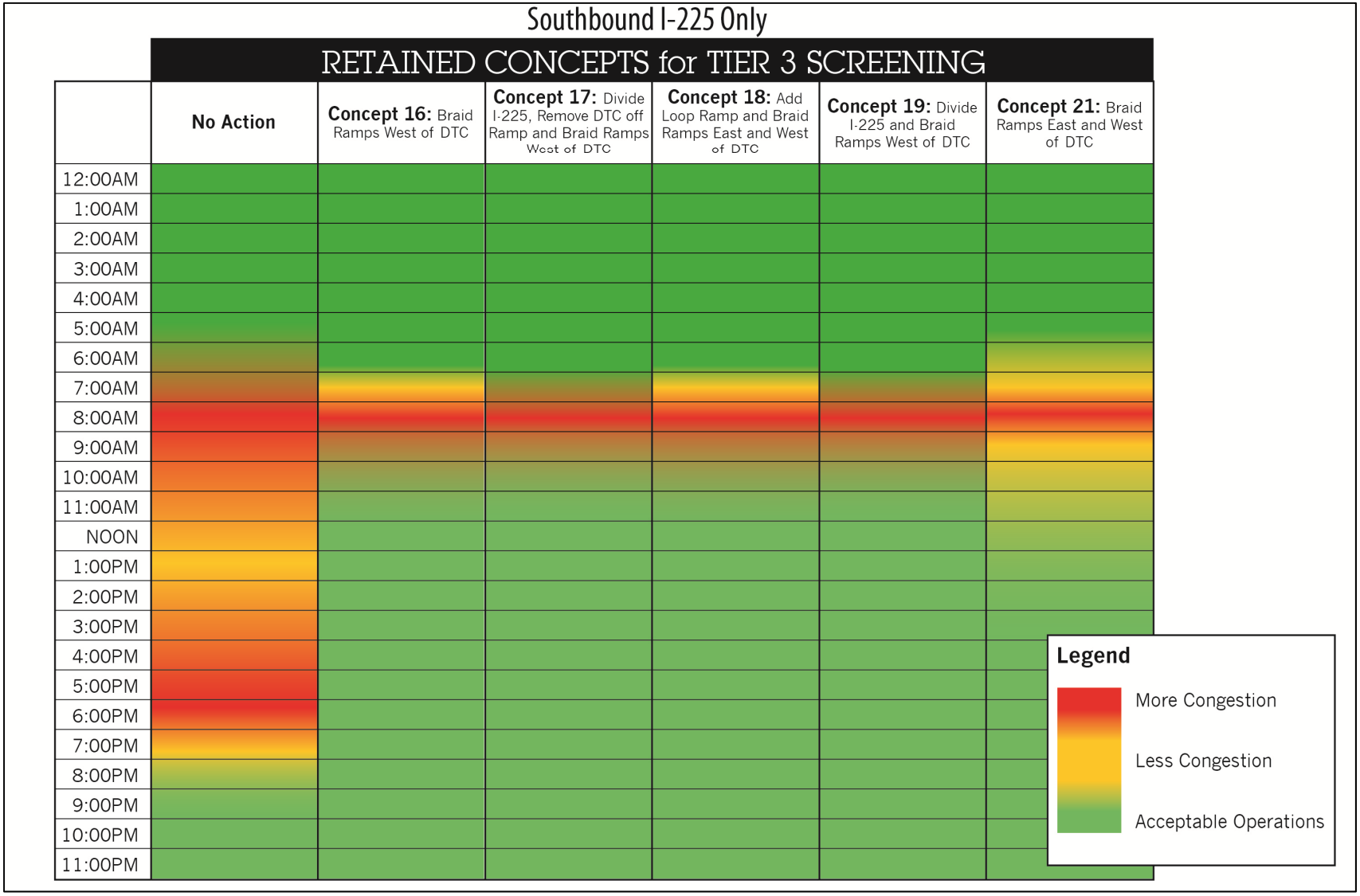
Intersection Operations

An evaluation of the interchange intersections at DTC Boulevard and Yosemite Street was completed for all the concepts in Tier 2 and Tier 3 in comparison to the No Action Alternative. Highway Capacity Manual (HCM)/Synchro was used to assess the intersections LOS and to gauge queuing issues between successive intersections.

As previously discussed, the 2035 No Action scenario will see the interchanges' intersections worsen to LOS E for the north Yosemite Street intersection and the north DTC Boulevard intersection during the AM peak hour. **Table 4.1** displays the Tier 2 results for intersection operations. **Appendix B** provides the detailed operations analysis results for the concepts that were evaluated in Tier 2.

Concepts where traffic had to be rerouted typically resulted in poorer LOS's and queuing issues than concepts that did not shift traffic patterns. Concepts 16, 17, 18, 19, and 21 all provided equivalent or better operations than the No Action and were retained for Tier 3 evaluations.

Figure 4.1 Congestion along I-225 for Retained Tier 3 Concepts - 2035*



** Southbound I-225 Only Caused by Critical Segment*

Table 4.1 Tier 2 Interchanges' Intersection Operations Screening Results

Alternative Concept	Title	Results
4	Hard Shoulder Running Only	Traffic conditions at the interchanges' intersections will worsen without improvements to LOS E for north Yosemite Street intersection and the north DTC Boulevard intersection during the AM peak hour for 2035, similar to the No Action Alternative.
7	Third Lane Only	Traffic conditions at the interchanges' intersections will worsen without improvements to LOS E for north Yosemite Street intersection and the north DTC Boulevard intersection during the AM peak hour for 2035, similar to the No Action Alternative.
8	DTC Boulevard On Ramp to Northbound I-25 Only	Some out-of direction travel is required with this Concept since the DTC Boulevard on ramp is closed to traffic traveling to southbound I-25 and is rerouted to the Yosemite interchange. This adds more left-turning traffic to the south DTC Boulevard ramp intersection. The additional burden would result in this intersection functioning at LOS F during the PM peak hour. Stacking of the southbound left turn movement would fill the left turn lane storage lanes with queues at times blocking the north DTC Boulevard ramp intersection.
9	Texas U-Turn with DTC Boulevard On Ramp to Northbound I-25 Only	Some out-of direction travel is required with this Concept since the DTC Boulevard on ramp is closed to traffic traveling to southbound I-25 and is rerouted to the Yosemite interchange. This will add more left turning traffic to the south DTC Boulevard ramp intersection. The additional burden would result in this intersection functioning at LOS F during the PM peak hour. Stacking of the southbound left turn movement would fill the left turn lane storage lanes with queues at times blocking the north DTC Boulevard ramp intersection.
10	DDI with Braided Ramp and DTC Boulevard On Ramp to Northbound I-25 Only	Some out-of direction travel is required with this Concept, adding left turning traffic to the south DTC Boulevard ramp intersection. The additional burden would result in this intersection functioning at LOS F during the PM peak hour. Southbound left turn movement stacking would fill the left turn lane storage. The southern Yosemite Street intersection's eastbound left turn movement will function at LOS F during the PM peak hour as this movement will be required to merge with the northbound through traffic along Yosemite Street. The queue of the left turn is approximately 850 feet. There would be no queue spillbacks between the two signalized intersections of the DDI and the DDI signalized intersections operate at an overall LOS D or better.

Alternative Concept	Title	Results
11	Reroute DTC Boulevard Ramp to Yosemite Street	Significant out-of direction travel is required with this Concept, adding left turning traffic to the south DTC Boulevard ramp intersection. This additional left turning demand will result in the south DTC Boulevard ramp intersection to function at a LOS F in the PM peak hour. The increase in left turn movements could also fill the available left turn storage at this intersection. Additionally, the out-of direction travel will add left turning traffic at both of the Yosemite Street ramp intersections. This additional left turning demand will result in the north Yosemite Street ramp intersection to function at a LOS F in the AM peak hour and the south Yosemite Street intersection to function at a LOS F in the PM peak hour. The increase in left turn movements could also fill the available left turn storage at these intersections.
12	Braided Ramps between Yosemite Street and DTC Boulevard	Significant out-of direction travel is required with this Concept, adding left turning traffic to the south DTC Boulevard ramp intersection. This additional left turning demand will result in the south DTC Boulevard ramp intersection functioning at a LOS E with the southbound left turn at a LOS F. Additionally, the out-of direction travel will add left turning traffic at both Yosemite Street ramp intersections. During the AM peak hour, the north Yosemite Street ramp intersection will operate at a LOS F and during the PM peak hour, the south Yosemite Street ramp intersection will operate at a LOS F.
13	Combine Interchanges with U-Turn Bridge	The U-turn bridge will operate under STOP control, which is projected to function at LOS F during both peak hours including significant stacking back to DTC Boulevard. Further, out-of direction travel is required with this Concept, adding left turning traffic to the south DTC Boulevard ramp intersection. This additional left turning demand will result in the south DTC Boulevard ramp intersection functioning at a LOS F in isolation; the queuing from the U-turn bridge will exasperate this problem.
14	Texas U-Turn	Significant out-of direction travel is required with this Concept, adding left turning traffic to the south DTC Boulevard ramp intersection. This additional left turning demand will result in the south DTC Boulevard ramp intersection functioning at a LOS F. Southbound left turn movement stacking would fill the left turn lane storage with queues at times blocking the north intersection.
15	Two DDI's - Yosemite Street and DTC Boulevard	At DTC Boulevard north intersection, the westbound left turn is a LOS F during the AM peak hour and the westbound right turn is a LOS F during the PM peak hour. At the DTC south intersection, the eastbound right turn is a LOS F during the AM peak hour. The southern Yosemite Street intersection's eastbound left turn movement will function at LOS F during the PM peak hour as this movement will be required to merge with the northbound through traffic along Yosemite Street. The queue of the left turn is approximately 850 feet. There would be no queue spillbacks between the two signalized intersections of the DDI and the overall LOS will be LOS D or better for Yosemite Street's DDI.

Alternative Concept	Title	Results
16	Braid Ramps West of DTC Boulevard	This Concept will maintain traffic operations at the intersections. However, traffic turning at the north DTC Boulevard ramp intersection will need clear signing given the impending directional decision associated with the downstream ramp braid.
17	Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard	Traffic operations can be maintained with this concept. This Concept will impact traffic flow through only the northern Yosemite Street Interchange, and the analysis indicates that this intersection can absorb the additional traffic without any degradation to LOS.
18	Add Loop Ramp and Braid Ramps East and West of DTC Boulevard	The north intersection at DTC Boulevard interchange will have improved operations with this Concept. The C-D road was evaluated for the weave interaction from the interchange ramps to the I-225 diverging braided ramps. The weave is two lanes, one from northbound (loop) DTC Boulevard and the southbound right turn from DTC Boulevard. The weave will operate at a LOS A during both peak hours.
19	Divide I-225 and Braid Ramps West of DTC Boulevard	Traffic operations can be maintained with this concept.
20	Divide I-225 East of DTC Boulevard and Add Roundabouts at the DTC Boulevard Interchange Intersections	Both two-lane roundabouts at DTC Boulevard interchange will operate overall at a LOS F for both AM and PM peak hours. During the PM peak hour, queues between the two roundabouts spill into the adjacent roundabout both northbound and southbound. Queues will also build along the roundabouts approaches and spill into the intersections of Tufts Avenue and Quincy Avenue.
21	Braid Ramps East and West of DTC Boulevard	Traffic operations will improve over the No Action, specifically for the DTC Boulevard interchange north intersection. This is due to fewer vehicles entering via the westbound approach.

4.2 Local Street Network

The adjacent local street network was reviewed in relation to impacts from the proposed Tier 3 concepts in maintaining and improving traffic and safety. Specifically, the evaluation assessed potential diversions of traffic onto the local street network. The remaining Tier 3 concepts reviewed are:

- Concept 16: Braid Ramps West of DTC Boulevard
- Concept 17: Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard
- Concept 18: Add Loop Ramp and Braid Ramps East and West of DTC Boulevard
- Concept 19: Divide I-225 and Braid Ramps West of DTC Boulevard
- Concept 21: Braid Ramps East and West of DTC Boulevard

The DRCOG travel demand modeling tool for year 2035 traffic forecasts, which includes a third through lane along I-225, was used to evaluate each Tier 3 concept. Modeling traffic assignment results were then compared with the No Action Alternative using the same 2035 traffic demands. While the traffic forecasts for this project incorporated three through lanes along southbound I-225, this specific local street system analysis included a model "run" that incorporated only two southbound lanes (as exists today across DTC Boulevard) to determine residual impacts on the local road system. Each of the final Tier 3 concepts was then analyzed via a special model run in which the subject alternative was specifically coded into the DRCOG travel demand model.

The comparison results from this approach show very little difference in the final traffic assignment along the local roadways. In comparing the raw traffic model assignment results, it was discovered that none of the concepts would create undue traffic diversions onto the adjacent local street network. Fluctuations in traffic volumes on the local network for each Tier 3 concept carried no more than a 2 percent cumulative difference when compared to the local network traffic assignment results associated with the two-lane No Action Alternative. These shifts in traffic are within normal day-to-day fluctuations and demonstrate that all five Tier 3 concepts would not have a negative impact on the local roadway network. Many of the trips along southbound I-225 have an origin and a destination well outside the study area, and the model did not "see" the local street system as being advantageous in serving these trips. **Table 4.2** displays the 2035 daily traffic volumes at the adjacent local streets and the comparison with No Action.

Additionally, due to the conclusion that the Tier 3 concepts would not impact traffic volumes negatively along the local street network, safety would remain similar to that of the No Action because no improvements are inherent in the local street network as part of this PEL.

Table 4.2 DRCOG 2035 Raw Travel Demand Model Output for Tier 3 Concepts

Location	No Improvements On Southbound I-225	Concept 16		Concept 17		Concept 18		Concept 19		Concept 21	
	Traffic Volume	Traffic Volume	% Difference	Traffic Volume	% Difference	Traffic Volume	% Difference	Traffic Volume	% Difference	Traffic Volume	% Difference
Quincy Ave. East of Quebec St.	21148	21172	0.11%	20780	-1.74%	21898	3.55%	20985	-0.77%	21129	-0.09%
Quebec St. South of Quincy Ave.	25664	25740	0.30%	25694	0.12%	26059	1.54%	25684	0.08%	25888	0.87%
Union Ave. East of I-25	22748	22713	-0.15%	22732	-0.07%	22851	0.45%	22713	-0.15%	22592	-0.69%
DTC Blvd. North of Interchange	43092	42724	-0.85%	42363	-1.69%	43665	1.33%	42637	-1.06%	42928	-0.38%
DTC Blvd. South of Interchange	75701	76400	0.92%	74627	-1.42%	77025	1.75%	76451	0.99%	76499	1.05%
Yosemite St. North of Interchange	28915	28811	-0.36%	28550	-1.26%	30728	6.27%	28587	-1.13%	31437	8.72%
Yosemite St. South of Interchange	37461	37261	-0.53%	38529	2.85%	36904	-1.49%	37195	-0.71%	37300	-0.43%
Accumulative Difference	254729	254821	0.04%	223275	-0.57%	259130	1.73%	254252	-0.19%	257773	1.19%

4.3 Safety

Safety was evaluated as part of Tier 2 and Tier 3 with respect to each concept's ability to reduce or maintain safety along the corridor. As traffic levels along the corridor increase, an even greater amount of congestion and associated crashes are expected under the No-Action scenario. The information that follows describes the safety analyses that were completed for Tier 2 and Tier 3 criteria related to each concept configuration.

The Tier 2 safety objective can be summed up as:

> ***Maintain existing or improve traffic operations with respect to existing conditions for weave areas along southbound I-225 with regard to distance of weave and number of lane changes.***

Currently, along southbound I-225 between the DTC Boulevard on ramp and the I-25 ramps, vehicles are required to weave through traffic en-route to I-25 on ramps. This weave length is only approximately 1,500 feet, which is identified to be relatively short in completing maneuvers safely. (The preferred minimum between a system interchange and a service interchange is 2,000 feet.) The criterion assessed whether a concept would involve a weave and how the weave length compares to the existing length. A longer weave distance allows more time for vehicles to get situated in correct exiting lanes to I-25 and reduces the need for drivers to accept shorter traffic gaps while maneuvering between lanes. A longer weave concept would be able to reduce rear-end and sideswipe (same direction) types of crashes along I-225. If a concept's weave distance is equal to the existing, then it will at least maintain the current level of safety from a weaving perspective. **Table 4.3** displays the analysis results.

Table 4.3 Tier 2 Weave Areas Screening Results

Alternative Concept	Title	Results
4	Hard Shoulder Running Only	The southbound lane configuration would require all DTC Boulevard on ramp traffic to merge over one lane. Traffic oriented to southbound I-25 would then need to make one additional lane change. This Concept requires a greater number of lane changes than the existing lane geometry and would not maintain or improve future traffic operations.
7	Third Lane Only	The southbound lane configuration would require all DTC Boulevard on ramp traffic to merge over one lane. Traffic oriented to southbound I-25 would then need to make one additional lane change. This Concept requires a greater number of lane changes than the existing lane geometry and would not maintain or improve future traffic operations.
8	DTC Boulevard On Ramp to Northbound I-25 Only	DTC Boulevard on ramp traffic oriented to northbound I-25 does not merge onto I-225. On ramp traffic to southbound I-25 has approximately one mile to make a single lane change, which is an improvement over the existing one-half-mile length. Therefore, this Concept would improve future traffic operations.
9	Texas U-Turn with DTC Boulevard On Ramp to Northbound I-25 Only	DTC Boulevard on ramp traffic oriented to northbound I-25 does not merge onto I-225. On ramp traffic to southbound I-25 has approximately one mile to make a single lane change, which is an improvement over the existing one-half-mile length. Therefore, this Concept would improve future traffic operations.
10	DDI with Braided Ramp and DTC Boulevard On Ramp to Northbound I-25 Only	DTC Boulevard on ramp traffic oriented to northbound I-25 does not merge onto I-225. On ramp traffic to southbound I-25 has approximately one mile to make a single lane change, which is an improvement over the existing one-half-mile length. Therefore, this Concept would improve future traffic operations.
11	Reroute DTC Boulevard Ramp to Yosemite Street	DTC Boulevard on ramp traffic oriented to northbound I-25 and southbound I-25 must all merge onto I-225. While the distance to the I-25 diverge is approximately twice as long as the existing configuration, DTC Boulevard on ramp traffic oriented to northbound I-25 does not require a lane change. This Concept requires one lane change in the form of a merge. Therefore, this Concept does not maintain existing or improve future traffic operations with respect to lane changing conflicts.
12	Braided Ramps between Yosemite Street and DTC Boulevard	DTC Boulevard on ramp traffic oriented to northbound I-25 and southbound I-25 must all merge onto I-225. While the distance to the I-25 diverge is approximately twice as long as the existing configuration, DTC Boulevard on ramp traffic oriented to northbound I-25 does not require a lane change. This Concept requires one lane change in the form of a merge. Therefore, this Concept does not maintain existing conditions with respect to lane changing conflicts.

Alternative Concept	Title	Results
13	Combine Interchanges with U-Turn Bridge	DTC Boulevard on ramp traffic oriented to northbound I-25 and southbound I-25 must all merge onto I-225. While the distance to the I-25 diverge is approximately twice as long as the existing configuration, DTC Boulevard on ramp traffic oriented to northbound I-25 does not require a lane change. This Concept requires one lane change in the form of a merge. Therefore, this Concept does not maintain existing conditions with respect to lane changing conflicts.
14	Texas U-Turn	DTC Boulevard on ramp traffic oriented to northbound I-25 and southbound I-25 must all merge onto I-225. While the distance to the I-25 diverge is approximately twice as long as the existing configuration, DTC Boulevard on ramp traffic oriented to northbound I-25 does not require a lane change. This Concept requires one lane change in the form of a merge. Therefore, this Concept does not maintain existing conditions with respect to lane changing conflicts.
15	Two DDI's - Yosemite Street and DTC Boulevard	DTC Boulevard on ramp traffic oriented to northbound I-25 and southbound I-25 must all merge onto I-225. While the distance to the I-25 diverge is approximately twice as long as the existing configuration, DTC Boulevard on ramp traffic oriented to northbound I-25 does not require a lane change. This Concept requires one lane change in the form of a merge. Therefore, this Concept does not maintain existing conditions with respect to lane changing conflicts.
16	Braid Ramps West of DTC Boulevard	DTC Boulevard on ramp traffic oriented to either northbound I-25 or southbound I-25 must all merge onto I-225 via separate ramps. Traffic would merge onto I-225 from both sides of the freeway in the same general vicinity, which could introduce safety concerns. This Concept is an improvement over existing conditions given entering traffic need, not weave. Therefore, this Concept would improve future traffic operations.
17	Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard	Spreading freeway demand across four freeway lanes (two in each bifurcation) and merging a ramp into each would eliminate weave conditions. Therefore, this Concept would improve upon existing operations.
18	Add Loop Ramp and Braid Ramps East and West of DTC Boulevard	DTC Boulevard on ramp traffic oriented to either northbound I-25 or southbound I-25 must all merge onto I-225 via separate ramps. Traffic would merge onto I-225 from both sides of the freeway in the same general vicinity, which could introduce safety concerns. This Concept is an improvement over existing conditions given entering traffic need, not weave. Therefore, this Concept would improve future traffic operations.
19	Divide I-225 and Braid Ramps West of DTC Boulevard	Spreading freeway demand across four freeway lanes (two in each bifurcation) and merging a ramp into each would eliminate weave conditions. Therefore, this Concept would improve upon existing operations.

Alternative Concept	Title	Results
20	Divide I-225 East of DTC Boulevard and Add Roundabouts at the DTC Boulevard Interchange Intersections	Spreading freeway demand across four freeway lanes (two in each bifurcation) and merging a ramp into each would approximately equate to existing weave conditions. Therefore, this Concept would maintain existing operations.
21	Braid Ramps East and West of DTC Boulevard	DTC Boulevard on ramp traffic oriented to either northbound I-25 or southbound I-25 must all merge onto I-225 via separate ramps. Traffic would merge onto I-225 from both sides of the freeway in the same general vicinity which could introduce safety concerns. This Concept is an improvement over existing conditions given entering traffic need not weave. Therefore, this Concept would improve future traffic operations.

Tier 2 concepts that did not fulfill this criterion include:

- Concept 4: Hard Shoulder Running Only
- Concept 7: Third Lane Only
- Concept 11: Reroute DTC Boulevard Ramp to Yosemite Street
- Concept 12: Braided Ramps between Yosemite Street and DTC Boulevard
- Concept 13: Combine Interchanges with U-Turn Bridge
- Concept 14: Texas U-Turn
- Concept 15: Two DDI's – Yosemite Street and DTC Boulevard

One of the Tier 3 safety objectives can be summed up as:

> ***Reduce weaves along southbound I-225. Weaves are less desirable than a merge or diverge due to the traffic streams crossing each other in a short distance.***

The concepts that moved forward from Tier 2 (Concepts 16, 17, 18, 19 and 21) were evaluated to see if weave movements could be removed entirely with each proposed concept. The HCM defines weaving segments as requiring intense lane-changing maneuvers as drivers must access lanes appropriate to their desired exit leg. Therefore, traffic in a weave segment is subject to lane-changing turbulence in excess of that normally present along basic freeway segments. Thus, in relation to safety, weaves increase conflict points in that traffic streams must cross; this differs from a typical freeway merge or diverge along a freeway segment. In a weave segment, rear-end and sideswipe (same direction) types of crashes are more likely than merges and diverges due to the concentration of exiting, entering, and shifting across lanes of traffic. **Table 4.4** displays the analysis completed for this screening criterion.

Table 4.4 Tier 3 Weave Reduction Screening Results

Alternative Concept	Title	Results
16	Braid Ramps West of DTC Boulevard	Concept 16 eliminates the weave movement between the DTC Boulevard on ramp and southbound I-225 to southbound I-25 by splitting the on ramp traffic directionally before entering I-225 and forcing the DTC Boulevard traffic to enter from the left side of southbound I-225. Concept 16 does not completely omit the weave as traffic would still have the ability to abruptly cross southbound I-225 to access either I-25 directional ramps.
17	Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard	Concept 17 eliminates the weave movement by bifurcating southbound I-225 before the DTC Boulevard on ramp.
18	Add Loop Ramp and Braid Ramps East and West of DTC Boulevard	Concept 18 eliminates the weave movement between the DTC Boulevard on ramp and southbound I-225 to southbound I-25 by splitting the on ramp traffic directionally before entering I-225 and forcing the DTC Boulevard traffic enter from the left side of southbound I-225. Concept 18 does not completely omit the weave as traffic would still have the ability to abruptly cross southbound I-225 to access either I-25 directional ramps.
19	Divide I-225 and Braid Ramps West of DTC Boulevard	Concept 19 eliminates the weave movement by bifurcating southbound I-225 before the DTC Boulevard on ramp.
21	Braid Ramps East and West of DTC Boulevard	Concept 21 does not eliminate the weave movement. Rather, it relocates the weave on southbound I-225 north of the proposed bifurcation at the new on ramp from Yosemite Street.

Tier 3 concepts that did not fulfill this criterion include:

- Concept 16: Braid Ramps West of DTC Boulevard
- Concept 18: Add Loop Ramp and Braid Ramps East and West of DTC Boulevard
- Concept 21: Braid Ramps East and West of DTC Boulevard

Another Tier 3 safety objective pertains to merge/diverge movements and can be summed up as follows:

> ***Maintain or reduce merges/diverges along southbound I-225. Merges and diverges are conflict points along I-225. Maintaining or reducing conflict points will generally improve I-225 traffic flow and maintain/improve safety.***

Each Tier 3 concept (Concepts 16, 17, 18, 19, and 21) were inventoried for maintaining or reducing merges/diverges. While not usually as problematic as weave movements, additional conflict areas caused by merging and diverging could potentially increase the number of crashes along I-225, specifically rear-end and sideswipe crashes. **Table 4.5** displays the analysis completed for this screening criterion.

Table 4.5 Tier 3 Safety Screening Results – Maintain or Reduce Merges/Diverges

Alternative Concept	Title	Results
16	Braid Ramps West of DTC Boulevard	Concept 16 maintains the diverge (off ramps) to I-25, the diverge (off ramp) to DTC Boulevard, and the diverge (off ramp) to Yosemite Street. This concept adds two merges (on ramps) from DTC to I-225.
17	Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard	Concept 17 maintains the diverge (off ramps) to I-25, removes the diverge (off ramp) to DTC Boulevard, maintains the diverge (off ramp) to Yosemite Street, and adds two merges (on ramps) from DTC Boulevard to I-225.
18	Add Loop Ramp and Braid Ramps East and West of DTC Boulevard	Concept 18 maintains the diverge (off ramps) to I-25, the diverge (off ramp) to DTC Boulevard, and the diverge (off ramp) to Yosemite Street. However, it adds a merge (on ramp) from Yosemite Street and adds two merges (on ramps) from DTC to I-225.
19	Divide I-225 and Braid Ramps West of DTC Boulevard	Concept 19 maintains the diverge (off ramps) to I-25, the diverge (off ramp) to DTC Boulevard, and the diverge (off ramp) to Yosemite Street. This concept adds two merges (on ramps) from DTC to I-225.
21	Braid Ramps East and West of DTC Boulevard	Concept 21 maintains the diverge (off ramps) to I-25, the diverge (off ramp) to DTC Boulevard, and the diverge (off ramp) to Yosemite Street and adds two merges (on ramps) from DTC to I-225.

Tier 3 concepts that did not fulfill the criterion include:

- Concept 16: Braid Ramps West of DTC Boulevard
- Concept 17: Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard
- Concept 18: Add Loop Ramp and Braid Ramps East and West of DTC Boulevard
- Concept 19: Divide I-225 and Braid Ramps West of DTC Boulevard
- Concept 21: Braid Ramps East and West of DTC Boulevard

A Tier 3 safety objective related to the interchange intersections is:

> ***Maintain or improve safety at the DTC Boulevard and Yosemite Street ramp intersections compared to the No Action Alternative.***

Each interchange intersection was evaluated with respect to increases in traffic due to traffic pattern shifts resulting from ramp differences between alternatives. An increase in traffic volumes can correlate to an increase in intersection crashes. Common intersection crashes include broadside, approach turn, and rear-end type crashes. **Table 4.6** displays the analysis completed for this screening criterion.

Table 4.6 Tier 3 Maintain or Improve Safety at the Ramp Intersections Safety Screening Results

Alternative Concept	Title	Results
16	Braid Ramps West of DTC Boulevard	Concept 16 will maintain the same level of interchange traffic and, therefore, safety on the DTC Boulevard and Yosemite Street ramp Intersections in relation to the No Action Alternative.
17	Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard	Concept 17 will reduce safety at the Yosemite Street north intersection by increasing through traffic at the intersection compared to the No Action Alternative. This is due to the closure of the DTC Boulevard off ramp, thus forcing traffic to Yosemite Street.
18	Add Loop Ramp and Braid Ramps East and West of DTC Boulevard	Concept 18 will improve safety at the DTC Boulevard north intersection by reducing its traffic as compared to the No Action Alternative. This is due to the loop ramp serving otherwise left turn movements as well as adding the Yosemite Street on ramp, thereby reducing congestion and the opportunities for additional crashes.
19	Divide I-225 and Braid Ramps West of DTC Boulevard	Concept 19 will maintain the same level of interchange traffic and, therefore, safety on the DTC Boulevard and Yosemite Street ramp Intersections in relation to the No Action Alternative.
21	Braid Ramps East and West of DTC Boulevard	Concept 21 will improve safety at the DTC Boulevard north intersection by reducing traffic at that intersection compared to the No Action Alternative by adding the Yosemite Street on ramp, thus reducing congestion and the opportunities for additional crashes.

Tier 3 concepts that did not fulfill the criterion include:

- Concept 17: Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard

4.4 I-25 2035 Growth and Resulting Operations

As part of the 2035 No Action conditions evaluation of the study area, I-25 mainline operations were evaluated and found to be poor, such that southbound I-225 traffic cannot easily merge onto southbound I-25. This condition is prevalent in both AM and PM peak hours, and it results in traffic queues occurring along the entrance ramps (from I-225).

By 2035, southbound I-25 mainline traffic will operate at LOS F at the merge with I-225 and LOS F between Hampden and I-225, without improvements to I-25. This congestion will create a traffic backup along the ramps and potentially spill back onto I-225, thereby adding to the existing congestion issue on southbound I-225.

The existing northbound traffic along I-25 is already operating at LOS F and the southbound merge from I-225 operates at LOS E during the AM peak hour. Evaluations show the merge point will degrade to LOS F by 2020 and continue to degrade southbound traffic to a LOS F north of the merge by 2035.

In essence, the extreme congestion that I-25 will experience has the potential to create queues along southbound I-225 because this traffic will be attempting to merge into gridlock conditions.

4.5 Alternative Concepts' Impacts to I-25 – Tier 3

Each of the five Tier 3 concepts was reviewed with respect to impacts to I-25 operations. All the concepts remove the bottleneck on southbound I-225, allowing I-225 traffic to flow more smoothly to I-25. The purpose of the analysis was to determine the impacts to I-25 with this changed condition because the bottleneck served as traffic metering onto I-25.

The VISSIM microsimulation software tool was used to evaluate LOS, density, and average speed along I-25 at the northbound and southbound I-25 merge points from I-225. VISSIM allows the assessment of transportation operations in more detail as the software simulates, tracks, and records every vehicle entered into the system. The software assesses the interaction between drivers and spill-back effects of nearby bottlenecks. By 2035, peak traffic conditions along I-25 will be poor such that mainline will operate at LOS F. Assessing LOS F conditions will not provide meaningful comparisons because simulation results will show poor operations throughout the system during the peak hour. The analysis focused on the existing AM peak hour traffic volumes (worst scenario) because variations in operations are more likely, thereby allowing a more direct comparison. **Table 4.7** compares the No Action Alternative to the five Tier 3 concepts.

Table 4.7 I-25 Comparison of Tier 3 Concepts – VISSIM Simulation Results of Existing AM Peak Hour Traffic

		No Action	Concept 16	Concept 17	Concept 18	Concept 19	Concept 21
I-25 Northbound Merge (from I-225)	LOS/Density (pc/mi/ln)*	F (64.1)	F(50.4)	F (54.4)	F (46.2)	F (52.1)	F (49.9)
	Avg. Speed (mph)	24.8	31.0	29.1	35.4	29.9	31.1
I-25 Southbound Merge (from I-225)	LOS/Density (pc/mi/ln)*	E (43.0)	E (39.0)	E (42.5)	E (40.6)	E (42.9)	E (41.7)
	Avg. Speed (mph)	37.1	41.2	37.1	39.1	37.0	37.9

** pc/mi/ln = passenger cars per mile per lane. LOS is based on this density measure.*

One can see, each concept does not impact I-25 negatively. Even though, the bottleneck at the DTC Boulevard interchange is removed in each concept, other capacity constraints restrain traffic from entering I-25 mainline. The VISSIM simulation shows that the on ramps to I-25 (from I-225) are capacity-constrained due to traffic conditions along I-25. Therefore, the peak period operations cause these on ramps to be saturated at peak times, causing queues to form. Removing the two-lane bottleneck along southbound I-225 will result in these queues growing longer at the peak times, but the nature of merging onto I-25 will not change as the absorption of traffic from the on ramp is fixed due to congestion along I-25. As such, very little change is seen at the merging areas relative to LOS and density.

This information was not used in Tier 3 screening because it does not provide a differentiation among the concepts. However, it is helpful in that this analysis shows that removing the metering effect of the bottleneck does not negatively impact I-25; it just extends queues in entering I-25.

4.6 Concept 19 – Traffic Conditions Analysis

The Recommended Alternative Concept (Concept 19) was evaluated in greater detail with respect to traffic operations. The analysis used 2035 traffic forecasts (**Figure 4.2**).

The Recommended Alternative Concept involves dividing southbound I-225 just west of the Yosemite Street bridge into two, two-lane freeway segments that function as C-D roads to connect southbound I-225 to the designated I-25 on ramp; the southern two lanes serve southbound I-25 and the northern two lanes serve northbound I-25.

The DTC Boulevard on ramp would cross under southbound I-225 with a new bridge crossing and merge onto the highway to southbound I-25 from the right side, meeting driver expectations for a typical on ramp. The DTC Boulevard on ramp to northbound I-25 would continue to use a dedicated lane to the ramp heading toward I-25. The off ramp from southbound I-225 to DTC Boulevard would remain as part of the Recommended Alternative Concept (Concept 19) to maintain existing access for the area.

Freeway and Intersections Operations

Table 4.8 displays the projected freeway conditions along I-225. North of the DTC Boulevard interchange, I-225 would continue to operate at LOS F during the peak hours in the southbound direction; however, density will improve slightly from the No Action Alternative (shown in **Table 3-2**). With the weave eliminated, the DTC Boulevard merging traffic operates at LOS A for the northbound movement and LOS F for the southbound movement. The LOS is directly affected by I-25 2035 operations. Back up from the I-25 southbound merge will queue onto I-225 continuing the LOS F for the southbound I-25 DTC Boulevard on ramp and freeway section.

It is recognized that LOS F is inevitable in 2035 along southbound I-225; however, as previously discussed, the Recommended Alternative Concept (Concept 19) itself would cause LOS F only two hours per day. Downstream constraints will cause this segment's traffic to be at LOS F more frequently, but the segment itself will be the LOS F culprit two hours per day. This is an improvement from No Action, which could experience 8 to 12 hours of LOS F per day.

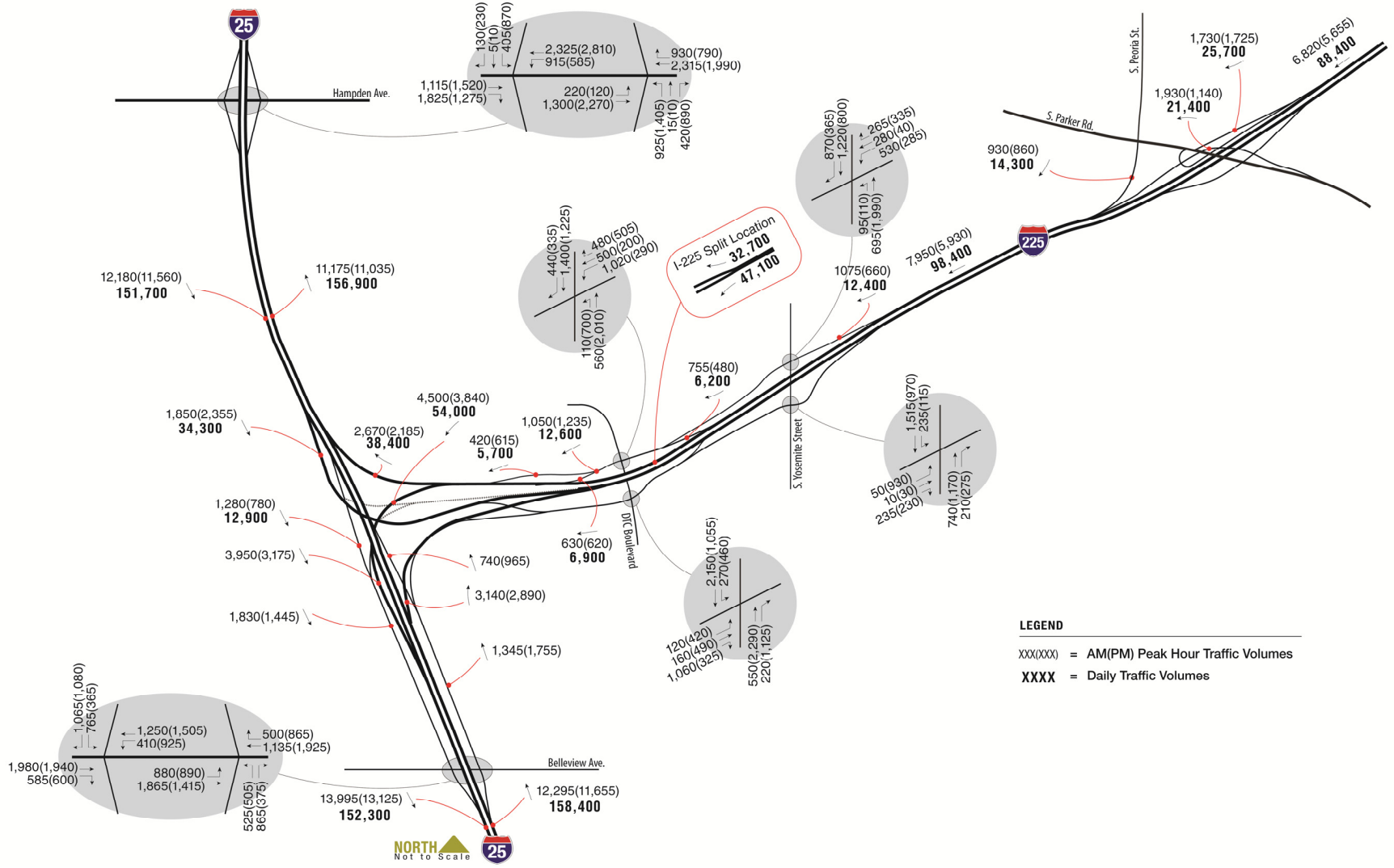
Table 4.8 Concept 19 (2035) Freeway Operations – VISSM Simulation Results**

Location	Type	AM Peak Hour LOS	AM Peak Hour Density*	PM Peak Hour LOS	PM Peak Hour Density*
Southbound I-225					
I-225, North of Parker Interchange	Freeway	F	91.4	D	30.7
Parker Road Off Ramp	Diverge	F	84.6	C	26.3
Parker Road Flyover On Ramp	Merge	F	138.4	F	62.2
Parker Road/Peoria Street On Ramp	Merge	F	92.2	F	49.4
Between Parker & Yosemite Interchanges	Freeway	F	135.7	F	96.0
Yosemite Street Off Ramp	Diverge	F	135.7	F	96.0
DTC Boulevard Street Off Ramp	Diverge	F	109.1	F	92.3
I-25 Bifurcation	Diverge	F	143.2	F	124.5
To Northbound I-25 DTC On Ramp	Merge	A	8.2	A	9.4
To Southbound I-25 DTC On Ramp	Merge	F	118.7	F	102.6

* *Density reported in passenger cars per mile per lane (pc/mi/ln)*

** *Freeway operations calculated using VISSIM simulation software*

Figure 4.2 2035 Concept 19 Traffic Volumes

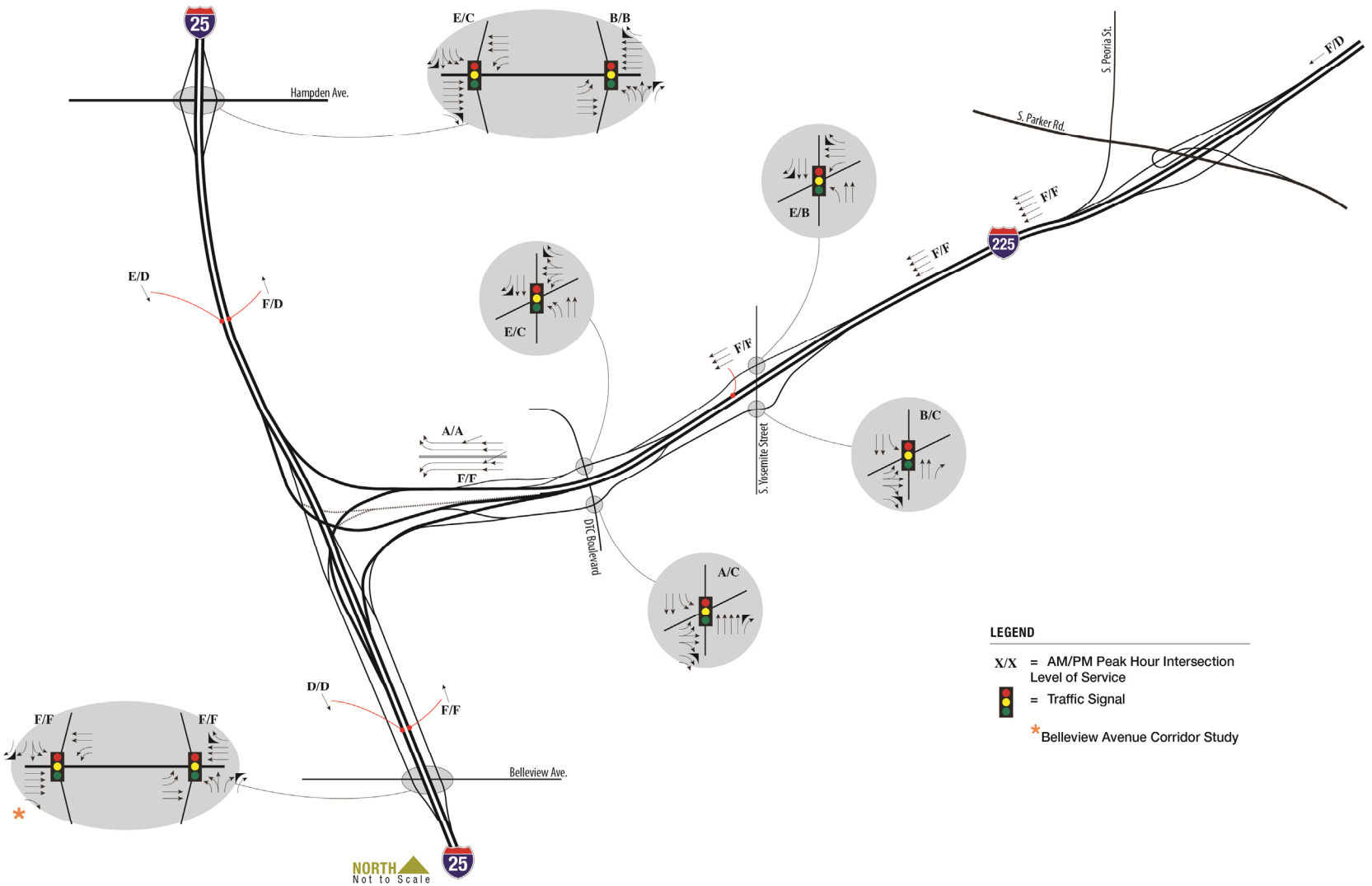


As part of the Recommended Alternative Concept analysis, the LOS for the signalized interchange intersections was determined for the AM and PM peak hours. Because all movements would still be accommodated relative to freeway access with the Recommended Alternative Concept (Concept 19), the intersections at the DTC Boulevard and Yosemite Street LOS are the same as that of the 2035 No Action Alternative. **Figure 4.3** shows the lane configuration at each intersection in the study area and the overall results. **Table 4.9** displays the LOS and average delays for the signalized intersections.

Table 4.9 Interchange Intersection Level of Service and Average Delay

Interchange / Intersection	AM Peak Hour		PM Peak Hour	
	Avg. Delay (seconds)	LOS	Avg. Delay (seconds)	LOS
I-225 / DTC Boulevard Interchange Intersections				
North Ramps	62.5	E	31.8	C
South Ramps	7.1	A	24.4	C
I-225 / Yosemite Street Interchange Intersections				
North Ramps	72.2	E	10.2	B
South Ramps	11.0	B	25.6	C

Figure 4.3 Concept 19 (2035) Lane Geometry and Level of Service



5.0 REFERENCES

Arapahoe County, City of Aurora, City of Centennial, and Parker Jordan Metro District. 2010. *Cherry Creek Trail at Arapahoe Road Feasibility Study*. Draft prepared by Vision Land Consultants. December.

Arapahoe County. 2010. *2035 Transportation Plan*.

Arapahoe County. 2009. *Parker Corridor Study*. Prepared by David Evans and Associates. July.

City of Aurora. 2009. *2009 Comprehensive Plan*.

City of Aurora. 2012. *Nine Mile Station Area Plan*. December.

City and County of Denver. 2011. *Denver Moves – Making Bicycle and Multi-Use Connections*. Accessed June 2013. http://www.denvergov.org/Portals/708/documents/FINAL_Denver_Moves.pdf

City and County of Denver. 2013a. Website accessed May 17, 2013: http://www.denvernature.net/Documents/DenverParks.html

City and County of Denver. 2013b. Website accessed May 20, 2013: http://www.denvergov.org/Portals/747/documents/parks/trails/regional_trails_web.pdf

City of Greenwood Village. 2004. *Comprehensive Plan*.

City of Greenwood Village. 2013. Accessed May 2013. http://www.greenwoodvillage.com/index.aspx?NID=351

DRCOG. 2007. *2035 Metro Vision Regional Transportation Plan*.

Transportation Research Board. 2010. *Highway Capacity Manual*.

Appendix A
Safety Assessment Report

I-225 PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

SAFETY ASSESSMENT REPORT

STATE HIGHWAY (INTERSTATE) 225A (MP 0.00 TO MP 4.66)

Prepared for:

Rich Horstmann, PE
CDOT Region 1
2000 S. Holly Street
Denver, CO 80222

Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
303/721-1440

Project Manager: Michelle K. Stevens, PE
Project Engineer: Gabrielle Renner, EI

August 2013
FHU Reference No. 112200-01

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

I. INTRODUCTION

The primary intent of this report is to provide information as it relates to safety for the I-225 Planning and Environmental Linkage (PEL) Study. The I-225 PEL study is focused on the southbound segment of I-225 between I-25 at Milepost (MP) 0.00 and Yosemite Street (MP 1.33). This portion of I-225 is a bottleneck during the AM peak period due to the reduction in through lanes at Yosemite Street and DTC Boulevard. Traffic backups along southbound I-225 as far north as the I-225 / Parker Road interchange (MP 3.94) are not uncommon during the peak period. Based on this, the safety analyses completed for this report cover a portion of southbound I-225 from MP 0.00 to MP 4.66 (north of Parker Road). In addition, given the direct interaction I-225 has with I-25, a portion of I-25 from Belleview Avenue (MP 199.40) to Hampden Avenue (MP 201.59) has also been reviewed as part of this analysis.

In conjunction with the PEL study, 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.

This report is based on the analysis of three years of crash history (July 1, 2009 to June 30, 2012). With ADT's on both freeways to be higher than 50,000 a three year crash history was used.

II. SITE LOCATION AND CONDITONS

As mentioned, this study addresses a section of State Highway (Interstate) 225A (I-225) beginning at MP 0.00 (the interchange with I-25) and extending east/north to MP 4.66 (north of the Parker Road interchange). The focus of this study is on the southbound direction of I-225 only. In addition, a portion of I-25 from MP 198.85 to MP 202.14 has also been included in this study due to the direction interaction between the two facilities. According to the CDOT Online Transportation Information System (OTIS) database, I-225's annual average daily traffic (AADT) in 2011 was approximately 126,000 vehicles per day (vpd) near the I-25 interchange, 130,000 vpd near the Yosemite interchange and about 123,000 vpd near the Parker Road interchange. As a percentage of the total vehicular traffic volume, the average truck volume across the section ranges from approximately 4% to 6%.

The following observations related to the study corridor were made during a field review, a review of aerial photography and the CDOT OTIS video log for I-225. Of note, CDOT annually collects video data for every state highway, so the information reviewed in OTIS for this report is from 2012.

- A typical cross section includes a 6 to 10-foot outside shoulder, two to three 12-foot travel lanes and a 6 to 20-foot (near Parker Interchange) inside shoulder.
- The barrier separated median between northbound and southbound directions is approximately 30 to 55-feet wide throughout the study corridor. Light-rail runs along the median of I-225 within this segment.
- Guard rail and concrete barriers are generally located on the outside shoulder in the vicinity of interchanges as well as on over and under passes. There is a concrete barrier along the inside shoulder for the entire corridor.
- There are luminaires along the study corridor.
- There are six interchanges within the study corridor, the system interchange of I-25 / I-225, three on I-225 and two on I-25: I-25 / I-225 (MP 0.00 / MP 200.13), I-225 / DTC Boulevard (MP 0.79), I-225 / Yosemite Street (MP 1.33), I-225 / Parker Road (MP 3.94), I-25 / Belleview Avenue (MP 199.40) and I-25 / Hampden Avenue (MP 201.59).
- Auxiliary lanes for on and off-ramps in the southbound direction within the corridor are detailed as follows:
    - Three auxiliary lanes in the southbound direction are created by on-ramps from Parker Road that merge to one lane which then exits at the off-ramp to Yosemite Street.
    - An additional thru lane drops in the southbound direction at the exit to DTC Boulevard.
- The posted speed limit on I-225 is currently 65 miles per hour (mph).

III. CORRIDOR CRASH HISTORY AND PROBLEM ANALYSIS

Crash history for the three-year period, July 1, 2009 through June 30, 2012, was examined between MP 0.00 and MP 4.66 on I-225 (southbound direction only) as well as MP 198.85 and MP 202.14 on I-25 (both directions) to locate crash clusters and to identify crash causes.

Table 1 summarizes the number of crashes for I-225 over the three-year study period. The first number represents the number of crashes that occurred along southbound I-225 while the number in parentheses reflects crashes that occurred along I-25. In general, as can be seen in this table, the total number of crashes from year to year is typically consistent during the three-year study period.

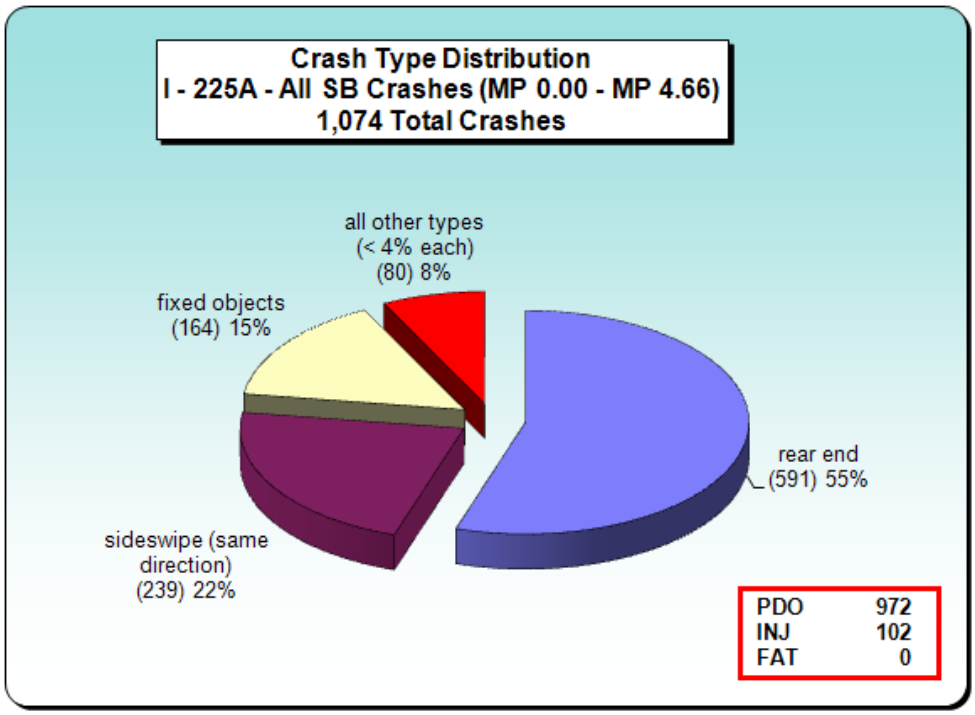
Table 1. I-225A (I-25A) Crash History: MP 0.00 – MP 4.66 (MP 198.85 – MP 202.14)

Period	Number of Crashes			
	Prop. Damage Only	Injury	Fatality	Total
07/01/2009 – 6/30/2010	121 (233)	14 (27)	0 (0)	135 (260)
07/01/2010 – 6/30/2011	115 (179)	10 (18)	0 (0)	125 (197)
07/01/2011 – 6/30/2012	147 (177)	13 (20)	0 (0)	160 (197)
Total (07/01/2009 – 6/30/2012)	**383 (589)**	**37 (65)**	**0 (0)**	**420 (654)**
Overall 3-Year Average per Year	**127.7 (196.3)**	**12.3 (21.7)**	**0 (0)**	**140.0 (218.0)**

A. Corridor Crash History

During the three-year study period (7/1/2009 – 6/30/2012), there were a total of 420 reported crashes on southbound I-225 within the project limits. I-25, in both directions (northbound and southbound), a total of 654 crashers were reported during the three-year study period. These totals include crashes on the ramps and ramp terminals along both highways. **Figure 1** provides a graphical representation of the crash types for the entire study area (southbound I-225 and both directions of I-25). The ramp crashes are discussed in more detail later in this report. Rear-end type crashes (55%) were the predominant crash type followed by sideswipe (same direction) crashes (22%) and fixed object type crashes (15%). A definition explaining each crash type as well as a diagram and the typical causes of the crash type can be found in the **Appendix**. The crash summary sheet listings are also presented in the **Appendix**.

Figure 1. Overall Crash Distribution



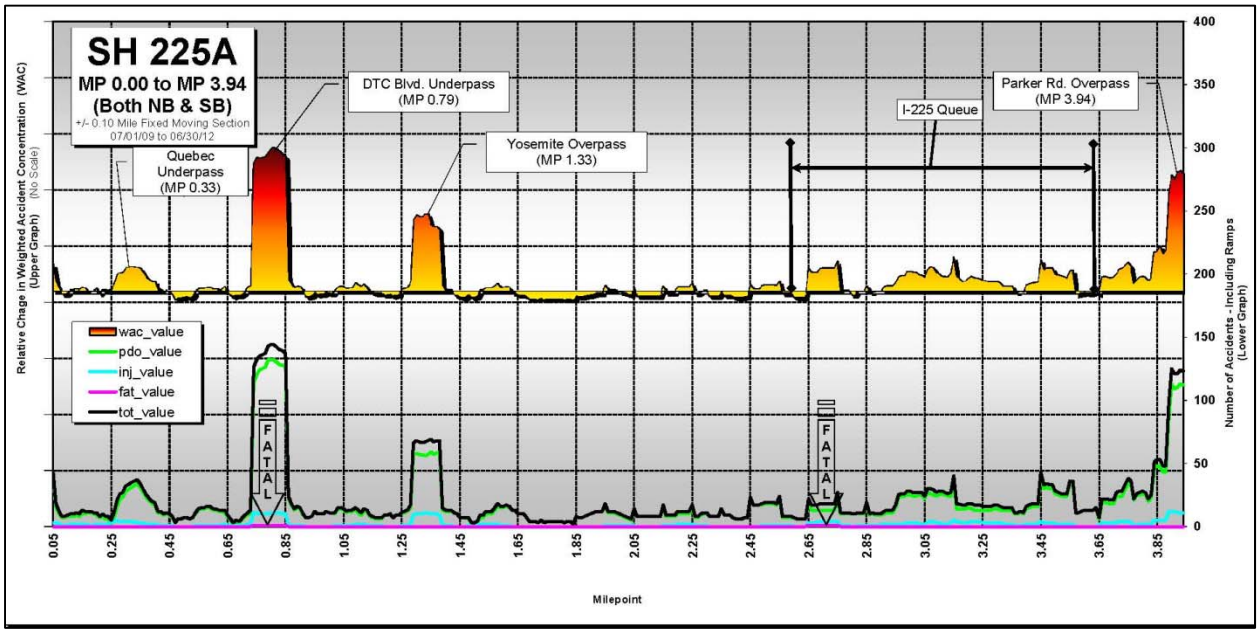
B. General Observations

The crash pattern seen above is not entirely unexpected since this is a corridor with heavy traffic during normal peak hours that results in vehicle congestion. Many of these crashes are likely due to the congestion occurring along the project corridor. A more detailed discussion of the predominant crash types is provided in the following interchange analysis sections.

C. Weighted Accident Concentration

A graphical rendering of the change in weighted crash concentration (WAC) along I-225 (shown on **Figure 2**) reveals the locations of crash concentration and their severity along the corridor. The complete crash listing and detailed crash summary sheets for this section of I-225 are provided in the **Appendix**.

Figure 2. Weighted Accident Concentration



As can be seen on this figure, there are several locations of crash concentrations throughout the I-225 study corridor. In general, the largest concentrations of crashes are related to the interchanges. The largest interchange related peaks on the graph are at DTC Boulevard, Yosemite Street and Parker Road. Of note, this chart includes both southbound and northbound crashes along I-225 as the methodology requires that both directions be included. The two fatal crashes shown on the chart occurred in the northbound direction and as such, have not been reviewed further in this report since the focus is on southbound I-225 only.

IV. SAFETY PERFORMANCE FUNCTION ANALYSIS

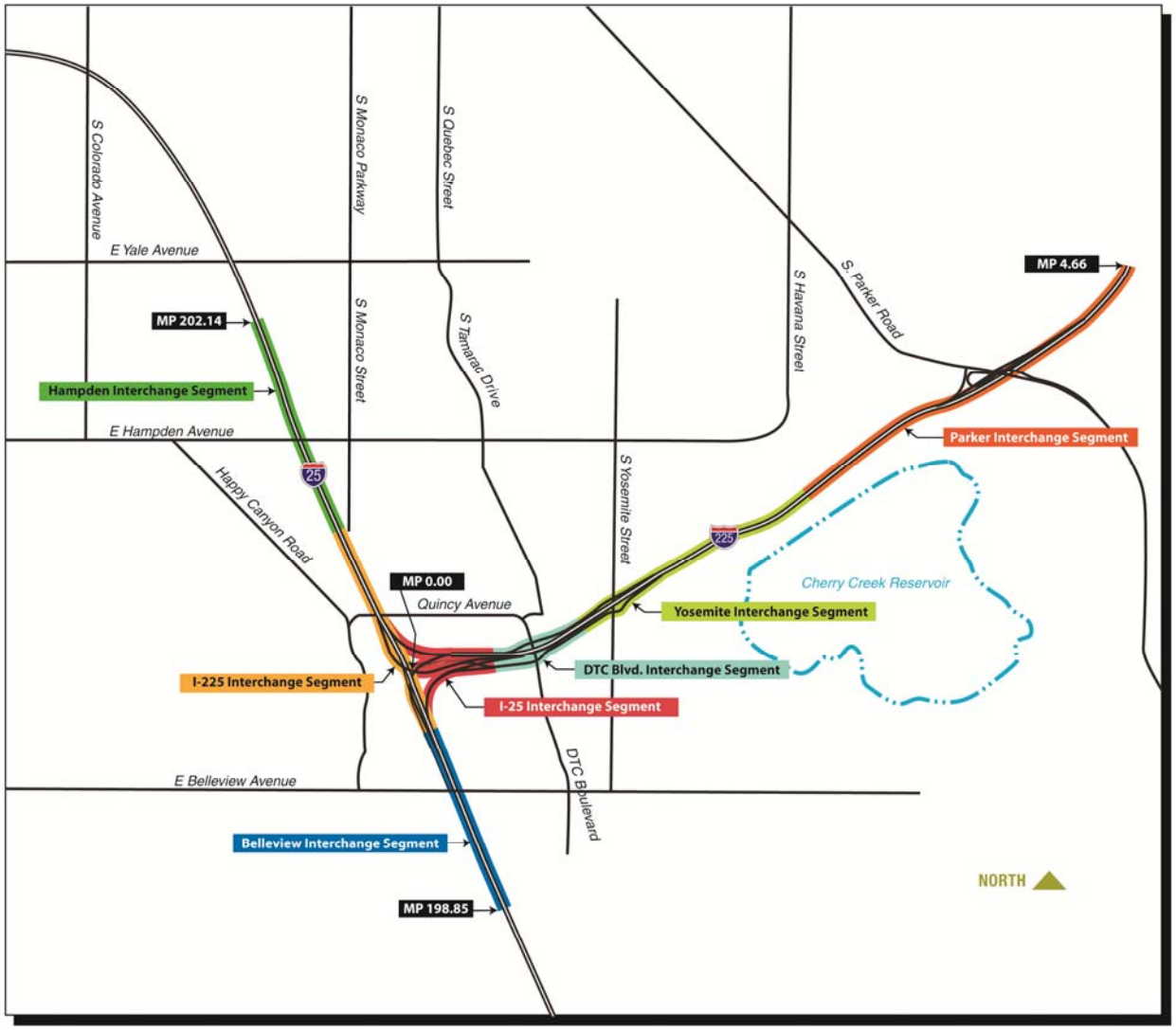
In addition to the examination and comparison of crash patterns for the entire study area as well as the WAC analysis, the assessment of the magnitude of safety problems on select highway sections has been refined through the use of Safety Performance Function (SPF) methodology. The SPF reflects the complex relationship between exposure (measured in ADT) and the crash count for a section of roadway measured in crashes per mile per year (CPMPY). The SPF models provide an estimate for the expected crash frequency for each interchange influence area, for a range of ADT, among similar facilities. SPF functions are limited to mainline crashes only and as such do not include crashes that occur on ramps.

Development of the SPF lends itself well to the conceptual formulation of the Levels of Service of Safety (LOSS). The concept of level of service uses qualitative measures that characterize safety of a roadway segment in reference to its expected performance and severity. If the level of safety predicted by the SPF will represent a normal or expected number of crashes at a specific level of ADT, then the degree of deviation from the norm can be stratified to represent specific levels of safety.

LOSS-I – Indicates low potential for crash reduction
LOSS-II – Indicates better than expected safety performance
LOSS-III – Indicates less than expected safety performance
LOSS-IV – Indicates high potential for crash reduction

The study sections on I-225 and I-25 have a mixture of classification ranging from an Urban 6-Lane Freeway to an Urban 8-Lane Freeway. The freeway has been broken down into seven analysis segments, each segment associated with one of the interchanges along the study corridor. The segmentation for the corridor is presented graphically on **Figure 3** on the next page.

Figure 3. Freeway Segmentation



As mentioned, there is a mixture of Urban 6-Lane and Urban 8-Lane Freeway segments throughout the study area. Data for three-years of crash history on I-225 and I-25 has been plotted for evaluation on the two SPF figures. Of note, these charts include both southbound and northbound crashes along I-225 as the SPF methodology requires that both directions be included in the analysis.

Figure 4. Urban 6-Lane Freeway SPF

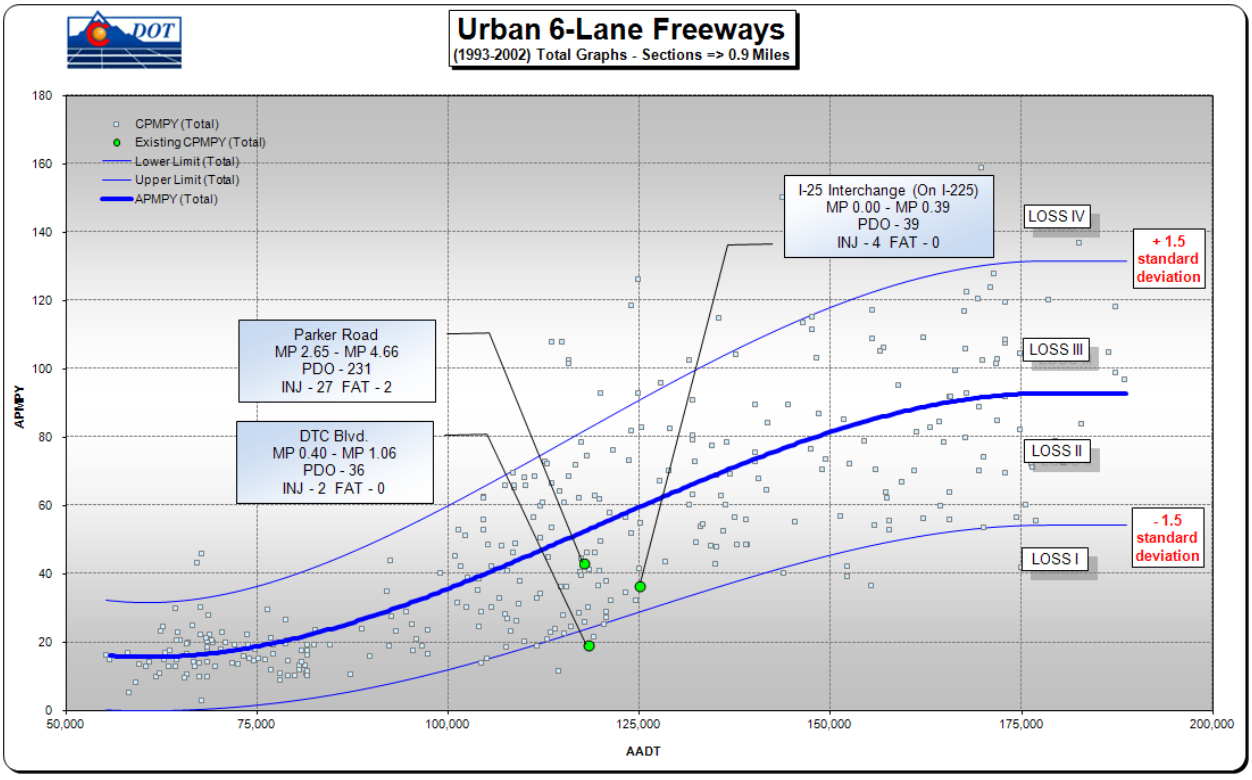


Figure 4 depicts the total crash SPF for the 6-Lane Freeway segments based on the given crash data. As can be seen, the SPF segments for the I-25 / I-225 and Parker Road interchanges are below the average expected crash rate for the given AADTs. This places these SPF segments in the LOSS II category, which indicates better than expected safety performance. In addition, the DTC Boulevard interchange SPF segment falls in the LOSS I category which indicates a low potential for crash reduction.

Figure 5. Urban 8-Lane Freeway SPF

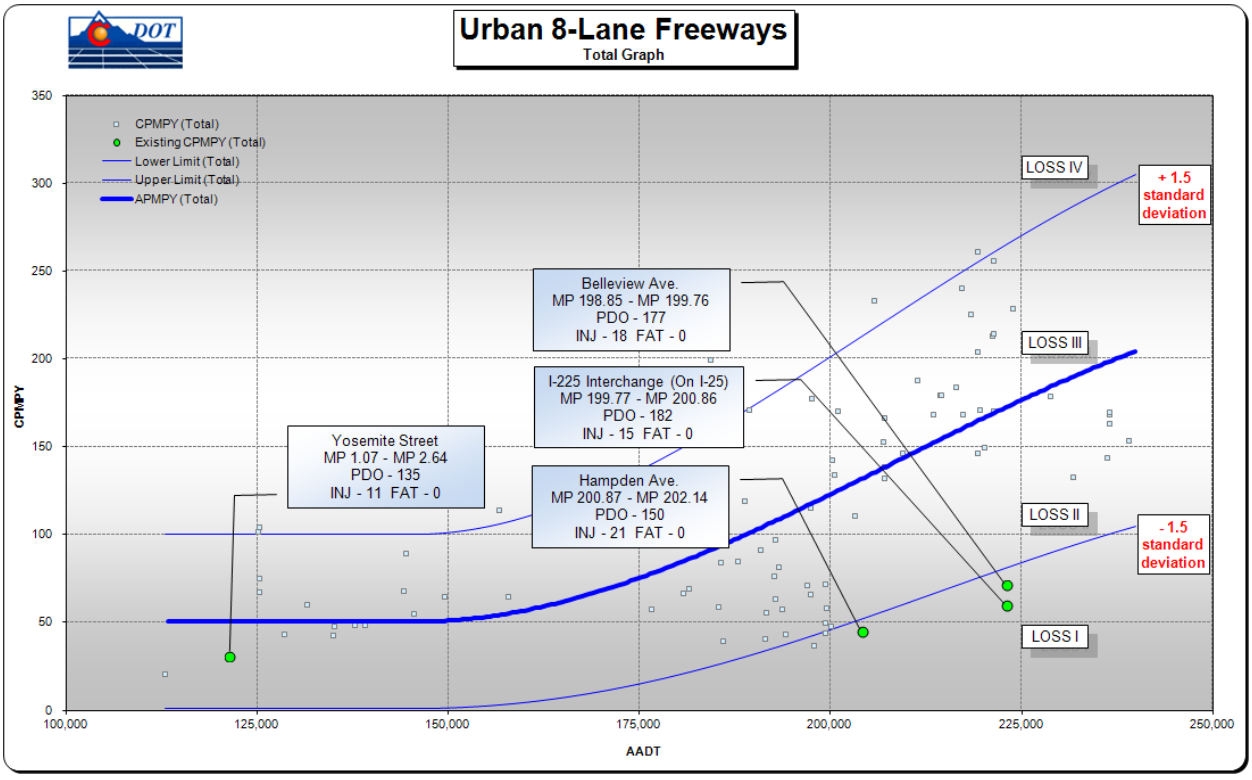


Figure 5 depicts the total crash SPF for the 8-Lane Freeway segments based on the given crash data. As can be seen, all of the SPF segments for the interchanges along I-25 are within the LOSS I category. This indicates a low potential for crash reduction on these segments. However, the Yosemite Street interchange segment falls just below the average expected crash frequency which places it in the LOSS II category. This means this segment has better than expected safety performance.

The detail of the crash occurrence on each of the SPF segments is discussed in more detail in the following sections. The mainline crashes, which correlate to the SPF analyses, are reviewed independently from the ramp crashes and the ramp terminal intersection crashes (if any) in the following sections.

V. I-225 INTERCHANGE ANALYSES

The following provides a summary of the analyses for the four interchange segments reviewed along I-225 from MP 0.00 to MP 4.66. These analyses include both mainline and ramp crashes as the proposed modifications to I-225 near DTC Boulevard could have an impact on the crash occurrence on both mainline I-225 and the ramps at the interchanges.

A. Segment 1 – I-25 Interchange (on I-225) (MP 0.00 to MP 0.39)

Mainline Crashes

During the three-year study period there were 16 reported mainline crashes between MP 0.00 and MP 0.39 on southbound I-225. **Figure 6** shows Segment 1 in relation to the other roadways in the vicinity.

Figure 6. I-25 (on I-225) Interchange Segment

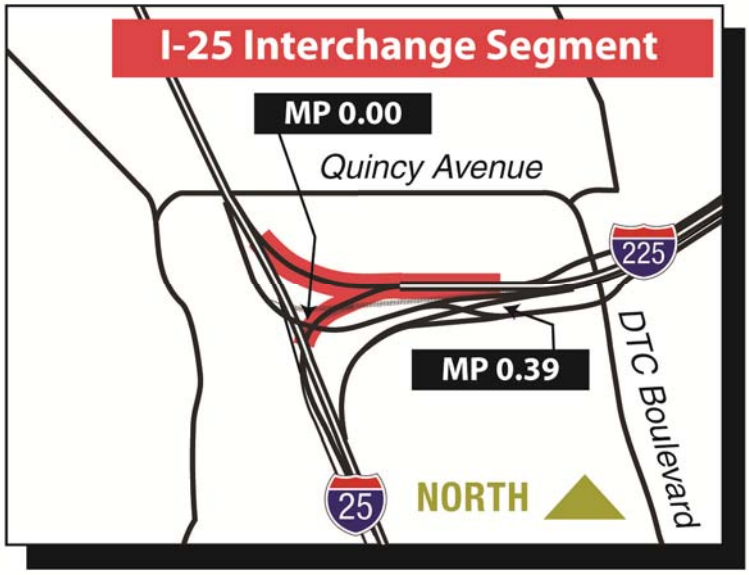
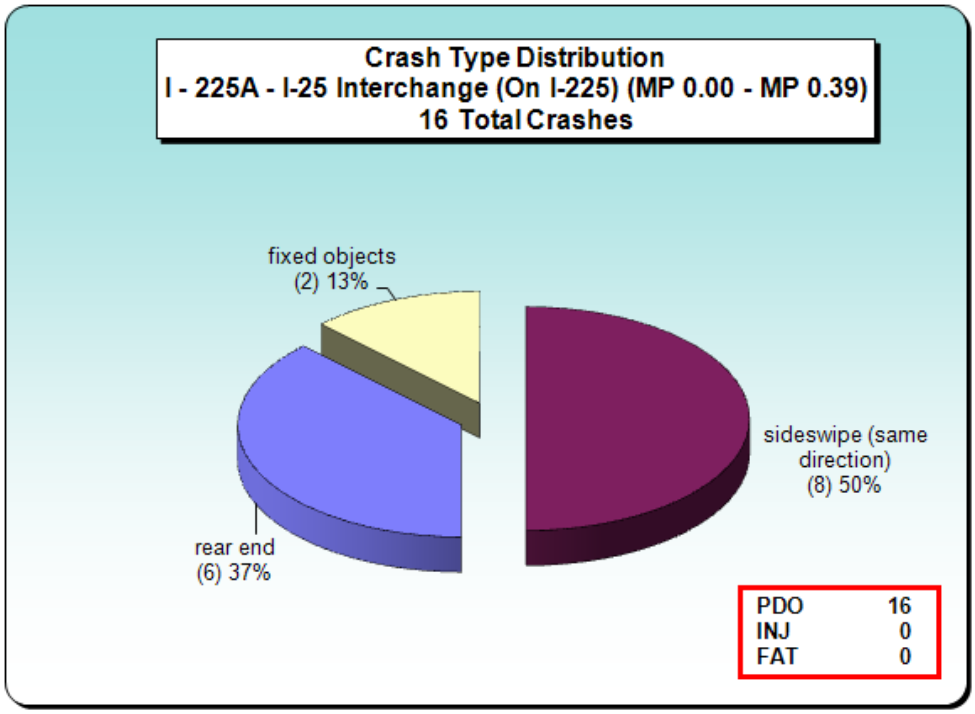


Figure 7 provides a graphical representation of the southbound crash types for this segment. Sideswipe (same direction) crashes were predominant (50%) followed by rear-end type crashes (37%).

Figure 7. I-25 (on I-225) Interchange Crash Distribution



The proportion of sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Half of these crashes (4 of 8) occurred during the midday peak between Noon and 2PM when speeds on I-225 are higher and changing lanes is likely more difficult. The other crashes occurred during the morning peak (3 of 8) and afternoon peak (1 of 8). The majority of the vehicles involved in the sideswipe crashes (5 of 8) were changing lanes at the time of the collision in an effort to position themselves for the upcoming exit ramps to I-25.

Ramp Crashes

There were a total of 23 ramp crashes reported on the two southbound I-225 ramps to I-25 during the study period. These two ramps include Ramp C (southbound I-225 to northbound I-25) and Ramp I (southbound I-225 to southbound I-25).

The following provides a summary for each of the ramps.

Ramp C – Southbound I-225 to Northbound I-25

There were six crashes reported on the southbound I-225 ramp to northbound I-25 over the three-year study period. The predominant crash type on this ramp was fixed-object type crashes. The most frequent of the fixed-object type crashes was 2 concrete highway barrier crashes. All other crash types were single occurrences. Based on this, no correctable crash pattern could be identified based on a review of the crash history along this ramp.

Ramp I – Southbound I-225 to Southbound I-25

During the three-year study period there were a total of 17 crashes on this ramp between southbound I-225 and southbound I-25. The majority of these crashes (8) were rear-end type crashes, followed by sideswipe (same direction) crashes (4) and fixed object type crashes (3). Unlike the mainline crash pattern on this segment where most of the congestion related crashes (rear-end and sideswipe) occurred prior to 2PM, the majority of the congestion related crashes (7 of 12) on this ramp occurred between 4PM and 7PM. This is likely due to the traffic congestion on southbound I-25 during the PM peak hour which causes traffic to slow on this ramp. Based on this, no recommendation is made to address this existing pattern in relation to the PEL study.

B. Segment 2 – DTC Blvd. Interchange (MP 0.40 to MP 1.06)

Mainline Crashes

During the three-year study period there were 31 reported mainline crashes between MP 0.40 and MP 1.06 on southbound I-225. **Figure 8** shows Segment 2 in relation to the other roadways in the vicinity.

Figure 8. DTC Blvd. Interchange Segment

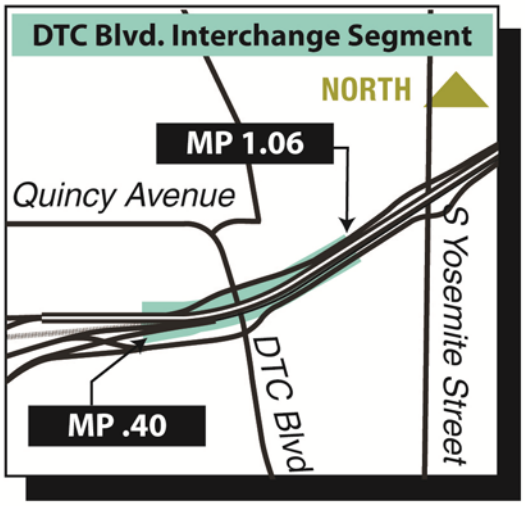
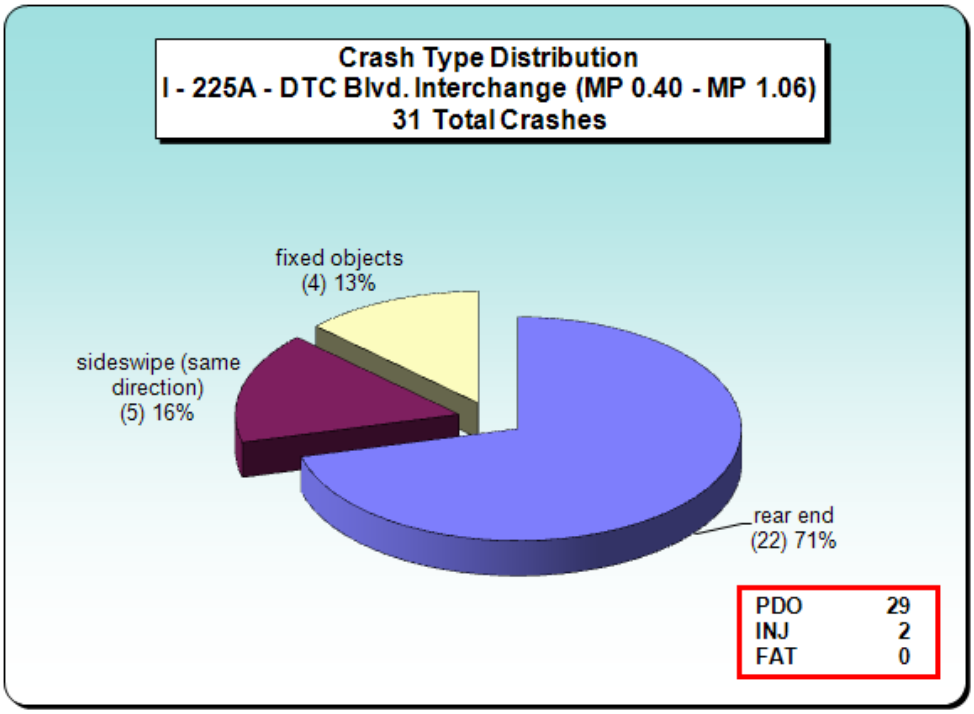


Figure 9 provides a graphical representation of the southbound mainline crash types for this segment. Rear-end crashes were predominant (71%) followed by sideswipe (same direction) type crashes (16%).

Figure 9. DTC Blvd. Interchange Crash Distribution



The proportion of rear-end type crashes were higher than expected for this portion of the study corridor. The majority of these crashes (13 of 22) occurred between 6AM and 10AM when traffic volumes on southbound I-225 are heaviest. Between 3PM and 7PM there were a total of 7 rear-end type crashes. Of the vehicles struck during the rear-end collisions, nearly all (20 of 22) were either stopped or slowing for traffic on mainline I-225. This pattern is not unexpected as this segment includes the existing lane drop and bottleneck currently in place on southbound I-225.

Ramp Crashes

There were a total of 19 ramp crashes reported on the two southbound I-225 ramps from/to DTC Boulevard. These two ramps include Ramp D (southbound I-225 off-ramp) and Ramp E (southbound I-225 on-ramp).

The following provides a summary for each of the ramps.

Ramp D – Southbound I-225 Off-Ramp

There were twelve crashes reported on the southbound I-225 off-ramp to DTC Boulevard over the three-year study period. The predominant crash type on this ramp (9 of 12) was rear-end type crashes. All other crash types had two or fewer occurrences. Of the rear-end type crashes, 8 of 9 occurred when one vehicle was either stopped or slowing for the traffic queue, likely for the traffic signal at the ramp terminal. The occurrences of these crashes were spread uniformly throughout the day with no clear peak. Based on this pattern, no recommendations are made to address the crashes on this ramp in relation to the PEL study.

Ramp E – Southbound I-225 On-Ramp

During the three-year study period there were a total of 7 crashes on this ramp to southbound I-225 from DTC Boulevard. The majority of these crashes (6) were rear-end type crashes, followed by sideswipe (same direction) crashes (1). All of these crashes occurred during the AM and PM peak periods. These crashes occurred when one vehicle (either stopped or slowing for traffic) was struck from behind by a second vehicle. This pattern is likely due to the queue created by the ramp meter on this ramp during the peak periods. Based on this, no recommendation is made to address this existing pattern.

C. Segment 3 – Yosemite Street Interchange (MP 1.07 to MP 2.64)

Mainline Crashes

During the three-year study period there were 85 reported mainline crashes between MP 1.07 and MP 2.64 on southbound I-225. **Figure 10** shows Segment 3 in relation to the other roadways in the vicinity.

Figure 10. Yosemite Street Interchange Segment

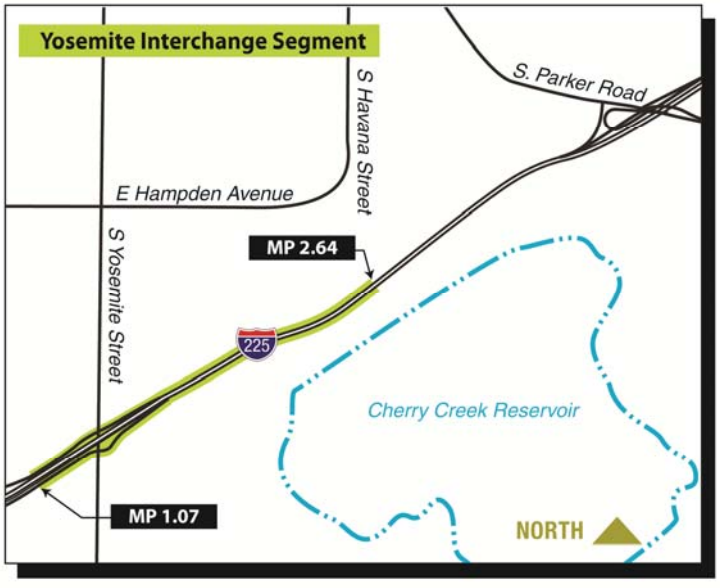
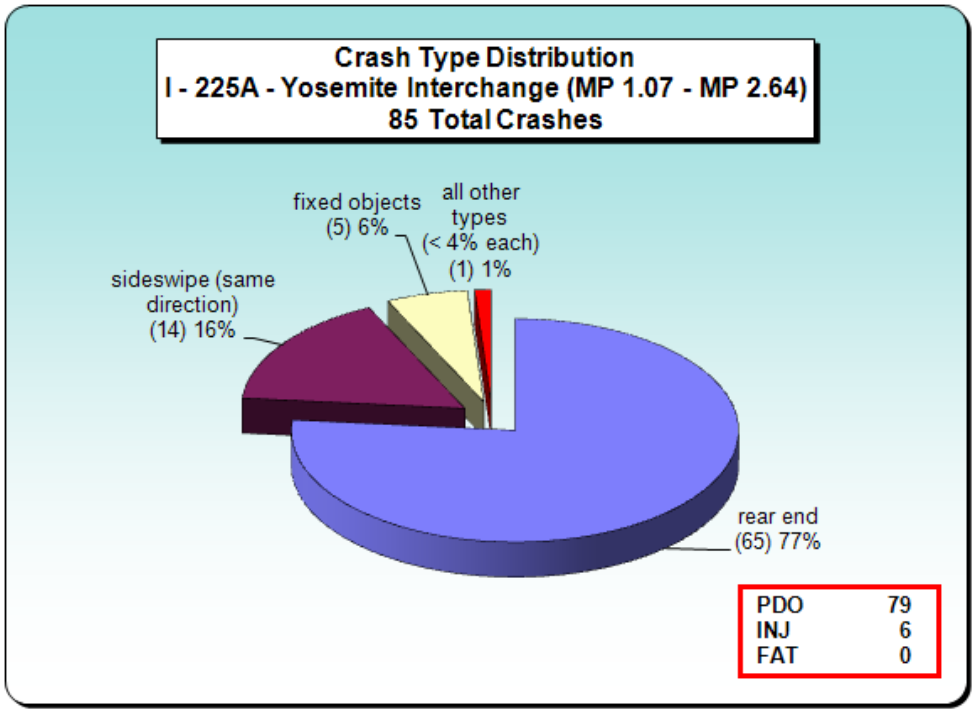


Figure 11 provides a graphical representation of the southbound mainline crash types for this segment. Rear-end crashes were predominant (77%) followed by sideswipe (same direction) type crashes (16%).

Figure 11. Yosemite Street Interchange Crash Distribution



The proportion of rear-end type crashes were higher than expected for this portion of the study corridor. The majority of these crashes (49 of 65) occurred between 6AM and 10AM when traffic volumes on southbound I-225 are heaviest. Between 3PM and 7PM there were a total of 10 rear-end type crashes. All other crashes occurred outside of the peak periods. Of the vehicles struck during the rear-end collisions, nearly all (55 of 65) were either stopped or slowing for traffic on mainline I-225. Once again, this pattern is not unexpected as this segment is immediately upstream of the existing bottleneck at DTC Boulevard. Traffic and congestion spills back from the bottleneck at DTC Boulevard onto the Yosemite Street interchange segment.

Ramp Crashes

There were a total of 6 ramp crashes reported on the southbound I-225 off-ramp to Yosemite Street and on the Yosemite Street on-ramp to the collector-distributor (CD) road. These two ramps include Ramp D (southbound I-225 off-ramp) and Ramp E/J (southbound I-225 CD road).

The following provides a summary for each of the ramps.

Ramp D – Southbound I-225 Off-Ramp

There were two crashes reported on the southbound I-225 off-ramp to Yosemite Street over the three-year study period. There was one rear-end and one sideswipe (same direction) type crash on this ramp. Based on the low occurrence of crashes, no recommendations are made to address the crashes on this ramp.

Ramp E/J – Southbound I-225 Collector-Distributor (CD)

During the three-year study period there were a total of four crashes on this CD road. Half of these crashes were rear-end type crashes, followed by sideswipe (same direction) and traffic signal pole crashes in which each had one occurrence. Once again, due to the low occurrence of crashes, no recommendation is made to address the existing crashes.

D. Segment 4 – Parker Road Interchange (MP 2.65 to MP 4.66)

Mainline Crashes

During the three-year study period there were 92 reported mainline crashes between MP 2.65 and MP 4.66 on southbound I-225. **Figure 12** shows Segment 4 in relation to the other roadways in the vicinity.

Figure 12. Parker Road Interchange Segment

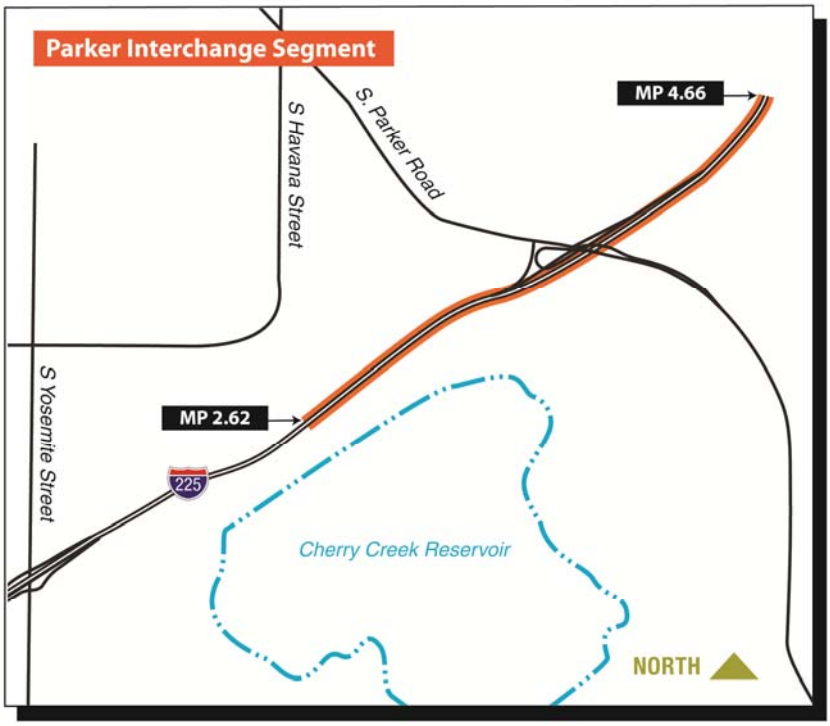
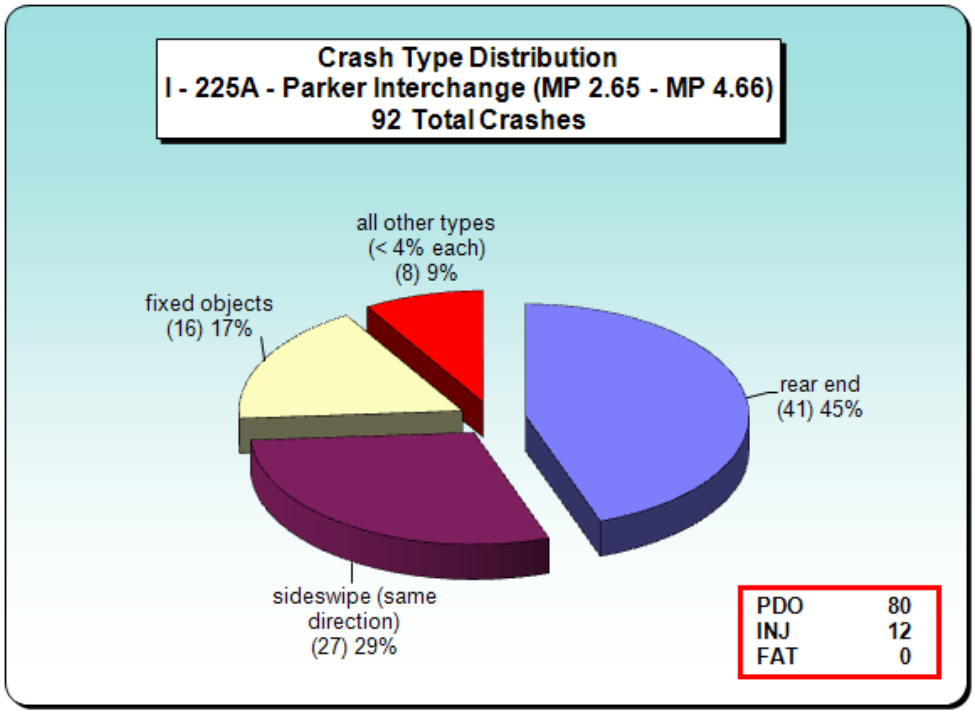


Figure 13 provides a graphical representation of the southbound mainline crash types for this segment. Rear-end crashes were predominant (45%) followed by sideswipe (same direction) type crashes (29%).

Figure 13. Parker Road Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. The majority of these crashes (37 of 68) occurred between 6AM and 10AM when traffic volumes on southbound I-225 are heaviest. Between 3PM and 7PM there were a total of 14 rear-end/sideswipe type crashes. Of the vehicles struck during the rear-end collisions, over 75 percent were either stopped or slowing for traffic on mainline I-225. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

Ramp Crashes

There were a total of 61 ramp crashes reported on the three southbound I-225 ramps from/to Parker Road. These three ramps include Ramp D (southbound I-225 off-ramp) and Ramp E (southbound I-225 on-ramp) and Ramp I (southbound I-225 flyover on-ramp from northbound Parker Road).

The following provides a summary for each of the ramps.

Ramp D – Southbound I-225 Off-Ramp

There were 37 crashes reported on the southbound I-225 off-ramp to Parker Road over the three-year study period. The predominant crash type on this ramp (32 of 37) was rear-end type crashes. All other crash types had two or fewer occurrences. Of the rear-end type crashes, 28 of 32 occurred when one vehicle was either stopped or slowing for traffic on the off-ramp. The occurrence of these crashes was spread uniformly throughout the day with no clear peak. This pattern was previously identified in a safety assessment completed by CDOT and will be addressed with the current I-225 widening project. A realignment of the southbound off-ramp and the existing YEILD traffic control being converted to STOP control is planned.

Ramp E – Southbound I-225 On-Ramp

During the three-year study period there were a total of six crashes on this ramp to southbound I-225 from Parker Road. Half of these crashes (3) were rear-end type crashes, followed by sideswipe (same direction) crashes (2). The remaining crash was an overturning crash. All of these crashes occurred during the AM and PM peak periods. These crashes occurred when one vehicle (either stopped or slowing for traffic) was struck from behind by a second vehicle, often changing lanes. This pattern is likely due to the turbulence created by the merge point onto southbound I-225. However, due to the low occurrence of crashes, no recommendation is made to address this existing pattern.

Ramp I – Southbound I-225 On-Ramp (flyover)

During the three-year study period there were a total of 18 crashes on this ramp to southbound I-225 from flyover ramp from northbound Parker Road. The majority of these crashes (7) were concrete barrier type crashes, followed by sideswipe (same direction) crashes (6). All other crash types had two or fewer occurrences.

Of the concrete barrier type crashes, 4 of 7 occurred at night with the majority occurring in dry conditions. Consideration should be given to reviewing the existing reflector and delineation along this flyover ramp.

Similarly, 4 of 6 of the sideswipe crashes also occurred at night in dry conditions. Most of these crashes occurred when one vehicle changed lanes and sideswiped the vehicle in the adjacent lane. Once again, consideration should be given to reviewing the existing reflector and delineation as well as lane striping on this flyover ramp.

VI. I-25 INTERCHANGE ANALYSES

The following provides a summary of the analyses for the three interchange segments reviewed along I-25 from MP 198.85 to MP 202.14. These analyses focus on mainline traffic only as the ramps at the interchanges along I-25 likely will not be impacted by changes made to the southbound I-225 cross section near DTC Boulevard.

A. Segment 1 – Belleview Avenue Interchange (MP 198.85 to MP 199.76)

Mainline Crashes

During the three-year study period there were 195 reported mainline crashes between MP 198.85 and MP 199.76 on I-25. **Figure 14** shows Segment 1 in relation to the other roadways in the vicinity.

Figure 14. Belleview Avenue Interchange Segment

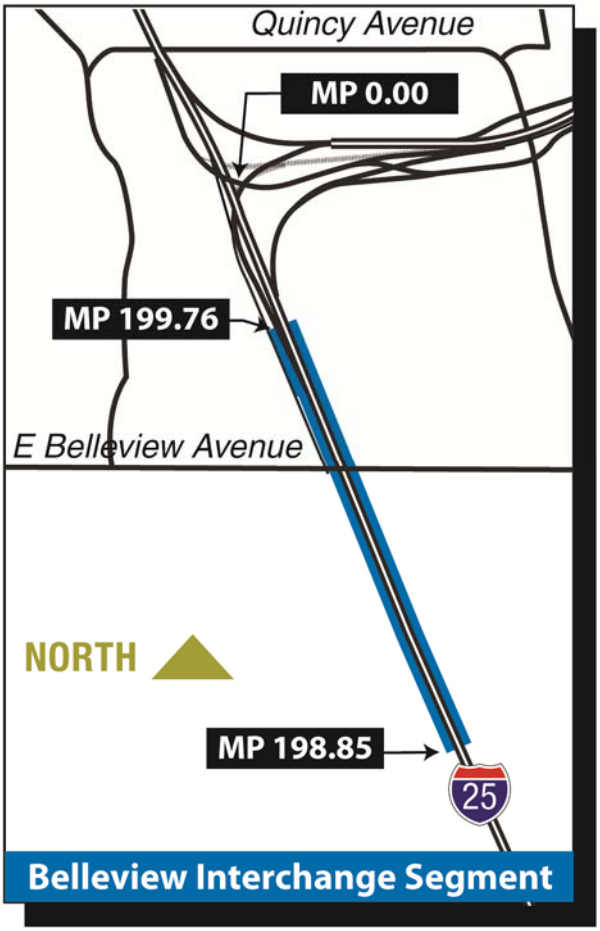
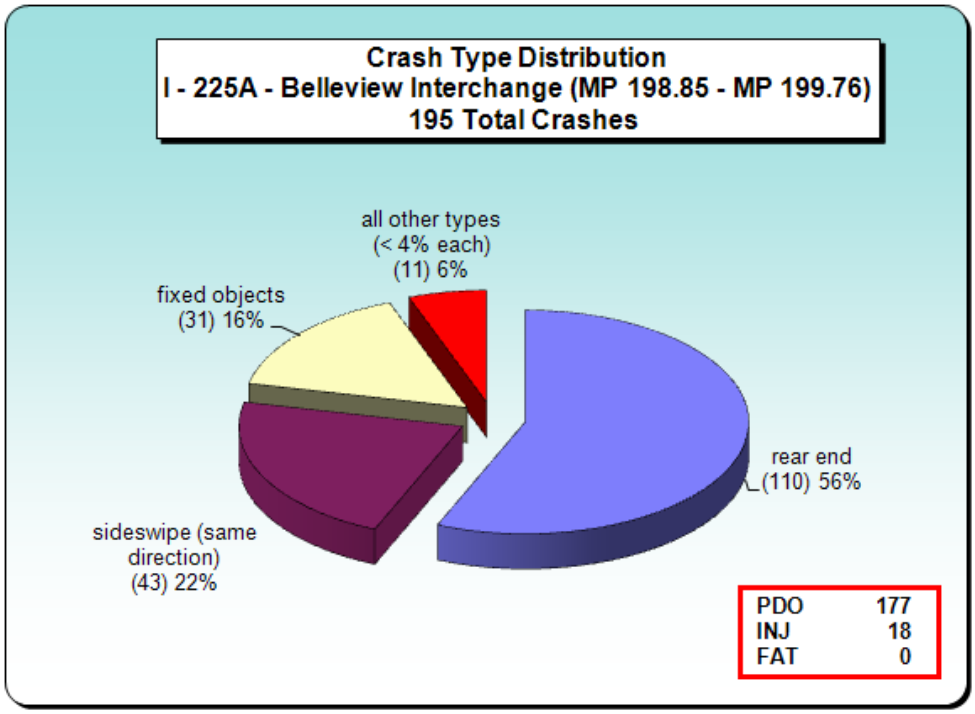


Figure 15 provides a graphical representation of the mainline crash types for both directions of this segment. Rear-end crashes were predominant (56%) followed by sideswipe (same direction) type crashes (22%).

Figure 15. Belleview Avenue Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. The majority of these crashes (73 of 153) occurred between 3PM and 7PM. Between 6AM and 10AM there were a total of 33 rear-end/sideswipe type crashes. The remainder of the crashes occurred throughout the day. Of the vehicles struck during the rear-end collisions, over 80 percent were either stopped or slowing for traffic on mainline I-25. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

B. Segment 2 – I-225 Interchange (on I-25) (MP 199.77 to MP 200.86)

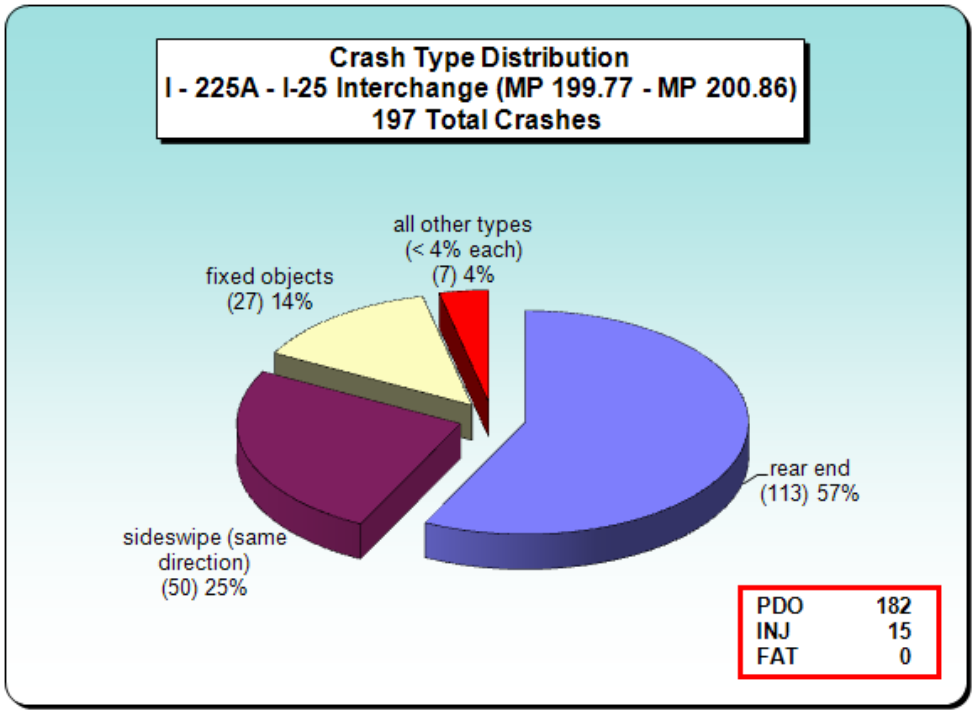
Mainline Crashes

During the three-year study period there were 197 reported mainline crashes between MP 199.77 and MP 200.86 on mainline I-25. **Figure 16** shows Segment 2 in relation to the other roadways in the vicinity.

Figure 16. I-225 Interchange (on I-25) Interchange Segment

Figure 17 provides a graphical representation of the mainline crash types for both directions of this segment. Rear-end crashes were predominant (57%) followed by sideswipe (same direction) type crashes (25%).

Figure 17. I-225 (on I-25) Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. The majority of these crashes (69 of 163) occurred between 3PM and 7PM. Between 6AM and 10AM there were a total of 46 rear-end/sideswipe type crashes. The remainder of the crashes occurred throughout the day. Of the vehicles struck during the rear-end collisions, over 70 percent were either stopped or slowing for traffic on mainline I-25. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

C. Segment 3 – Hampden Avenue Interchange (MP 200.87 to MP 202.14)

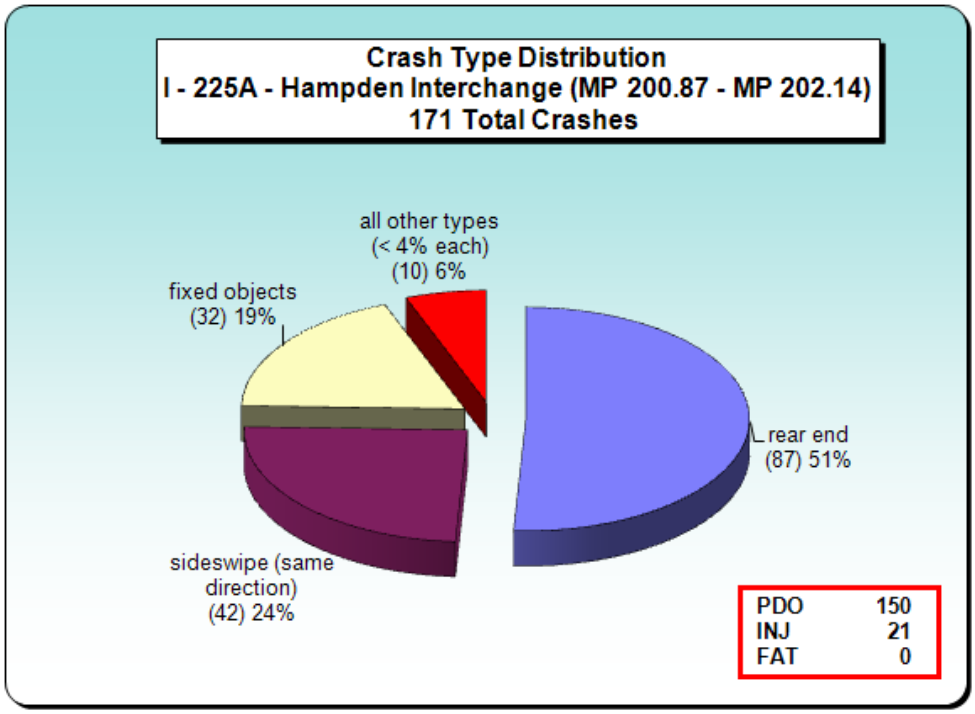
Mainline Crashes

During the three-year study period there were 171 reported mainline crashes between MP 200.87 and MP 202.14 on I-25. **Figure 18** shows Segment 3 in relation to the other roadways in the vicinity.

Figure 18. Hampden Avenue Interchange Segment

Figure 19 provides a graphical representation of the mainline crash types for both directions of this segment. Rear-end crashes were predominant (51%) followed by sideswipe (same direction) type crashes (24%).

Figure 19. Hampden Avenue Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. As with the other segments on I-25, the majority of these crashes (47 of 129) occurred between 3PM and 7PM. Between 6AM and 10AM there were a total of 37 rear-end/sideswipe type crashes. The remainder of the crashes occurred throughout the day. Of the vehicles struck during the rear-end collisions, over 80 percent were either stopped or slowing for traffic on mainline I-25. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

VII. CONCLUSION AND RECOMMENDATIONS

The primary intent of this report is to provide information as it relates to safety for the I-225 Planning and Environmental Linkage (PEL) Study. The I-225 PEL study is focused only on the southbound segment of I-225 between I-25 at Milepost (MP) 0.00 and Yosemite Street (MP 1.33). This portion of I-225 is a bottleneck during the AM peak period due to the reduction in through lanes at Yosemite Street and DTC Boulevard. Traffic backups along southbound I-225 as far north as the I-225 / Parker Road interchange are not uncommon during the peak period. Based on this, the safety analyses completed for this report cover a portion of southbound I-225 from MP 0.00 to MP 4.66 (just north of Parker Road). In addition, given the direct interaction I-225 has with I-25, a portion of I-25 from Belleview Avenue (MP 199.40) to Hampden Avenue (MP 201.59) has also been reviewed as part of this analysis.

The conclusions and recommendations of this study are based on the analysis of three years of crash history. Between southbound I-225 (MP 0.00 to MP 4.66) and both directions of I-25 (MP 198.85 to MP 202.14), there were a total of 1,074 reported crashes within the project limits; on southbound I-225 (420 crashes) and on both directions of I-25 (654 crashes). This total includes crashes on the ramps for the interchanges that fall within the study area. In general, the freeway segments within the study area fall within the LOSS I or II categories which means the corridor as a whole has a better than expected safety performance. However, along southbound I-225, there is a higher than expected occurrence of rear-end and sideswipe (same direction) crash types. There are several locations of higher than expected crash concentration and severity which are primarily related to these congestion related crashes. The following recommendations are made to help reduce the number of crashes throughout the study corridor:

A. General Recommendations

- As part of the I-225 PEL Study, the safety analysis recommends improvements to southbound I-225 to reduce congestion along I-225 which should help to decrease the number of rear-end type and sideswipe (same direction) type crashes on the freeway. Further study to identify the improvements is part of the I-225 PEL Study process.

B. Interchange Specific Recommendations

- I-25 Interchange (on I-225) – The weave movement between the DTC Boulevard interchange and the I-25 interchange is the likely cause of the sideswipe (same direction) crashes in the vicinity of the interchange. Alleviating this weaving movement would help to reduce the number of sideswipe crashes on this segment.
- Parker Road flyover to southbound I-225 – Consideration should be given to reviewing the existing reflector and delineation along this flyover ramp due to the high occurrence of run off the road type crashes during dry conditions.

APPENDIX

THREE-YEAR DETAILED SUMMARY OF TRAFFIC CRASHES

THREE-YEAR GENERAL SUMMARY OF TRAFFIC CRASHES

- I-25 Interchange (on I-225)
- DTC Boulevard Interchange
- Yosemite Street Interchange
- Parker Road Interchange
- Belleview Avenue Interchange
- I-225 Interchange (on I-25)
- Hampden Avenue Interchange

COMMON CRASH TYPES AND DIAGRAMS

STRAIGHT-LINE-DIAGRAM

THREE-YEAR CRASH LISTING

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
Detailed Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416101307

Highway: 225A **Begin:** 0.00 **End:** 4.66 **From:** 07/01/2009 **To:** 06/30/2012

I-225 - Southbound

Severity

PDO:	401	
INJ:	40	57 :Injured
FAT:	0	0 :Killed
Total:	**441**	

Multi-Vehicle

One Vehicle:	62
Two Vehicles:	330
Three or More:	49
Unknown:	0
Total:	**441**

Location

On Road:	377	Off in Median:	0
Off Road Left:	35	Private Property:	0
Off Road Right:	28	Unknown:	0
Off Road at Tee:	1		
		Total:	**441**

Accident Type

Overturning:	8	Road Maintenance Equipment:	0	Fence:	3
Other Non Collision:	0	Domestic Animal:	0	Tree:	0
School Age Peds:	0	Wild Animal:	0	Large Rocks or Boulder:	0
Ped on Toy Motorized Vehicle:	0	Light/Utility Pole:	0	Railroad Crossing Equipment:	0
Other Pedestrians:	1	Traffic Signal Pole:	2	Barricade:	0
Head On:	0	Sign:	2	Wall/Building:	4
Rear End:	228	Guard Rail:	5	Crash Cushion/Traffic Barrel:	0
Broadside:	24	Cable Rail:	3	Mailbox:	0
Approach Turn:	24	Concrete Highway Barrier:	33	Other Fixed Object:	1
Overtaking Turn:	5	Bridge Structure:	3	Involving Other Object:	0
Sideswipe (Same):	86	Vehicle Debris/Cargo:	3	Unknown:	0
Sideswipe (Opposite):	0	Culvert/Headwall:	0	**Total:**	**441**
Parked Motor Vehicle:	3	Embankment:	0		
Railway Vehicle:	0	Curb:	3	Total Fixed Objects:	59
Bicycle:	0	Delineator Post:	0	Total Other Objects:	3

Lighting Conditions

Daylight:	332
Dawn or Dusk:	17
Dark - Lighted:	74
Dark - Unlighted:	16
Unknown:	2
Total:	**441**

Weather Conditions

None:	387	Dust:	0
Rain:	19	Wind:	0
Snow/Sleet/Hail:	32	Unknown:	1
Fog:	2		
		Total:	**441**

Road Description

At Intersection:	68
At Driveway Access:	0
Intersection Related:	9
Non Intersection:	230
Alley Related:	0
Roundabout:	0
Ramp:	134
Parking Lot:	0
Unknown:	0
Total:	**441**

Road Conditions

Dry:	363
Wet:	30
Muddy:	0
Snowy:	8
Icy:	23
Slushy:	8
Foreign Material:	1
Dry w/Icy Road Treatment:	2
Wet w/Icy Road Treatment:	2
Snowy w/Icy Road Treatment:	0
Icy w/Icy Road Treatment:	1
Slushy w/Icy Road Treatment:	2
Unknown:	1
Total:	**441**

Mainline/Ramps/Frontage Rds

Mainline:	225
Crossroad (Ramp A):	4
Frontage Rd:	0

Ramps

B:	1	H:	0
C:	20	I:	36
D:	51	J:	3
E:	14	K:	0
F:	10	T:	0
G:	0		

Intsx Frontage/Ramps

M:	0	N:	59
O:	18	P:	0

HOV Lanes:	0
Uknwn:	0
Total:	**441**

Accident Rates

PDO:	0.65 MVMT	Total:	0.72 MVMT
Injury:	0.07 MVMT		
Fatal:	0.00 100 MVMT		

ADT: 119,656 **Length:** 4.66 **Coris File:** tcoris2010.dbf

Highway: 225A **Begin:** 0.00 **End:** 4.66 **From:** 07/01/2009 **To:** 06/30/2012

I-225 - Southbound

Vehicle Types	Veh 1	Veh 2	Veh 3
Vehicle/Vehicle Combo (> 10k Lbs):	11	6	0
School Bus (All School Busses):	1	0	0
Non-School Bus (> 8) in Commerce:	0	1	1
Transit Bus:	1	0	0
Passenger Car/Van:	277	219	33
Passenger Car/Van w/Trailer:	1	0	0
Pickup Truck/Utility Van:	40	46	7
Pickup Truck/Utility Van w/Trailer:	2	2	0
SUV:	84	98	8
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	7	3	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	16	3	0
Light Rail:	0	0	0
Other:	1	1	0
Unknown:	0	0	0
Commercial Vehicle **Total:**	**441**	**379**	**49**

Direction	Veh 1	Veh 2	Veh 3
North:	19	18	2
Northeast:	0	0	0
East:	3	0	0
Southeast:	0	0	0
South:	279	232	30
Southwest:	75	66	11
West:	47	51	6
Northwest:	18	12	0
Unknown:	0	0	0
Total:	**441**	**379**	**49**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	235	375	49
Asleep at the Wheel:	1	0	0
Driver Fatigue:	1	0	0
Illness/Medical:	2	0	0
Driver Inexperience:	39	0	0
Agressive Driving:	34	0	0
Driver Unfamilar with Area:	12	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officier:	0	0	0
Physical Disability:	0	0	0
DUI, DWAI, DUID:	11	1	0
Distracted/Passenger:	2	0	0
Distracted/Cell Phone:	4	0	0
Distracted/Radio:	2	0	0
Distracted/Other:	58	0	0
Other Factor:	40	3	0
Unknown:	0	0	0
Total:	**441**	**379**	**49**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	215	147	13
Slowing:	40	58	7
Stopped in Traffic:	1	140	23
Making Right Turn:	19	5	1
Making Left Turn:	25	12	3
Making U-Turn:	2	0	0
Passing:	4	3	1
Backing:	1	0	0
Enter/Leave Parked Pos:	2	0	0
Parked:	0	3	0
Changing Lanes:	79	4	0
Avoiding Object in Road:	4	5	1
Weaving:	6	0	0
Spun Out of Control:	39	1	0
Drove Wrong Way:	0	0	0
Other:	4	1	0
Unknown:	0	0	0
Total:	**441**	**379**	**49**

Driver Condition (Alcohol)	Veh 1	Veh 2	Veh 3
No Alcohol Suspected:	390	375	49
Alcohol Suspected:	13	1	0
Unknown Alcohol:	38	3	0
Alcohol Sub-Total:	**441**	**379**	**49**

Driver Condition (Drugs)	Veh 1	Veh 2	Veh 3
No Drugs Suspected:	400	376	48
Drugs Suspected:	0	0	1
Unknown Drugs:	41	3	0
Drugs Sub-Total:	**441**	**379**	**49**

ADT: 119,656 **Length:** 4.66 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
Detailed Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416101756

Highway: 25A **Begin:** 198.85 **End:** 202.14 **From:** 07/01/2009 **To:** 06/30/2012

I-25 - Both Directions

Severity

PDO:	587	
INJ:	65	73 :Injured
FAT:	0	0 :Killed
Total:	**652**	

Multi-Vehicle

One Vehicle:	100
Two Vehicles:	443
Three or More:	109
Unknown:	0
Total:	**652**

Location

On Road:	549	Off in Median:	1
Off Road Left:	50	Private Property:	0
Off Road Right:	52	Unknown:	0
Off Road at Tee:	0		
		Total:	**652**

Accident Type

Overturning:	6	Road Maintenance Equipment:	1	Fence:	0
Other Non Collision:	5	Domestic Animal:	0	Tree:	1
School Age Peds:	0	Wild Animal:	1	Large Rocks or Boulder:	0
Ped on Toy Motorized Vehicle:	0	Light/Utility Pole:	0	Railroad Crossing Equipment:	0
Other Pedestrians:	0	Traffic Signal Pole:	0	Barricade:	1
Head On:	0	Sign:	0	Wall/Building:	1
Rear End:	363	Guard Rail:	9	Crash Cushion/Traffic Barrel:	9
Broadside:	1	Cable Rail:	0	Mailbox:	0
Approach Turn:	3	Concrete Highway Barrier:	79	Other Fixed Object:	0
Overtaking Turn:	0	Bridge Structure:	1	Involving Other Object:	3
Sideswipe (Same):	153	Vehicle Debris/Cargo:	12	Unknown:	0
Sideswipe (Opposite):	0	Culvert/Headwall:	1	**Total:**	**652**
Parked Motor Vehicle:	0	Embankment:	2		
Railway Vehicle:	0	Curb:	0	Total Fixed Objects:	104
Bicycle:	0	Delineator Post:	0	Total Other Objects:	15

Lighting Conditions

Daylight:	456
Dawn or Dusk:	32
Dark - Lighted:	138
Dark - Unlighted:	25
Unknown:	1
Total:	**652**

Weather Conditions

None:	521	Dust:	0
Rain:	26	Wind:	1
Snow/Sleet/Hail:	98	Unknown:	1
Fog:	5	**Total:**	**652**

Road Description

At Intersection:	7
At Driveway Access:	0
Intersection Related:	0
Non Intersection:	563
Alley Related:	0
Roundabout:	0
Ramp:	82
Parking Lot:	0
Unknown:	0
Total:	**652**

Road Conditions

Dry:	478
Wet:	48
Muddy:	0
Snowy:	29
Icy:	53
Slushy:	14
Foreign Material:	0
Dry w/Icy Road Treatment:	2
Wet w/Icy Road Treatment:	3
Snowy w/Icy Road Treatment:	12
Icy w/Icy Road Treatment:	4
Slushy w/Icy Road Treatment:	7
Unknown:	2
Total:	**652**

Mainline/Ramps/Frontage Rds

Mainline:	563
Crossroad (Ramp A):	0
Frontage Rd:	0

Ramps

B:	17	H:	0
C:	30	I:	0
D:	16	J:	0
E:	17	K:	0
F:	2	T:	0
G:	0		

Intsx Frontage/Ramps

M:	0	N:	6
O:	1	P:	0

HOV Lanes:	0
Uknwn:	0
Total:	**652**

Accident Rates

PDO:	0.74 MVMT	Total:	0.83 MVMT
Injury:	0.08 MVMT		
Fatal:	0.00 100 MVMT		

ADT: 218,519 **Length:** 3.29 **Coris File:** tcoris2010.dbf

Highway: 25A **Begin:** 198.85 **End:** 202.14 **From:** 07/01/2009 **To:** 06/30/2012

I-25 - Both Directions

Vehicle Types	Veh 1	Veh 2	Veh 3
Vehicle/Vehicle Combo (> 10k Lbs):	13	13	3
School Bus (All School Busses):	2	1	0
Non-School Bus (> 8) in Commerce:	0	2	0
Transit Bus:	0	2	0
Passenger Car/Van:	356	321	64
Passenger Car/Van w/Trailer:	1	0	0
Pickup Truck/Utility Van:	73	58	11
Pickup Truck/Utility Van w/Trailer:	4	0	2
SUV:	149	153	26
SUV w/Trailer:	1	0	0
Motor Home:	0	0	0
Motorcycle:	5	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	48	1	3
Light Rail:	0	0	0
Other:	0	1	0
Unknown:	0	0	0
Commercial Vehicle **Total:**	**652**	**552**	**109**

Direction	Veh 1	Veh 2	Veh 3
North:	406	351	75
Northeast:	1	1	0
East:	7	7	3
Southeast:	4	4	1
South:	218	176	30
Southwest:	1	1	0
West:	8	6	0
Northwest:	7	6	0
Unknown:	0	0	0
Total:	**652**	**552**	**109**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	377	540	107
Asleep at the Wheel:	5	1	0
Driver Fatigue:	3	0	0
Illness/Medical:	7	1	0
Driver Inexperience:	50	0	2
Agressive Driving:	64	6	0
Driver Unfamilar with Area:	14	1	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officier:	0	0	0
Physical Disability:	3	0	0
DUI, DWAI, DUID:	17	0	0
Distracted/Passenger:	6	0	0
Distracted/Cell Phone:	9	0	0
Distracted/Radio:	4	0	0
Distracted/Other:	42	0	0
Other Factor:	51	3	0
Unknown:	0	0	0
Total:	**652**	**552**	**109**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	329	221	33
Slowing:	47	132	22
Stopped in Traffic:	2	167	51
Making Right Turn:	3	2	1
Making Left Turn:	3	1	0
Making U-Turn:	0	0	0
Passing:	6	0	0
Backing:	2	0	0
Enter/Leave Parked Pos:	0	1	0
Parked:	0	2	1
Changing Lanes:	114	9	0
Avoiding Object in Road:	8	8	0
Weaving:	8	0	0
Spun Out of Control:	118	4	0
Drove Wrong Way:	2	1	0
Other:	10	3	1
Unknown:	0	1	0
Total:	**652**	**552**	**109**

Driver Condition (Alcohol)	Veh 1	Veh 2	Veh 3
No Alcohol Suspected:	558	543	104
Alcohol Suspected:	19	0	0
Unknown Alcohol:	75	9	5
Alcohol Sub-Total:	**652**	**552**	**109**

Driver Condition (Drugs)	Veh 1	Veh 2	Veh 3
No Drugs Suspected:	569	543	104
Drugs Suspected:	3	0	0
Unknown Drugs:	80	9	5
Drugs Sub-Total:	**652**	**552**	**109**

ADT: 218,519 **Length:** 3.29 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
General Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416102804

Highway: 225A **Begin:** 0.00 **End:** 0.39 **From:** 07/01/2009 **To:** 06/30/2012

I-25 Interchange (on I-225)

Severity

PDO:	17	
INJ:	0	0 :Injured
FAT:	0	0 :Killed
Total:	**17**	

Number of Vehicles

One Vehicle:	3
Two Vehicles:	12
Three or More:	2
Unknown:	0
Total:	**17**

Location

On Road:	14
Off Road:	3
Unknown:	0
Total:	**17**

Accident Type

Overturning:	0	Sideswipe (Same):	8	Bicycles:	0
Other Non Collision:	0	Sideswipe (Opposite):	0	Domestic Animal:	0
Pedestrians:	0	Approach Turn:	0	Wild Animal:	0
Broadside:	0	Overtaking Turn:	0	Fixed Objects:	3
Head On:	0	Parked Motor Vehicle:	0	Other Objects:	0
Rear End:	6	Railway Vehicle:	0	Unknown:	0
				Total:	**17**

Lighting Conditions

Daylight:	13
Dawn or Dusk:	1
Dark - Lighted:	1
Dark - Unlighted:	2
Unknown:	0
Total:	**17**

Mainline/Ramps/Frontage Rds

Mainline:	16
Ramps:	1
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
Total:	**17**

Weather Conditions

None:	14
Rain:	1
Snow/Sleet/Hail:	2
Fog:	0
Dust:	0
Wind:	0
Unknown:	0
Total:	**17**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	0	0	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	11	9	1
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	4	1	0
Pickup Truck/Utility Van w/Trailer:	0	0	0
SUV:	2	4	1
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	0	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**17**	**14**	**2**

Commercial Vehicle

Road Conditions

Dry:	12
Wet:	2
Muddy:	0
Snowy:	0
Icy:	1
Slushy:	1
Foreign Material:	0
With Road Treatment:	1
Unknown:	0
Total:	**17**

Accident Rates

PDO:	0.12 *	* MVMT
INJ:	0.00 *	** 100 MVMT
FAT:	0.00 **	**Total:** **0.12** *

ADT: 125,000 **Length:** 1.00 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
General Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416103008

Highway: 225A **Begin:** 0.40 **End:** 1.06 **From:** 07/01/2009 **To:** 06/30/2012

DTC Blvd.

Severity

PDO:	30	
INJ:	2	2:Injured
FAT:	0	0:Killed
Total:	**32**	

Number of Vehicles

One Vehicle:	4
Two Vehicles:	22
Three or More:	6
Unknown:	0
Total:	**32**

Location

On Road:	28
Off Road:	4
Unknown:	0
Total:	**32**

Accident Type

Overturning:	0	Sideswipe (Same):	5	Bicycles:	0
Other Non Collision:	0	Sideswipe (Opposite):	0	Domestic Animal:	0
Pedestrians:	0	Approach Turn:	0	Wild Animal:	0
Broadside:	0	Overtaking Turn:	0	Fixed Objects:	4
Head On:	0	Parked Motor Vehicle:	0	Other Objects:	0
Rear End:	23	Railway Vehicle:	0	Unknown:	0
				Total:	**32**

Lighting Conditions

Daylight:	24
Dawn or Dusk:	2
Dark - Lighted:	5
Dark - Unlighted:	1
Unknown:	0
Total:	**32**

Mainline/Ramps/Frontage Rds

Mainline:	31
Ramps:	1
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
Total:	**32**

Weather Conditions

None:	27
Rain:	3
Snow/Sleet/Hail:	2
Fog:	0
Dust:	0
Wind:	0
Unknown:	0
Total:	**32**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	1	0	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	1
Transit Bus:	0	0	0
Passenger Car/Van:	18	12	4
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	1	4	1
Pickup Truck/Utility Van w/Trailer:	0	0	0
SUV:	8	11	0
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	1	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	3	1	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Commercial Vehicle **Total:**	**32**	**28**	**6**

Road Conditions

Dry:	25
Wet:	3
Muddy:	0
Snowy:	0
Icy:	3
Slushy:	0
Foreign Material:	1
With Road Treatment:	0
Unknown:	0
Total:	**32**

Accident Rates

PDO:	0.23 *	* MVMT
INJ:	0.02 *	** 100 MVMT
FAT:	0.00 **	**Total:** **0.25** *

ADT: 117,839 **Length:** 1.00 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
General Accident Summary Report

Job #: 20130416103132

Highway: 225A **Begin:** 1.07 **End:** 2.64 **From:** 07/01/2009 **To:** 06/30/2012

Yosemite Street

Severity

PDO:	79	
INJ:	6	8 :Injured
FAT:	0	0 :Killed
Total:	**85**	

Number of Vehicles

One Vehicle:	3
Two Vehicles:	61
Three or More:	21
Unknown:	0
Total:	**85**

Location

On Road:	80
Off Road:	5
Unknown:	0
Total:	**85**

Accident Type

Overturning:	0	Sideswipe (Same):	14	Bicycles:	0
Other Non Collision:	0	Sideswipe (Opposite):	0	Domestic Animal:	0
Pedestrians:	0	Approach Turn:	0	Wild Animal:	0
Broadside:	0	Overtaking Turn:	0	Fixed Objects:	5
Head On:	0	Parked Motor Vehicle:	0	Other Objects:	1
Rear End:	65	Railway Vehicle:	0	Unknown:	0
				Total:	**85**

Lighting Conditions

Daylight:	73
Dawn or Dusk:	1
Dark - Lighted:	9
Dark - Unlighted:	2
Unknown:	0
Total:	**85**

Mainline/Ramps/Frontage Rds

Mainline:	85
Ramps:	0
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
Total:	**85**

Weather Conditions

None:	80
Rain:	4
Snow/Sleet/Hail:	1
Fog:	0
Dust:	0
Wind:	0
Unknown:	0
Total:	**85**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	2	2	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	56	41	14
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	7	14	6
Pickup Truck/Utility Van w/Trailer:	1	0	0
SUV:	13	23	1
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	2	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	4	1	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**85**	**82**	**21**

Commercial Vehicle

Road Conditions

Dry:	78
Wet:	4
Muddy:	0
Snowy:	1
Icy:	1
Slushy:	1
Foreign Material:	0
With Road Treatment:	0
Unknown:	0
Total:	**85**

Accident Rates

PDO:	0.38 *	* MVMT
INJ:	0.03 *	** 100 MVMT
FAT:	0.00 **	**Total:** **0.41** *

ADT: 121,208 **Length:** 1.57 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
General Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416103234

Highway: 225A **Begin:** 2.65 **End:** 4.66 **From:** 07/01/2009 **To:** 06/30/2012

Parker Road

Severity

PDO:	84	
INJ:	12	14 :Injured
FAT:	0	0 :Killed
Total:	**96**	

Number of Vehicles

One Vehicle:	19
Two Vehicles:	69
Three or More:	8
Unknown:	0
Total:	**96**

Location

On Road:	78
Off Road:	18
Unknown:	0
Total:	**96**

Accident Type

Overturning:	3	Sideswipe (Same):	28	Bicycles:	0
Other Non Collision:	0	Sideswipe (Opposite):	0	Domestic Animal:	0
Pedestrians:	1	Approach Turn:	1	Wild Animal:	0
Broadside:	0	Overtaking Turn:	1	Fixed Objects:	16
Head On:	0	Parked Motor Vehicle:	3	Other Objects:	1
Rear End:	42	Railway Vehicle:	0	Unknown:	0
				Total:	**96**

Lighting Conditions

Daylight:	72
Dawn or Dusk:	2
Dark - Lighted:	15
Dark - Unlighted:	7
Unknown:	0
Total:	**96**

Mainline/Ramps/Frontage Rds

Mainline:	93
Ramps:	3
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
Total:	**96**

Weather Conditions

None:	84
Rain:	0
Snow/Sleet/Hail:	11
Fog:	1
Dust:	0
Wind:	0
Unknown:	0
Total:	**96**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	5	2	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	1	0
Transit Bus:	1	0	0
Passenger Car/Van:	56	46	4
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	8	9	0
Pickup Truck/Utility Van w/Trailer:	0	0	0
SUV:	21	17	4
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	2	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	2	1	0
Light Rail:	0	0	0
Other:	1	0	0
Unknown:	0	0	0
Commercial Vehicle **Total:**	**96**	**77**	**8**

Road Conditions

Dry:	72
Wet:	4
Muddy:	0
Snowy:	3
Icy:	12
Slushy:	3
Foreign Material:	0
With Road Treatment:	2
Unknown:	0
Total:	**96**

Accident Rates

PDO:	0.32 *	* MVMT
INJ:	0.05 *	** 100 MVMT
FAT:	0.00 **	**Total:** **0.37** *

ADT: 117,783 **Length:** 2.00 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
General Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416103619

Highway: 25A **Begin:** 198.85 **End:** 199.76 **From:** 07/01/2009 **To:** 06/30/2012

Belleview

Severity

PDO:	177	
INJ:	18	22 :Injured
FAT:	0	0 :Killed
Total:	**195**	

Number of Vehicles

One Vehicle:	30
Two Vehicles:	135
Three or More:	30
Unknown:	0
Total:	**195**

Location

On Road:	165
Off Road:	30
Unknown:	0
Total:	**195**

Accident Type

Overturning:	1	Sideswipe (Same):	43	Bicycles:	0
Other Non Collision:	4	Sideswipe (Opposite):	0	Domestic Animal:	0
Pedestrians:	0	Approach Turn:	0	Wild Animal:	0
Broadside:	0	Overtaking Turn:	0	Fixed Objects:	31
Head On:	0	Parked Motor Vehicle:	0	Other Objects:	6
Rear End:	110	Railway Vehicle:	0	Unknown:	0
				Total:	**195**

Lighting Conditions

Daylight:	127
Dawn or Dusk:	11
Dark - Lighted:	51
Dark - Unlighted:	5
Unknown:	1
Total:	**195**

Mainline/Ramps/Frontage Rds

Mainline:	195
Ramps:	0
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
Total:	**195**

Weather Conditions

None:	158
Rain:	5
Snow/Sleet/Hail:	28
Fog:	2
Dust:	0
Wind:	1
Unknown:	1
Total:	**195**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	3	2	2
School Bus (All School Busses):	1	0	0
Non-School Bus (> 8) in Commerce:	0	2	0
Transit Bus:	0	0	0
Passenger Car/Van:	104	96	18
Passenger Car/Van w/Trailer:	1	0	0
Pickup Truck/Utility Van:	22	16	2
Pickup Truck/Utility Van w/Trailer:	3	0	1
SUV:	50	49	7
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	3	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	8	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Commercial Vehicle **Total:**	**195**	**165**	**30**

Road Conditions

Dry:	151
Wet:	8
Muddy:	0
Snowy:	11
Icy:	14
Slushy:	4
Foreign Material:	0
With Road Treatment:	6
Unknown:	1
Total:	**195**

Accident Rates

PDO:	0.73 *	* MVMT
INJ:	0.07 *	** 100 MVMT
FAT:	0.00 **	**Total:** **0.81** *

ADT: 220,575 **Length:** 1.00 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
General Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416103713

Highway: 25A **Begin:** 199.77 **End:** 200.86 **From:** 07/01/2009 **To:** 06/30/2012

I-225 (on I-25)

Severity

PDO:	182	
INJ:	15	15 :Injured
FAT:	0	0 :Killed
Total:	**197**	

Number of Vehicles

One Vehicle:	26
Two Vehicles:	135
Three or More:	36
Unknown:	0
Total:	**197**

Location

On Road:	169
Off Road:	28
Unknown:	0
Total:	**197**

Accident Type

Overturning:	2	Sideswipe (Same):	50	Bicycles:	0
Other Non Collision:	1	Sideswipe (Opposite):	0	Domestic Animal:	0
Pedestrians:	0	Approach Turn:	0	Wild Animal:	1
Broadside:	0	Overtaking Turn:	0	Fixed Objects:	27
Head On:	0	Parked Motor Vehicle:	0	Other Objects:	3
Rear End:	113	Railway Vehicle:	0	Unknown:	0
				Total:	**197**

Lighting Conditions

Daylight:	144
Dawn or Dusk:	12
Dark - Lighted:	33
Dark - Unlighted:	8
Unknown:	0
Total:	**197**

Mainline/Ramps/Frontage Rds

Mainline:	197
Ramps:	0
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
Total:	**197**

Weather Conditions

None:	150
Rain:	10
Snow/Sleet/Hail:	36
Fog:	1
Dust:	0
Wind:	0
Unknown:	0
Total:	**197**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	5	7	1
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	2	0
Passenger Car/Van:	112	99	21
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	21	21	4
Pickup Truck/Utility Van w/Trailer:	0	0	1
SUV:	38	41	6
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	1	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	20	0	3
Light Rail:	0	0	0
Other:	0	1	0
Unknown:	0	0	0
Total:	**197**	**171**	**36**

Commercial Vehicle

Road Conditions

Dry:	137
Wet:	20
Muddy:	0
Snowy:	9
Icy:	15
Slushy:	4
Foreign Material:	0
With Road Treatment:	12
Unknown:	0
Total:	**197**

Accident Rates

PDO:	0.67 *	* MVMT
INJ:	0.06 *	** 100 MVMT
FAT:	0.00 **	**Total:** **0.73** *

ADT: 222,369 **Length:** 1.11 **Coris File:** tcoris2010.dbf

DR2447 Format

Colorado Department of Transportation
Safety and Traffic Engineering
General Accident Summary Report

Microsoft Visual FoxPro 9 SP2
04/16/2013

Job #: 20130416103835

Highway: 25A **Begin:** 200.87 **End:** 202.14 **From:** 07/01/2009 **To:** 06/30/2012

Hampden

Severity

PDO:	150	
INJ:	21	25 :Injured
FAT:	0	0 :Killed
Total:	**171**	

Number of Vehicles

One Vehicle:	32
Two Vehicles:	107
Three or More:	32
Unknown:	0
Total:	**171**

Location

On Road:	139
Off Road:	32
Unknown:	0
Total:	**171**

Accident Type

Overturning:	3	Sideswipe (Same):	42	Bicycles:	0
Other Non Collision:	0	Sideswipe (Opposite):	0	Domestic Animal:	0
Pedestrians:	0	Approach Turn:	0	Wild Animal:	0
Broadside:	0	Overtaking Turn:	0	Fixed Objects:	32
Head On:	0	Parked Motor Vehicle:	0	Other Objects:	6
Rear End:	87	Railway Vehicle:	0	Unknown:	0
				Total:	**171**

Lighting Conditions

Daylight:	115
Dawn or Dusk:	8
Dark - Lighted:	42
Dark - Unlighted:	6
Unknown:	0
Total:	**171**

Mainline/Ramps/Frontage Rds

Mainline:	171
Ramps:	0
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
Total:	**171**

Weather Conditions

None:	131
Rain:	9
Snow/Sleet/Hail:	29
Fog:	2
Dust:	0
Wind:	0
Unknown:	0
Total:	**171**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	3	3	0
School Bus (All School Busses):	0	1	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	93	77	17
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	18	15	5
Pickup Truck/Utility Van w/Trailer:	1	0	0
SUV:	40	43	10
SUV w/Trailer:	1	0	0
Motor Home:	0	0	0
Motorcycle:	1	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	14	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Commercial Vehicle **Total:**	**171**	**139**	**32**

Road Conditions

Dry:	117
Wet:	13
Muddy:	0
Snowy:	8
Icy:	20
Slushy:	6
Foreign Material:	0
With Road Treatment:	6
Unknown:	1
Total:	**171**

Accident Rates

PDO:	0.51 *	* MVMT
INJ:	0.07 *	** 100 MVMT
FAT:	0.00 **	**Total:** **0.58** *

ADT: 213,570 **Length:** 1.25 **Coris File:** tcoris2010.dbf

APPROACH TURN ACCIDENTS

Definition:

Two vehicles traveling opposite direction are approaching each other and one vehicle unsafely turns in front of the oncoming vehicle resulting in a front to side collision.

Event Sequence Diagrams [2]:

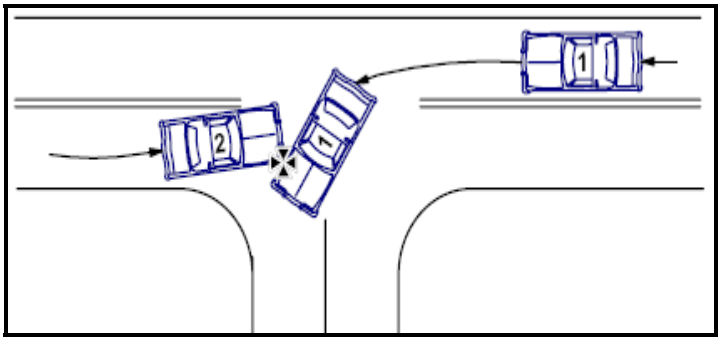


Figure FR-5: Front to Side

Probable Causes:

Approach turn accidents at signalized intersections are typically attributable to:

1) Restricted Sight Distance
2) Excessive speed
3) Poor traffic control visibility
4) Inadequate advance intersection warning signs
5) Inadequate traffic signal cycles
6) Inadequate road design and/or maintenance

BROADSIDE ACCIDENTS

Definition [1]:

Two vehicles approaching from non-opposing angular directions collide, typically resulting as one vehicle failed to either stop or yield right of way from a Stop or Yield sign, ran a red light, or was not cleared from the intersection upon the onset of the conflicting movement's green signal.

Event Sequence Diagrams [2]:

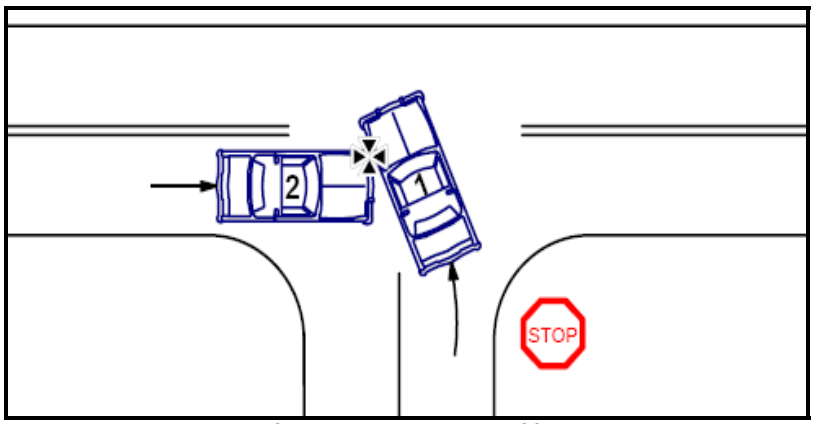


Figure FR-12A: Front to Side

Probable Causes:

Broadside accidents at signalized intersections are typically attributable to:

1) Restricted sight distance
2) Excessive Speed on approaches
3) Poor visibility of signals
4) Inadequate signal timing
5) Inadequate roadway lighting
6) Inadequate advance intersection warning signs
7) Large total intersection volume

HEAD-ON COLLISION ACCIDENTS

Definition [1]:

Two vehicles approaching opposite directions and intending to continue in opposite directions collide in a frontal or angular manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway. This includes a collision resulting from one vehicle traveling the wrong way down a divided highway.

Event Sequence Diagrams [2]:

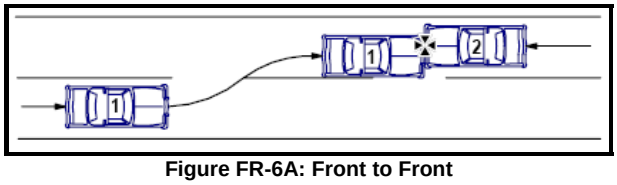


Figure FR-6A: Front to Front

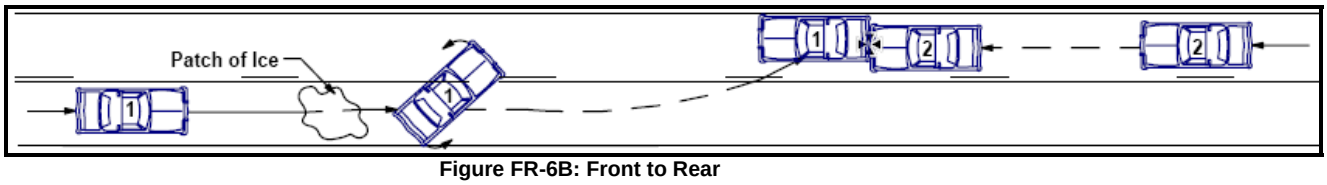


Figure FR-6B: Front to Rear

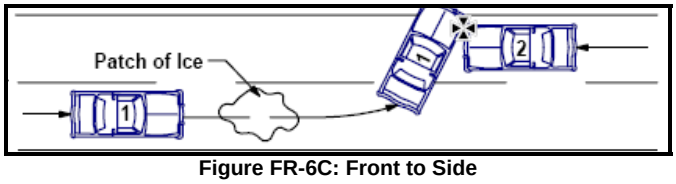


Figure FR-6C: Front to Side

Probable Causes:

Head-on collision accidents are typically attributable to:

1) Inadequate road design and/or maintenance
2) Inadequate shoulders
3) Excessive vehicle speed
4) Inadequate pavement markings
5) Inadequate channelization
6) Inadequate signing
7) Aggressive driving behaviors

OVERTAKING ACCIDENTS

Definition [3]:

Collisions occur when a vehicle tries to overtake another vehicle traveling in the same direction by overtaking when approaching or at a road junction on either side of the road, where the road narrows, when approaching a school crossing patrol, where traffic is queuing at junctions or in construction work zones. This forces another road user to swerve or slow down, at a level crossing, when a road user is indicating right.

Event Sequence Diagrams [2]:

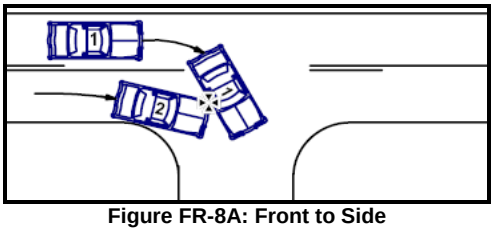


Figure FR-8A: Front to Side

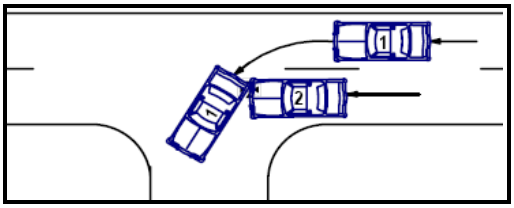


Figure FR-8B: Front to Side

Probable Causes:

Overtaking accidents at signalized intersections are typically attributable to:

1) Inadequate pavement markings
2) Inadequate signing
3) Inadequate road design and/or maintenance
4) Roadside features

OVERTURNING ACCIDENTS

Definition [1]:

A crash in which a vehicle overturns on or off the roadway without first having been involved in some other type single or multiple vehicle crash. This includes motorcycle crashes in which the operator loses control of and drops the bike, but had not initially struck another motor vehicle, fixed or non-fixed object, animal, bicyclist or pedestrian.

Event Sequence Diagrams [2]:

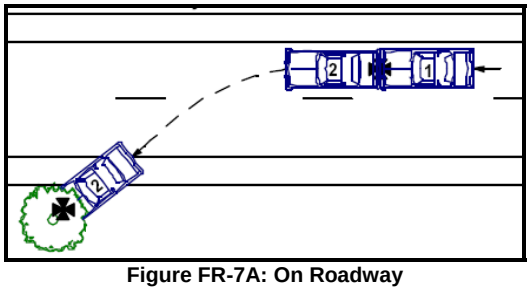


Figure FR-7A: On Roadway

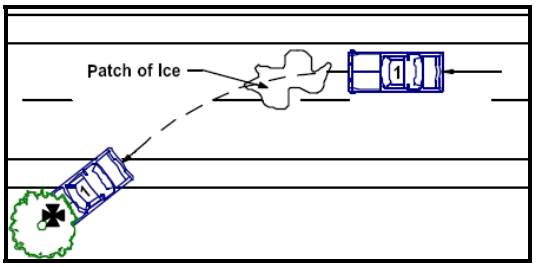


Figure FR-7A: Ran off left side

Probable Causes:

Overturning accidents are typically attributable to:

1) Roadside features
2) Inadequate shoulder / recovery zone
3) Pavement features

SIDESWIPE ACCIDENTS (OPPOSITE DIRECTION)

Definition [1]:

Two vehicles approaching opposite directions and intending to continue in opposite directions collide in a sideswiping manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway. This also includes a collision resulting from one vehicle traveling the wrong way down a divided highway.

Event Sequence Diagrams [2]:

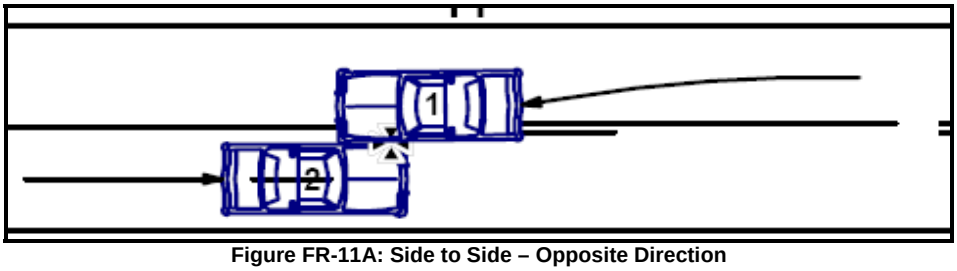


Figure FR-11A: Side to Side – Opposite Direction

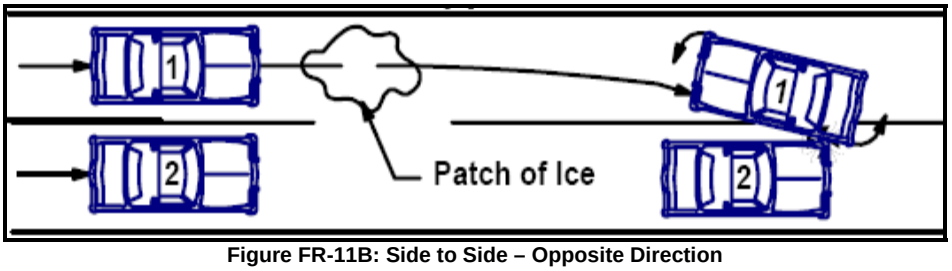


Figure FR-11B: Side to Side – Opposite Direction

Probable Causes:

Side swipe accidents are typically attributable to:

1) Inadequate road design and/or maintenance
2) Inadequate shoulders
3) Excessive vehicle speed
4) Inadequate pavement markings
5) Inadequate channelization
6) Inadequate signing

SIDESWIPE ACCIDENTS (SAME DIRECTION)

Definition [1]:

Two vehicles moving alongside each other and collide, with at least one of the vehicles being struck on the side. This type would include a collision resulting from one of the vehicles making an improper turn such as a left from the right lane or vice-versa or turning right from the appropriate outside lane and striking a vehicle passing on the right shoulder.

Event Sequence Diagrams [2]:

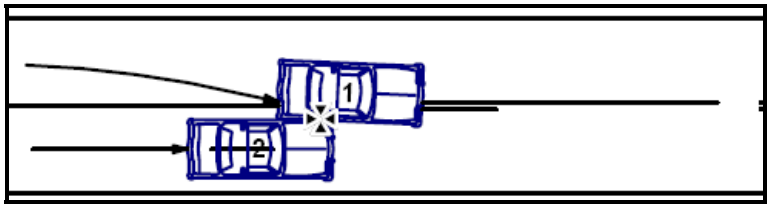


Figure FR-10A: Side to Side – Same Direction

Figure FR-10B: Side to Side – Same Direction

Probable Causes:

Side swipe accidents are typically attributable to:

1) Inadequate road design and/or maintenance
2) Inadequate shoulders
3) Excessive vehicle speed
4) Inadequate pavement markings
5) Inadequate channelization
6) Inadequate signing

REAR END ACCIDENTS

Definition [1]:

Two vehicles in a position of one behind the other and collide, regardless of what movement(s) either vehicle was in the process of making with the exception of one or both vehicles backing. This type includes a collision in which the leading vehicle spun out and became turned 180 degrees around such that the resulting same direction collision had it strike front end to front end with the following vehicle.

Event Sequence Diagrams [2]:

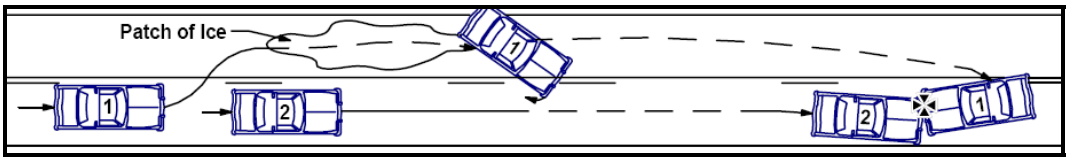


Figure FR-9A: Front to Front

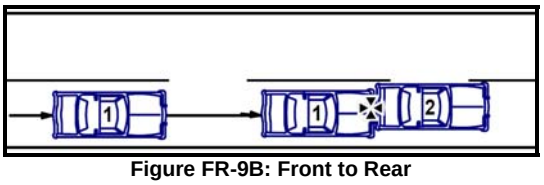


Figure FR-9B: Front to Rear

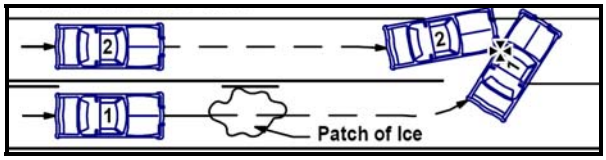


Figure FR-9C: Front to Side

Rear-End accidents at signalized intersections are typically attributable to:

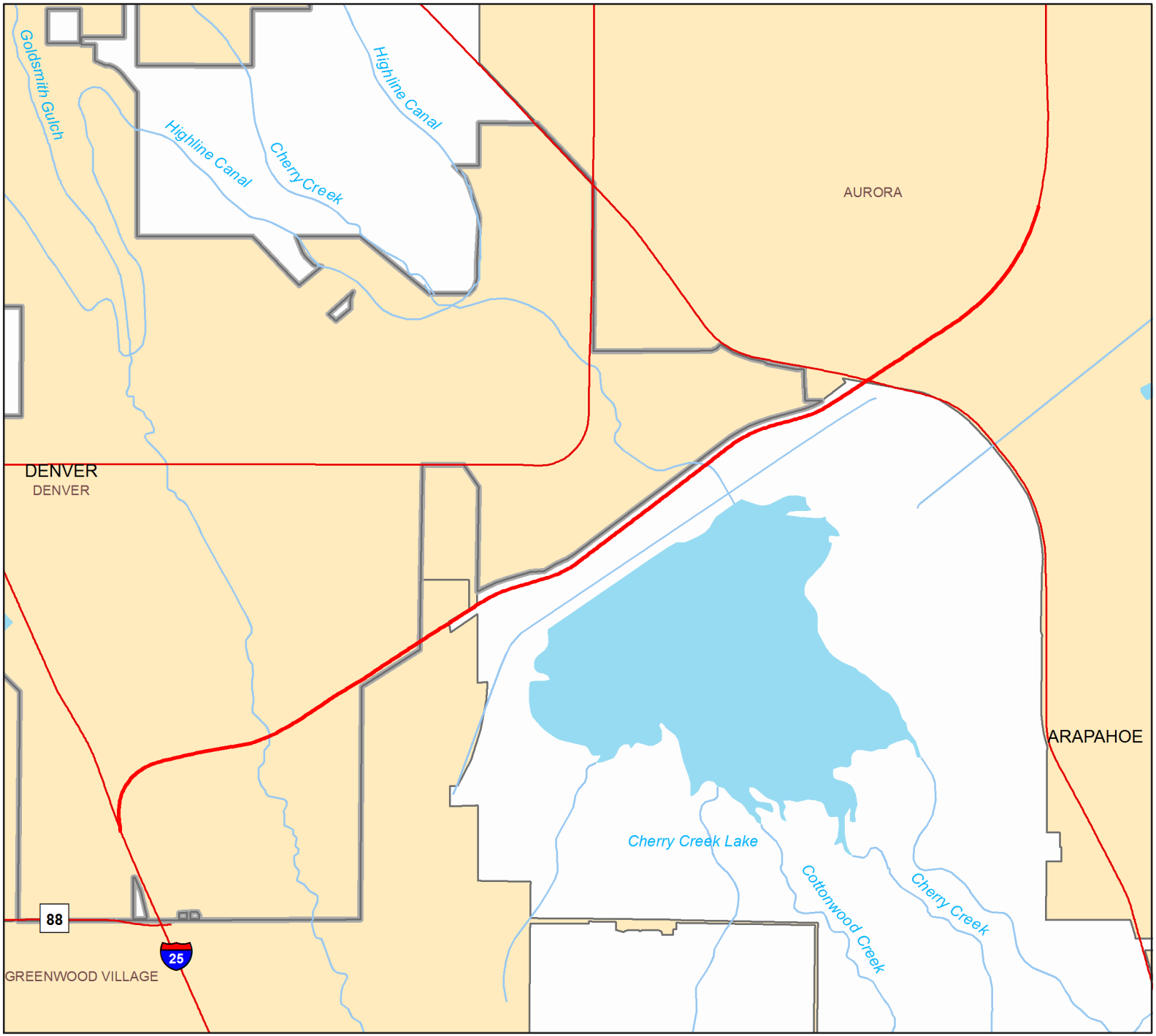
1) Slippery road surface
2) Large turning volume
3) Poor Visibility of signals
4) Inadequate signal timing
5) Unwarranted signal
6) Inadequate roadway lighting
7) Excessive speed on approaches
8) Crossing pedestrians
9) Uncontrolled access at intersection
10) Short turning radius
11) Inadequate directional signing

Rear-End accidents at un-signalized intersections are typically attributable to:

1) Drivers unaware of intersection
2) Slippery road surface
3) Large turning volume

4) Inadequate roadway lighting
5) Excessive speed on approaches
6) Lack of adequate gaps for turning vehicles
7) Absence of turning lanes
8) Crossing pedestrians
9) Uncontrolled access at intersection
10) Short turning radius
11) Inadequate directional signing

Route 225A From 0 To 5



Legend

- Highways
- Streams - 24K
- Lakes
- Cities
- Counties

Created:
8/28/2013 2:01:44 PM

0.5 0 0.5 1 1.5 Miles

N

DOT
DEPARTMENT OF TRANSPORTATION

CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils

GEOMETRICS

Is Divided (Yes=1,No = 0)	1		
Median Type	21 Depressed	55 HOV Reversible	
Median Width	99	38	
Operation	2 Two-Way		
Primary Inside Shoulder Type	3 Portland		
Primary Inside Shoulder Width	8	6	10
Primary Outside Shoulder	3 Portland		
Primary Outside Shoulder Width	8	10	12
Primary Surface Type	3 JPCP - Jointed Plain Concrete	2 AC - Asphalt Concrete (Bituminous)	
Secondary Inside Shoulder Width	12	6	10
Secondary Outside Shoulder Width	12		
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)		

SAFETY

Speed Limit	55

TRAFFIC

AADT	127000	117000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 225A
From 1 To 2

CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils					

GEOMETRICS

Is Divided (Yes=1,No = 0)	1					
Median Type	55 HOV Reversible					
Median Width	33	39	43	55	53	
Operation	2 Two-Way					
Primary Inside Shoulder Type	3 Portland			2 Bituminous		
Primary Inside Shoulder Width	10	11	12	14	12	
Primary Outside Shoulder	3 Portland			2 Bituminous		
Primary Outside Shoulder Width	12	14	12	9	12	
Primary Surface Type	2 AC - Asphalt Concrete (Bituminous)					
Secondary Inside Shoulder Width	10	12		14	12	
Secondary Outside Shoulder Width	12	9	12	14	12	20
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)					

SAFETY

Speed Limit	55					

TRAFFIC

AADT	117000	131000				

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils

GEOMETRICS

Is Divided (Yes=1,No = 0)	1
Median Type	55 HOV Reversible
Median Width	35
Operation	2 Two-Way
Primary Inside Shoulder Type	2 Bituminous
Primary Inside Shoulder Width	11
Primary Outside Shoulder	2 Bituminous
Primary Outside Shoulder Width	13
Primary Surface Type	2 AC - Asphalt Concrete (Bituminous)
Secondary Inside Shoulder Width	11
Secondary Outside Shoulder Width	13
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)

SAFETY

Speed Limit	55

TRAFFIC

AADT	131000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 225A
From 3 To 4

CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils			

GEOMETRICS

Is Divided (Yes=1,No = 0)	1			
Median Type	55 HOV Reversible			
Median Width	35	33		
Operation	2 Two-Way			
Primary Inside Shoulder Type	2 Bituminous			
Primary Inside Shoulder Width	11	22	14	12
Primary Outside Shoulder	2 Bituminous			
Primary Outside Shoulder Width	17	11	10	
Primary Surface Type	2 AC - Asphalt Concrete (Bituminous)		3 JPCP - Jointed Plain Concrete	
Secondary Inside Shoulder Width	11	20	13	10
Secondary Outside Shoulder Width	13	10	12	13
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)		3 JPCP - Jointed Plain Concrete	

SAFETY

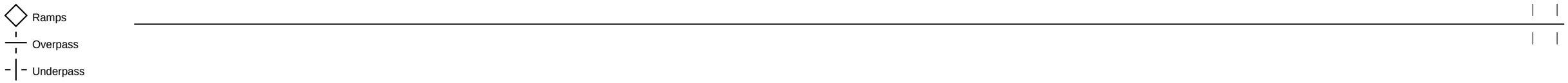
Speed Limit	55			

TRAFFIC

AADT	131000			107000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 225A
From 4 To 5



CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils

GEOMETRICS

Is Divided (Yes=1,No = 0)	1			
Median Type	55 HOV Reversible		21 Depressed	
Median Width	33		51	45
Operation	2 Two-Way			
Primary Inside Shoulder Type	2 Bituminous			
Primary Inside Shoulder Width	12	2	4	5
Primary Outside Shoulder	2 Bituminous			
Primary Outside Shoulder Width	10		13	12
Primary Surface Type	2 AC - Asphalt Concrete (Bituminous)			
Secondary Inside Shoulder Width	12	2	4	8
Secondary Outside Shoulder Width	21	13	8	6
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)			

SAFETY

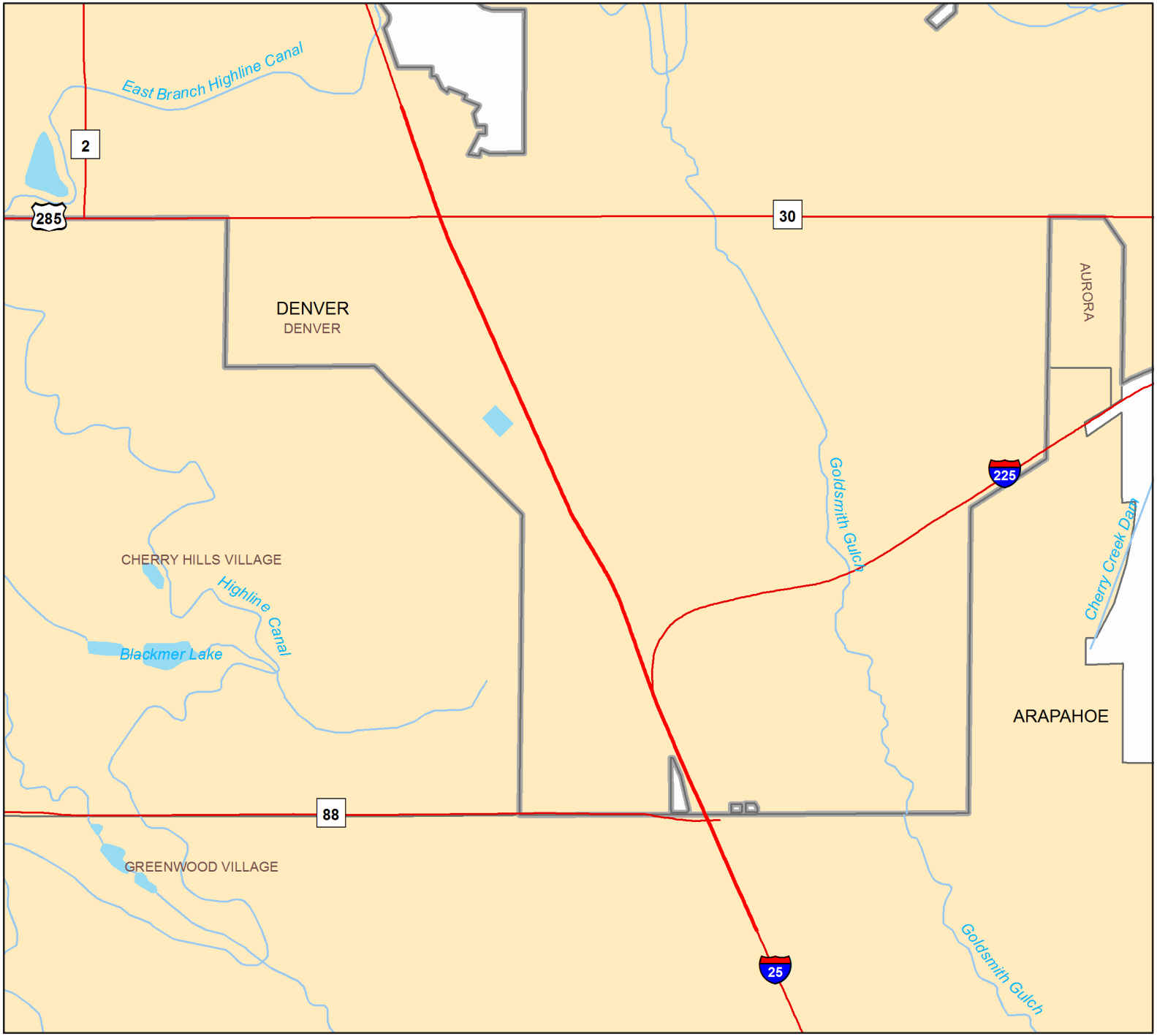
Speed Limit	55

TRAFFIC

AADT	107000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 025A From 199 To 202



Legend

- Highways
- Streams - 24K
- Lakes
- Cities
- Counties

Created:
8/28/2013 1:58:26 PM

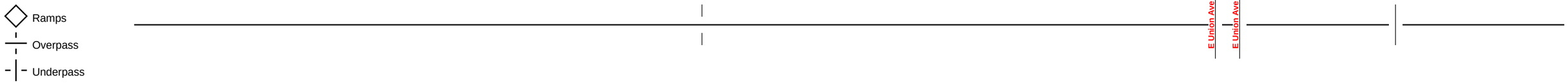
0.4 0 0.4 0.8 1.2 Miles

N

DOT
DEPARTMENT OF TRANSPORTATION

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 025A
From 199 To 200



CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils

GEOMETRICS

Is Divided (Yes=1,No = 0)	1	
Median Type	14 Level	
Median Width	5	
Operation	2 Two-Way	
Primary Inside Shoulder Type	3 Portland	
Primary Inside Shoulder Width	9	
Primary Outside Shoulder	3 Portland	
Primary Outside Shoulder Width	10	
Primary Surface Type	2 AC - Asphalt Concrete (Bituminous)	3 JPCP - Jointed Plain Concrete
Secondary Inside Shoulder Width	9	
Secondary Outside Shoulder Width	10	
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)	3 JPCP - Jointed Plain Concrete

SAFETY

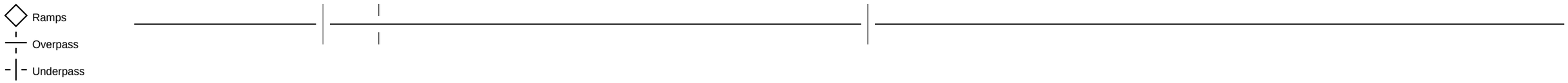
Speed Limit	65	55

TRAFFIC

AADT	238000	226000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 025A
From 200 To 201



CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils

GEOMETRICS

Is Divided (Yes=1,No = 0)	1		
Median Type	14 Level		
Median Width	5		
Operation	2 Two-Way		
Primary Inside Shoulder Type	3 Portland		
Primary Inside Shoulder Width	9		
Primary Outside Shoulder	3 Portland		
Primary Outside Shoulder Width	8	30	9
Primary Surface Type	3 JPCP - Jointed Plain Concrete		
Secondary Inside Shoulder Width	9		
Secondary Outside Shoulder Width	10	8	10
Secondary Surface Type	3 JPCP - Jointed Plain Concrete		

SAFETY

Speed Limit	55

TRAFFIC

AADT	226000	225000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 025A
From 201 To 202

CLASSIFICATION

Access Control	FW F-W: Interstate System, Freeway Facils	

GEOMETRICS

Is Divided (Yes=1,No = 0)	1		
Median Type	14 Level		
Median Width	5		
Operation	2 Two-Way		
Primary Inside Shoulder Type	3 Portland		
Primary Inside Shoulder Width	9		
Primary Outside Shoulder	3 Portland		
Primary Outside Shoulder Width	9		
Primary Surface Type	3 JPCP - Jointed Plain Concrete	2 AC - Asphalt Concrete (Bituminous)	
Secondary Inside Shoulder Width	9		
Secondary Outside Shoulder Width	10	9	20
Secondary Surface Type	3 JPCP - Jointed Plain Concrete	2 AC - Asphalt Concrete (Bituminous)	

SAFETY

Speed Limit	55		

TRAFFIC

AADT	225000		206000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
1	025A	198.85	4/13/2010	1307	PDO	10021140	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
2	025A	198.87	10/10/2009	0728	PDO	09055258	ON	NON-INTERSECTION	2	ICY	DARK-UNLIGHTED
3	025A	198.87	11/9/2011	1042	PDO	11063341	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
4	025A	198.91	2/4/2011	1749	PDO	11008257	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
5	025A	198.91	5/20/2011	1628	PDO	11027123	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
6	025A	198.92	8/29/2009	0429	PDO	09046534	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
7	025A	198.94	10/16/2009	1640	PDO	09057242	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
8	025A	198.95	4/16/2010	1834	PDO	10023286	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
9	025A	198.95	5/31/2012	1659	PDO	12030161	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
10	025A	198.96	4/16/2010	1822	PDO	10021143	ON	NON-INTERSECTION	2	UNKNOWN	DAYLIGHT
11	025A	198.96	3/10/2011	1510	PDO	11013699	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
12	025A	198.96	12/20/2011	1331	PDO	11071655	ON	NON-INTERSECTION	2	DRY	UNKNOWN
13	025A	198.96	1/8/2010	1722	PDO	10000208	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
14	025A	198.96	2/16/2011	0902	PDO	11011273	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
15	025A	198.97	4/24/2012	2340	PDO	12021210	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
16	025A	198.97	6/19/2012	1737	PDO	12032731	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
17	025A	198.98	10/16/2009	1621	PDO	09060646	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
18	025A	198.98	10/16/2009	1621	PDO	09060648	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
19	025A	198.98	6/27/2010	1050	PDO	10034699	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
20	025A	198.98	6/7/2011	0827	PDO	11032538	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
21	025A	199	9/2/2009	1709	PDO	09051228	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
22	025A	199	12/14/2011	2125	PDO	11071657	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
23	025A	199	6/22/2012	1340	PDO	12033753	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
24	025A	199.01	3/1/2010	0754	PDO	10012517	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
25	025A	199.01	12/5/2010	2234	PDO	10074793	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
26	025A	199.01	3/24/2010	0016	PDO	10014547	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
27	025A	199.02	6/11/2010	1730	INJ	10031918	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
28	025A	199.03	8/26/2011	1824	PDO	11047002	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
29	025A	199.04	1/20/2011	1538	PDO	11003704	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
30	025A	199.05	3/31/2011	1643	PDO	11020737	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
31	025A	199.05	5/3/2011	1719	PDO	11025000	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
32	025A	199.05	8/21/2011	1253	PDO	11045461	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
33	025A	199.05	9/30/2011	1634	PDO	11054966	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
34	025A	199.05	10/5/2011	2302	PDO	11055863	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
35	025A	199.05	1/5/2011	1126	INJ	11001080	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
36	025A	199.05	4/10/2012	1720	INJ	12017007	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
37	025A	199.06	1/13/2012	1845	PDO	12001723	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
38	025A	199.06	1/26/2012	1748	PDO	12004890	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
39	025A	199.1	7/23/2010	1545	PDO	10039947	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
40	025A	199.1	11/15/2011	1709	PDO	11066648	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
41	025A	199.1	5/1/2012	1319	INJ	12024811	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
42	025A	199.12	2/2/2010	1740	PDO	10005044	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
43	025A	199.12	9/12/2010	1149	PDO	10057560	OFF LEFT	NON-INTERSECTION	2	DRY	DAYLIGHT
44	025A	199.12	1/31/2011	2251	PDO	11005039	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
45	025A	199.12	10/14/2011	1050	PDO	11059089	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
46	025A	199.12	10/28/2011	1825	PDO	11061453	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
47	025A	199.12	1/13/2010	1750	PDO	10001105	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
48	025A	199.12	7/1/2010	0835	PDO	10034701	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
49	025A	199.12	4/5/2011	1606	PDO	11017705	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
50	025A	199.12	5/18/2011	1307	PDO	11027115	ON	NON-INTERSECTION	2	WET	DAYLIGHT
51	025A	199.13	10/27/2011	1317	PDO	11060167	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
52	025A	199.19	8/7/2010	1637	INJ	10047487	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
53	025A	199.2	4/12/2012	0726	PDO	12018909	ON	RAMP	2	DRY	DAYLIGHT
54	025A	199.2	5/27/2012	1315	INJ	12030160	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
55	025A	199.21	6/27/2011	1607	PDO	11035977	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
56	025A	199.21	1/10/2011	0937	PDO	11001091	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
1	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	065
2	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	030
3	NONE	CONCRETE HIGHWAY BARRIER	N	SUV	OTHER FACTOR	065
4	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	015
5	NONE	REAR END	S	SUV	NONE APPARENT	030
6	NONE	SIDESWIPE (SAME DIRECTION)	N	VEH COMBO (10,001 LBS AND OVER)	DRIVER FATIGUE	065
7	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	020
8	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	025
9	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
10	UNKNOWN	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
11	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	ILLNESS/MEDICAL	065
12	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	ASLEEP AT THE WHEEL	075
13	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
14	NONE	REAR END	S	SUV	NONE APPARENT	040
15	NONE	REAR END	N	SUV	DUI, DWAI, DUID	045
16	NONE	REAR END	S	SUV	NONE APPARENT	015
17	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	030
18	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	010
19	NONE	OTHER NON-COLLISION	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	065
20	NONE	REAR END	S	SUV	DRIVER INEXPERIENCE	010
21	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	055
22	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	000
23	NONE	VEHICLE DEBRIS OR CARGO	S	HIT & RUN - UNKNOWN	OTHER FACTOR	065
24	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	025
25	NONE	REAR END	N	PASSENGER CAR/VAN	DUI, DWAI, DUID	080
26	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	040
27	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	030
28	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	050
29	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	020
30	NONE	VEHICLE DEBRIS OR CARGO	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	065
31	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	010
32	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	065
33	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
34	NONE	REAR END	N	SUV	NONE APPARENT	030
35	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	050
36	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	055
37	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	25
38	NONE	REAR END	N	SUV	DISTRACTED/RADIO	15
39	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	015
40	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
41	NONE	SIDESWIPE (SAME DIRECTION)	N	MOTORCYCLE	DISTRACTED/OTHER	070
42	NONE	REAR END	N	SUV	NONE APPARENT	030
43	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	060
44	NONE	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	045
45	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	UK
46	NONE	REAR END	N	SUV	NONE APPARENT	050
47	NONE	REAR END	S	SUV	NONE APPARENT	065
48	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	035
49	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	045
50	RAIN	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	065
51	NONE	REAR END	N	SUV	NONE APPARENT	065
52	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	065
53	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	040
54	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	065
55	NONE	CONCRETE HIGHWAY BARRIER	N	SUV	DISTRACTED/OTHER	050
56	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	DRIVER INEXPERIENCE	045

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
57	025A	199.23	12/27/2010	1743	PDO	10074795	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
58	025A	199.23	4/9/2010	1544	PDO	10021034	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
59	025A	199.23	7/16/2010	1734	PDO	10038688	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
60	025A	199.24	2/23/2011	1739	PDO	11011306	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
61	025A	199.24	6/8/2011	1803	PDO	11029673	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
62	025A	199.25	6/26/2012	1753	PDO	12032741	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
63	025A	199.25	11/1/2011	1811	PDO	11061454	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
64	025A	199.25	5/9/2012	1754	PDO	12024812	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
65	025A	199.27	5/17/2012	1752	PDO	12024825	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
66	025A	199.27	6/26/2012	1643	PDO	12033757	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
67	025A	199.29	10/1/2011	1900	PDO	11055855	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
68	025A	199.29	10/5/2011	2254	PDO	11055864	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
69	025A	199.29	8/26/2009	1454	PDO	09046998	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
70	025A	199.3	12/2/2009	0540	PDO	09069868	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED
71	025A	199.3	6/10/2010	1401	PDO	10031913	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
72	025A	199.31	4/19/2010	1826	INJ	10027204	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
73	025A	199.31	8/17/2010	1335	PDO	10047206	ON	NON-INTERSECTION	1	DRY	DAYLIGHT
74	025A	199.31	10/29/2010	1836	PDO	10065006	ON	RAMP	2	DRY	DAYLIGHT
75	025A	199.33	9/1/2011	0655	PDO	11048721	ON	RAMP	2	DRY	DAYLIGHT
76	025A	199.34	10/10/2009	0534	PDO	09055262	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED
77	025A	199.34	10/10/2009	0613	PDO	09055263	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
78	025A	199.34	5/8/2011	1922	INJ	11030419	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
79	025A	199.34	10/10/2009	0756	PDO	09055254	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
80	025A	199.34	10/10/2009	0748	PDO	09055257	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT
81	025A	199.35	11/16/2009	0755	PDO	09063677	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
82	025A	199.35	1/16/2012	1401	PDO	12001726	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
83	025A	199.36	5/16/2012	1633	PDO	12024080	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
84	025A	199.37	8/19/2009	0807	INJ	09044096	ON	NON-INTERSECTION	5	DRY	DAYLIGHT
85	025A	199.37	10/10/2009	0541	PDO	09055250	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED
86	025A	199.37	11/15/2009	1205	PDO	09063676	ON	NON-INTERSECTION	2	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
87	025A	199.37	12/7/2009	0720	PDO	09069875	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
88	025A	199.38	7/10/2009	1554	PDO	09036611	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
89	025A	199.38	7/30/2009	1820	PDO	09044087	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
90	025A	199.38	11/1/2010	0922	PDO	10061890	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
91	025A	199.38	10/20/2011	1235	PDO	11059097	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
92	025A	199.38	10/27/2011	1604	PDO	11060155	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
93	025A	199.38	12/6/2011	1357	INJ	11066673	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
94	025A	199.38	8/20/2011	0909	PDO	11047553	ON	RAMP	2	DRY	DAYLIGHT
95	025A	199.38	1/29/2012	0522	PDO	12004892	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
96	025A	199.38	6/6/2011	1324	PDO	11032537	ON	RAMP	2	DRY	DAYLIGHT
97	025A	199.39	10/15/2009	1243	PDO	09057237	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
98	025A	199.4	1/22/2012	0106	PDO	12002669	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
99	025A	199.4	6/12/2012	1820	PDO	12033755	ON	INTERSECTION RELATED	3	DRY	DAYLIGHT
100	025A	199.4	10/22/2009	1737	PDO	09057445	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
101	025A	199.4	12/22/2009	1815	PDO	09070817	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
102	025A	199.4	4/7/2010	0541	PDO	10017873	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DARK-LIGHTED
103	025A	199.4	6/18/2010	0138	PDO	10033252	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
104	025A	199.4	12/17/2010	1815	PDO	10071161	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
105	025A	199.4	12/31/2010	1645	PDO	10071717	OFF LEFT	NON-INTERSECTION	2	SNOWY	DARK-LIGHTED
106	025A	199.4	1/3/2011	1906	PDO	11001074	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
107	025A	199.4	1/7/2011	2224	PDO	11001088	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED
108	025A	199.4	8/4/2011	1855	PDO	11040618	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
109	025A	199.4	6/7/2012	1737	INJ	12049820	ON	NON-INTERSECTION	5	DRY	DAYLIGHT
110	025A	199.4	11/24/2009	0738	PDO	09066260	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
111	025A	199.4	3/11/2010	0900	PDO	10014671	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
112	025A	199.4	3/20/2010	1131	PDO	10015364	ON	NON-INTERSECTION	2	WET	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
57	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
58	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	065
59	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	065
60	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
61	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
62	WIND	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	040
63	NONE	REAR END	S	SUV	NONE APPARENT	055
64	NONE	REAR END	S	PASSENGER CAR/VAN W/TRAILER	NONE APPARENT	030
65	NONE	REAR END	N	SUV	OTHER FACTOR	015
66	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER FATIGUE	040
67	NONE	REAR END	N	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	060
68	NONE	REAR END	N	SUV	DISTRACTED/OTHER	040
69	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	050
70	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	050
71	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	015
72	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	065
73	NONE	INVOLVING OTHER OBJECT	N	PASSENGER CAR/VAN	NONE APPARENT	050
74	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	AGRESSIVE DRIVING	040
75	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	015
76	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	040
77	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	030
78	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	ILLNESS/MEDICAL	060
79	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	055
80	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	020
81	NONE	REAR END	N	SUV	DISTRACTED/OTHER	025
82	NONE	VEHICLE DEBRIS OR CARGO	S	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	60
83	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	UK
84	NONE	REAR END	N	SUV	NONE APPARENT	045
85	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	SUV	OTHER FACTOR	040
86	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	055
87	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	SUV	OTHER FACTOR	050
88	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	020
89	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	000
90	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	015
91	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
92	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	045
93	NONE	REAR END	N	SUV	NONE APPARENT	065
94	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	065
95	NONE	VEHICLE DEBRIS OR CARGO	S	PASSENGER CAR/VAN	NONE APPARENT	65
96	NONE	REAR END	W	PASSENGER CAR/VAN	DISTRACTED/OTHER	020
97	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	065
98	NONE	APPROACH TURN	E	PASSENGER CAR/VAN	NONE APPARENT	20
99	NONE	REAR END	E	SUV	NONE APPARENT	010
100	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
101	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	065
102	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	050
103	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	099
104	NONE	REAR END	N	SUV	ASLEEP AT THE WHEEL	020
105	SNOW/SLEET/HAIL	GUARD RAIL	N	PASSENGER CAR/VAN	NONE APPARENT	050
106	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	005
107	NONE	CONCRETE HIGHWAY BARRIER	N	PICKUP TRUCK/UTILITY VAN	DISTRACTED/CELL PHONE	065
108	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
109	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	UK
110	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	025
111	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	DISTRACTED/OTHER	065
112	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
113	025A	199.4	5/11/2010	1257	PDO	10024674	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
114	025A	199.4	12/23/2010	2140	PDO	10071403	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
115	025A	199.4	12/18/2011	0135	INJ	11075187	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
116	025A	199.4	1/11/2012	0613	PDO	12001393	ON	AT INTERSECTION	2	SNOWY	DARK-LIGHTED
117	025A	199.4	2/3/2012	1010	PDO	12004898	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT
118	025A	199.4	2/8/2012	1600	PDO	12007642	OFF RIGHT	AT INTERSECTION	1	WET	DAYLIGHT
119	025A	199.4	6/13/2012	0625	PDO	12035052	OFF RIGHT	AT INTERSECTION	1	DRY	DAWN OR DUSK
120	025A	199.4	6/22/2012	1351	PDO	12032739	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
121	025A	199.4	9/18/2009	1200	PDO	09051234	ON	AT INTERSECTION	2	DRY	DAYLIGHT
122	025A	199.4	3/11/2010	1700	PDO	10012526	ON	RAMP	2	DRY	DAYLIGHT
123	025A	199.4	12/14/2011	1858	PDO	11068621	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
124	025A	199.4	1/10/2012	1743	PDO	12001061	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
125	025A	199.4	1/27/2012	1558	PDO	12004891	ON	AT INTERSECTION	3	DRY	DAYLIGHT
126	025A	199.4	5/31/2012	1253	PDO	12030159	ON	AT INTERSECTION	2	DRY	DAYLIGHT
127	025A	199.41	9/3/2009	1724	PDO	09046798	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
128	025A	199.41	12/11/2009	1705	PDO	09075901	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
129	025A	199.41	2/19/2010	0513	PDO	10008498	ON	NON-INTERSECTION	2	SLUSHY	DARK-LIGHTED
130	025A	199.41	3/11/2010	1715	PDO	10012118	ON	RAMP	3	DRY	DAWN OR DUSK
131	025A	199.41	8/20/2010	2215	PDO	10043898	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
132	025A	199.41	4/6/2012	1033	PDO	12035297	ON	RAMP	2	DRY	DAYLIGHT
133	025A	199.41	7/13/2009	1342	PDO	09036949	ON	RAMP	2	WET	DAYLIGHT
134	025A	199.41	10/28/2009	1524	PDO	09075101	OFF RIGHT	NON-INTERSECTION	1	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
135	025A	199.42	12/21/2011	2330	PDO	11071841	ON	NON-INTERSECTION	2	SNOWY	DARK-LIGHTED
136	025A	199.42	6/14/2012	0200	PDO	12036826	OFF RIGHT	RAMP	1	DRY	DARK-LIGHTED
137	025A	199.42	10/29/2009	1708	PDO	09075116	ON	NON-INTERSECTION	3	SNOWY	DAWN OR DUSK
138	025A	199.42	4/7/2010	0355	PDO	10017510	OFF RIGHT	NON-INTERSECTION	2	SLUSHY	DARK-UNLIGHTED
139	025A	199.42	5/2/2010	1703	PDO	10022653	OFF RIGHT	RAMP	1	DRY	DAYLIGHT
140	025A	199.42	12/15/2011	1656	PDO	11073660	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
141	025A	199.43	11/17/2011	1452	PDO	11063829	ON	RAMP	2	DRY	DAYLIGHT
142	025A	199.44	9/24/2010	1610	PDO	10053699	OFF LEFT	RAMP	1	DRY	DAYLIGHT
143	025A	199.44	11/23/2011	2020	PDO	11068923	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
144	025A	199.45	6/14/2011	1810	INJ	11031250	ON	RAMP	2	DRY	DAYLIGHT
145	025A	199.45	4/25/2012	0640	PDO	12022057	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
146	025A	199.46	2/7/2010	2042	PDO	10005999	ON	NON-INTERSECTION	3	SNOWY	DARK-LIGHTED
147	025A	199.46	10/26/2011	1827	INJ	11060713	OFF LEFT	RAMP	3	WET W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
148	025A	199.48	4/1/2011	1756	PDO	11017445	ON	RAMP	2	DRY	DAYLIGHT
149	025A	199.49	12/6/2009	1345	PDO	09075832	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT
150	025A	199.49	12/25/2009	1756	PDO	09070108	ON	RAMP	2	DRY	DARK-LIGHTED
151	025A	199.49	2/21/2010	1620	INJ	10008356	OFF RIGHT	RAMP	1	ICY	DAYLIGHT
152	025A	199.49	3/5/2010	1815	PDO	10010417	ON	RAMP	2	DRY	DAYLIGHT
153	025A	199.49	12/8/2011	1330	PDO	11072504	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
154	025A	199.5	6/10/2011	1325	INJ	11031104	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
155	025A	199.5	12/15/2009	0855	INJ	09068358	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
156	025A	199.5	1/7/2010	0830	PDO	10000073	ON	NON-INTERSECTION	3	ICY	DAYLIGHT
157	025A	199.5	2/5/2010	0805	PDO	10004676	ON	RAMP	2	DRY	DARK-UNLIGHTED
158	025A	199.5	12/1/2010	0740	INJ	10070009	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
159	025A	199.51	12/5/2011	0553	PDO	11069198	OFF LEFT	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK
160	025A	199.51	6/25/2010	1743	PDO	10032573	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
161	025A	199.52	10/8/2009	0942	PDO	09053614	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
162	025A	199.53	2/6/2011	1309	PDO	11006498	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT
163	025A	199.56	9/29/2009	1723	PDO	09052509	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
164	025A	199.56	8/21/2010	1700	PDO	10047217	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
165	025A	199.59	8/26/2011	1301	PDO	11044840	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
166	025A	199.59	6/30/2012	0113	PDO	12040113	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
167	025A	199.6	6/20/2011	0507	PDO	11031847	OFF LEFT	NON-INTERSECTION	1	WET	DARK-UNLIGHTED
168	025A	199.61	4/1/2010	1721	PDO	10016764	ON	NON-INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
113	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	060
114	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	UK
115	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DUI, DWAI, DUID	000
116	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	UK
117	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	OTHER FACTOR	45
118	NONE	EMBANKMENT	S	PASSENGER CAR/VAN	ILLNESS/MEDICAL	025
119	NONE	TRAFFIC SIGNAL POLE	S	HIT & RUN - UNKNOWN	OTHER FACTOR	030
120	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	010
121	NONE	REAR END	W	SUV	NONE APPARENT	005
122	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	025
123	NONE	REAR END	W	SUV	OTHER FACTOR	040
124	NONE	APPROACH TURN	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	20
125	NONE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	35
126	NONE	APPROACH TURN	W	PASSENGER CAR/VAN	NONE APPARENT	020
127	NONE	REAR END	N	SUV	NONE APPARENT	015
128	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	000
129	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	065
130	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	040
131	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	DUI, DWAI, DUID	065
132	NONE	REAR END	NW	PASSENGER CAR/VAN	NONE APPARENT	010
133	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
134	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	065
135	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	065
136	NONE	GUARD RAIL	N	PASSENGER CAR/VAN	DUI, DWAI, DUID	UK
137	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	035
138	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	OTHER FACTOR	050
139	NONE	BRIDGE STRUCTURE	S	PASSENGER CAR/VAN	DUI, DWAI, DUID	065
140	RAIN	REAR END	S	SUV	NONE APPARENT	065
141	NONE	REAR END	N	SUV	NONE APPARENT	025
142	NONE	GUARD RAIL	N	SUV	NONE APPARENT	030
143	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	055
144	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	020
145	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	070
146	SNOW/SLEET/HAIL	OTHER NON-COLLISION	N	SUV	NONE APPARENT	040
147	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	OTHER FACTOR	025
148	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	000
149	FOG	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	UK
150	NONE	REAR END	N	SUV	AGRESSIVE DRIVING	015
151	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	OTHER FACTOR	025
152	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	030
153	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	055
154	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	UK
155	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	000
156	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
157	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
158	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	055
159	NONE	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	040
160	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
161	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	VEH COMBO (10,001 LBS AND OVER)	OTHER FACTOR	015
162	NONE	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	UK
163	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
164	NONE	OTHER NON-COLLISION	S	PASSENGER CAR/VAN	NONE APPARENT	060
165	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	045
166	NONE	OVERTURNING	S	MOTORCYCLE	AGRESSIVE DRIVING	065
167	RAIN	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	065
168	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
169	025A	199.62	7/30/2010	1330	INJ	10044480	ON	RAMP	2	DRY	DAYLIGHT
170	025A	199.63	8/10/2009	1525	PDO	09041980	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
171	025A	199.63	10/23/2009	1643	PDO	09075054	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
172	025A	199.63	11/17/2009	1615	PDO	09075620	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
173	025A	199.63	1/7/2010	0910	PDO	10005497	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
174	025A	199.63	6/6/2010	0804	PDO	10028443	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
175	025A	199.63	12/17/2010	1844	PDO	10071159	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
176	025A	199.63	1/7/2011	2140	PDO	11001946	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
177	025A	199.63	1/26/2011	0755	PDO	11007029	ON	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT
178	025A	199.63	10/2/2011	1445	PDO	11054157	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
179	025A	199.63	2/3/2012	0130	PDO	12006059	ON	NON-INTERSECTION	2	SNOWY	DARK-LIGHTED
180	025A	199.63	3/5/2012	0758	PDO	12011361	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
181	025A	199.63	4/11/2012	1223	PDO	12019730	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
182	025A	199.64	10/10/2009	0846	INJ	09053412	OFF LEFT	NON-INTERSECTION	3	ICY	DAYLIGHT
183	025A	199.64	10/23/2009	1643	PDO	09075052	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
184	025A	199.65	2/19/2010	0231	PDO	10007916	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED
185	025A	199.65	5/20/2010	1721	PDO	10026545	ON	RAMP	3	DRY	DAYLIGHT
186	025A	199.65	4/5/2012	1811	PDO	12016914	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
187	025A	199.65	2/7/2010	1838	PDO	10005980	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED
188	025A	199.65	10/5/2011	0750	PDO	11054264	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
189	025A	199.65	2/16/2012	1830	PDO	12009733	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
190	025A	199.66	11/3/2009	0735	PDO	09060080	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
191	025A	199.67	11/11/2010	1732	PDO	10065996	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
192	025A	199.68	10/26/2010	2233	PDO	10063918	ON	RAMP	2	DRY	DARK-UNLIGHTED
193	025A	199.69	6/24/2010	1657	PDO	10032543	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
194	025A	199.69	2/4/2012	1348	PDO	12006172	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
195	025A	199.7	10/7/2009	1647	PDO	09053497	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
196	025A	199.7	1/25/2010	0825	PDO	10003440	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
197	025A	199.7	5/18/2010	1629	PDO	10026382	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
198	025A	199.7	11/14/2011	2130	INJ	11063353	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
199	025A	199.7	2/3/2012	0809	PDO	12004897	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT
200	025A	199.7	9/28/2011	0748	PDO	11052749	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
201	025A	199.71	1/20/2011	0740	PDO	11002789	ON	NON-INTERSECTION	3	ICY	DAYLIGHT
202	025A	199.75	11/18/2009	1007	PDO	09062908	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
203	025A	199.75	9/1/2011	1653	PDO	11046194	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
204	025A	199.75	1/3/2012	0736	PDO	12000884	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
205	025A	199.75	1/19/2012	0548	PDO	12002856	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
206	025A	199.76	8/9/2009	1640	PDO	09041094	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
207	025A	199.76	9/1/2009	1525	PDO	09046760	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
208	025A	199.76	11/5/2009	0730	PDO	09059589	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
209	025A	199.76	11/13/2009	1620	PDO	09061646	ON	NON-INTERSECTION	3	WET	DAWN OR DUSK
210	025A	199.76	4/15/2010	0800	PDO	10018744	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
211	025A	199.76	5/6/2010	1756	PDO	10023143	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
212	025A	199.76	8/27/2010	0740	PDO	10044917	OFF LEFT	NON-INTERSECTION	2	DRY	DAYLIGHT
213	025A	199.76	2/10/2011	1630	PDO	11006016	ON	NON-INTERSECTION	2	WET	DAWN OR DUSK
214	025A	199.76	4/20/2011	0730	PDO	11020425	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
215	025A	199.76	8/5/2011	1816	PDO	11042671	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
216	025A	199.76	12/1/2011	0549	PDO	11074314	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
217	025A	199.76	12/14/2011	0725	PDO	11073591	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
218	025A	199.76	2/10/2012	1916	PDO	12006247	ON	NON-INTERSECTION	5	DRY	DARK-LIGHTED
219	025A	199.76	3/13/2012	0723	PDO	12013516	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
220	025A	199.76	5/23/2012	2048	PDO	12039318	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED
221	025A	199.76	10/5/2009	0635	PDO	09071571	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
222	025A	199.76	3/26/2010	1719	PDO	10016018	ON	NON-INTERSECTION	2	WET	DAYLIGHT
223	025A	199.76	6/29/2010	0800	PDO	10033729	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
224	025A	199.76	9/2/2010	1721	INJ	10046467	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
169	NONE	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	000
170	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	000
171	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	010
172	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	OTHER FACTOR	050
173	SNOW/SLEET/HAIL	REAR END	N	SCHOOL BUS (ALL SCHOOL BUSSES)	NONE APPARENT	010
174	NONE	OTHER NON-COLLISION	N	HIT & RUN - UNKNOWN	NONE APPARENT	000
175	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	055
176	NONE	BARRICADE	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	080
177	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	045
178	NONE	CRASH CUSHION/TRAFFIC BARREL	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	050
179	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	SUV	OTHER FACTOR	35
180	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	DRIVER UNFAMILIAR W/AREA	60
181	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	050
182	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	030
183	NONE	REAR END	N	SUV	AGRESSIVE DRIVING	010
184	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	065
185	NONE	REAR END	N	VEH COMBO (10,001 LBS AND OVER)	OTHER FACTOR	010
186	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	020
187	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	045
188	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	OTHER FACTOR	060
189	NONE	REAR END	SE	SUV	NONE APPARENT	45
190	NONE	REAR END	N	SUV	DISTRACTED/OTHER	UK
191	NONE	REAR END	N	SUV	NONE APPARENT	060
192	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	055
193	NONE	REAR END	N	SUV	OTHER FACTOR	030
194	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
195	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	010
196	NONE	REAR END	N	SUV	NONE APPARENT	UK
197	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	060
198	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	050
199	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	35
200	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	060
201	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	000
202	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	050
203	NONE	REAR END	N	SUV	NONE APPARENT	UK
204	NONE	REAR END	N	SUV	OTHER FACTOR	45
205	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
206	NONE	REAR END	N	MOTORCYCLE	DRIVER INEXPERIENCE	055
207	NONE	REAR END	N	SUV	NONE APPARENT	UK
208	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	005
209	RAIN	REAR END	N	SUV	NONE APPARENT	030
210	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	UK
211	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
212	NONE	CONCRETE HIGHWAY BARRIER	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	065
213	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
214	NONE	REAR END	N	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	025
215	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	035
216	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	040
217	NONE	REAR END	N	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	055
218	NONE	REAR END	N	SUV	AGRESSIVE DRIVING	60
219	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	65
220	RAIN	CONCRETE HIGHWAY BARRIER	N	SUV	AGRESSIVE DRIVING	055
221	FOG	INVOLVING OTHER OBJECT	S	SUV	AGRESSIVE DRIVING	000
222	SNOW/SLEET/HAIL	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010
223	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN W/TRAILER	DRIVER INEXPERIENCE	015
224	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	ILLNESS/MEDICAL	UK

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
225	025A	199.76	2/9/2011	0610	PDO	11006197	ON	NON-INTERSECTION	2	ICY	DAWN OR DUSK
226	025A	199.76	8/16/2011	0755	PDO	11044131	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
227	025A	199.76	5/1/2012	1814	PDO	12030911	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
228	025A	199.77	2/26/2010	1700	PDO	10013460	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
229	025A	199.78	8/9/2011	1544	PDO	11042420	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
230	025A	199.78	10/6/2011	0950	PDO	11054352	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
231	025A	199.78	12/2/2009	0559	PDO	09065853	OFF RIGHT	NON-INTERSECTION	3	ICY	DAWN OR DUSK
232	025A	199.8	12/7/2009	0820	PDO	09065794	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
233	025A	199.8	2/1/2010	0845	INJ	10004553	ON	RAMP	2	DRY	DAYLIGHT
234	025A	199.8	8/24/2011	0635	PDO	11044610	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
235	025A	199.8	12/3/2011	0717	PDO	11069156	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
236	025A	199.8	2/4/2012	0852	PDO	12006140	OFF LEFT	NON-INTERSECTION	1	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
237	025A	199.82	1/9/2011	0832	PDO	11001971	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT
238	025A	199.83	8/12/2009	1145	PDO	09042044	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
239	025A	199.84	4/23/2011	2235	PDO	11026473	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
240	025A	199.84	10/5/2011	0851	PDO	11054269	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
241	025A	199.85	7/25/2011	1816	PDO	11040188	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
242	025A	199.85	12/31/2010	1411	PDO	10071706	ON	NON-INTERSECTION	3	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT
243	025A	199.85	6/6/2012	1457	PDO	12035774	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
244	025A	199.86	8/5/2011	0935	PDO	11042955	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
245	025A	199.87	8/9/2009	1427	PDO	09041907	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
246	025A	199.87	9/25/2009	1130	PDO	09052451	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
247	025A	199.87	8/31/2011	1215	PDO	11049938	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
248	025A	199.87	5/11/2010	2325	PDO	10024867	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DARK-UNLIGHTED
249	025A	199.88	10/28/2009	0135	PDO	09058580	OFF RIGHT	NON-INTERSECTION	1	WET	DARK-UNLIGHTED
250	025A	199.88	2/18/2010	1917	PDO	10008160	ON	NON-INTERSECTION	3	ICY	DARK-LIGHTED
251	025A	199.88	5/28/2010	1624	PDO	10028216	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
252	025A	199.88	8/31/2010	0805	PDO	10046341	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
253	025A	199.88	12/6/2010	2111	PDO	10070910	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
254	025A	199.88	4/14/2011	2316	PDO	11020221	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
255	025A	199.88	5/5/2011	0658	PDO	11022900	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
256	025A	199.88	8/15/2011	1809	PDO	11043611	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
257	025A	199.88	10/5/2011	1401	PDO	11054303	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
258	025A	199.88	2/7/2010	1934	INJ	10005669	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
259	025A	199.89	11/8/2009	0431	PDO	09059448	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
260	025A	199.9	9/15/2009	0740	PDO	09049044	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
261	025A	199.9	4/22/2010	0730	PDO	10020364	ON	NON-INTERSECTION	2	WET	DAYLIGHT
262	025A	199.9	12/27/2010	1722	PDO	10071491	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
263	025A	199.9	2/6/2011	0628	PDO	11006481	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
264	025A	199.9	10/4/2010	0810	PDO	10052815	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
265	025A	199.94	2/23/2012	0835	PDO	12010119	ON	RAMP	2	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
266	025A	199.98	1/29/2010	1909	PDO	10004624	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
267	025A	199.98	6/22/2010	1700	PDO	10035740	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
268	025A	199.99	11/10/2010	0718	INJ	10066512	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
269	025A	200	12/31/2009	1527	PDO	09071346	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
270	025A	200	9/28/2010	0720	PDO	10050889	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
271	025A	200	10/19/2010	1750	PDO	10063523	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK
272	025A	200	5/26/2011	1745	PDO	11026722	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
273	025A	200	1/24/2011	0700	PDO	11002380	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
274	025A	200	4/22/2011	1630	PDO	11020547	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
275	025A	200.01	10/10/2009	0823	INJ	09053411	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT
276	025A	200.01	8/9/2011	1545	INJ	11042419	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
277	025A	200.03	6/10/2010	1705	PDO	10030521	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
278	025A	200.03	2/4/2011	0654	PDO	11006729	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK
279	025A	200.04	6/10/2010	1632	PDO	10030520	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
280	025A	200.04	2/17/2011	0830	PDO	11007852	ON	NON-INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
225	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	030
226	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	045
227	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	025
228	NONE	REAR END	N	SUV	NONE APPARENT	UK
229	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	040
230	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	035
231	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	UK
232	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
233	NONE	REAR END	N	SUV	AGRESSIVE DRIVING	UK
234	NONE	REAR END	S	PASSENGER CAR/VAN	OTHER FACTOR	055
235	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	SUV	DRIVER INEXPERIENCE	035
236	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	OTHER FACTOR	45
237	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	OTHER FACTOR	040
238	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	065
239	RAIN	REAR END	N	SUV	NONE APPARENT	060
240	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	030
241	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	060
242	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	060
243	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	065
244	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	040
245	NONE	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	055
246	NONE	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	000
247	NONE	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	055
248	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	060
249	SNOW/SLEET/HAIL	CRASH CUSHION/TRAFFIC BARREL	N	SUV	DUI, DWAI, DUID	055
250	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	045
251	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	035
252	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
253	NONE	SIDESWIPE (SAME DIRECTION)	N	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	065
254	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	065
255	NONE	GUARD RAIL	N	PASSENGER CAR/VAN	NONE APPARENT	055
256	NONE	REAR END	N	SUV	NONE APPARENT	020
257	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	035
258	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	DRIVER INEXPERIENCE	065
259	NONE	WILD ANIMAL	S	PASSENGER CAR/VAN	NONE APPARENT	065
260	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	000
261	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
262	NONE	REAR END	N	SUV	ASLEEP AT THE WHEEL	050
263	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
264	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	045
265	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	SUV	DISTRACTED/OTHER	35
266	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	010
267	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	020
268	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	045
269	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	040
270	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
271	NONE	REAR END	N	SUV	NONE APPARENT	060
272	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	040
273	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
274	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	025
275	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	035
276	NONE	REAR END	N	SUV	NONE APPARENT	UK
277	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	045
278	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	050
279	NONE	REAR END	N	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	035
280	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	040

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
281	025A	200.04	6/9/2011	1052	PDO	11031051	ON	NON-INTERSECTION	1	DRY	DAYLIGHT
282	025A	200.04	6/17/2011	1542	PDO	11031351	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
283	025A	200.04	7/29/2011	1716	PDO	11040369	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
284	025A	200.04	3/22/2012	1333	PDO	12030764	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
285	025A	200.04	3/24/2010	1000	PDO	10015472	OFF RIGHT	NON-INTERSECTION	1	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
286	025A	200.05	10/10/2009	0454	PDO	09054253	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
287	025A	200.07	2/18/2010	1613	PDO	10006861	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
288	025A	200.07	11/5/2010	1733	PDO	10068193	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
289	025A	200.07	12/5/2011	0713	INJ	11069214	ON	RAMP	2	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
290	025A	200.09	4/12/2010	0735	PDO	10018623	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
291	025A	200.09	5/27/2010	1601	PDO	10028188	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
292	025A	200.09	4/25/2011	2149	PDO	11022569	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
293	025A	200.09	4/11/2012	1850	PDO	12019751	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
294	025A	200.09	7/5/2010	2248	PDO	10035218	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED
295	025A	200.1	10/29/2010	1731	PDO	10064066	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
296	025A	200.11	5/25/2010	1800	PDO	10027647	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
297	025A	200.11	5/21/2012	1624	PDO	12042252	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
298	025A	200.12	8/31/2010	0038	PDO	10053603	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
299	025A	200.13	4/1/2010	1742	PDO	10016216	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
300	025A	200.13	5/28/2010	1449	PDO	10028222	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
301	025A	200.13	6/9/2010	1841	PDO	10030493	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
302	025A	200.13	7/30/2010	1935	PDO	10040645	ON	NON-INTERSECTION	2	WET	DAYLIGHT
303	025A	200.13	8/27/2010	0800	PDO	10044921	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
304	025A	200.13	3/16/2011	1751	PDO	11017007	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
305	025A	200.13	5/20/2011	1839	PDO	11024570	ON	RAMP	2	DRY	DAYLIGHT
306	025A	200.13	6/30/2011	2123	PDO	11035357	OFF RIGHT	NON-INTERSECTION	1	WET	DARK-LIGHTED
307	025A	200.13	10/27/2011	1552	PDO	11067533	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
308	025A	200.13	1/18/2012	0712	PDO	12003897	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
309	025A	200.13	1/25/2012	0729	PDO	12003965	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
310	025A	200.13	4/20/2012	1631	PDO	12030805	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
311	025A	200.13	8/10/2009	1747	PDO	09042190	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
312	025A	200.13	8/28/2009	0708	PDO	09058579	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
313	025A	200.13	10/29/2009	1409	PDO	09075114	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
314	025A	200.13	12/8/2009	1230	PDO	09075855	ON	NON-INTERSECTION	2	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT
315	025A	200.13	2/7/2010	1948	PDO	10005917	OFF LEFT	NON-INTERSECTION	2	ICY	DARK-LIGHTED
316	025A	200.13	10/4/2010	1111	PDO	10052813	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
317	025A	200.13	4/22/2011	1549	PDO	11020544	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
318	025A	200.13	1/5/2012	0853	PDO	12003148	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
319	025A	200.13	1/11/2012	0935	PDO	12003831	ON	NON-INTERSECTION	2	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
320	025A	200.14	3/20/2010	1741	PDO	10013828	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
321	025A	200.15	9/18/2009	1650	PDO	09048889	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
322	025A	200.15	4/2/2011	0005	PDO	11017436	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
323	025A	200.15	4/25/2011	1301	PDO	11022548	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
324	025A	200.15	3/16/2010	1121	PDO	10013588	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
325	025A	200.19	6/5/2012	1830	PDO	12035772	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
326	025A	200.19	3/7/2010	1852	PDO	10015335	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
327	025A	200.22	6/24/2012	2050	PDO	12033476	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
328	025A	200.26	10/14/2009	2148	INJ	09055661	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED
329	025A	200.29	1/9/2011	0725	PDO	11002424	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
330	025A	200.3	1/9/2011	1555	PDO	11002392	ON	NON-INTERSECTION	2	SNOWY	DAWN OR DUSK
331	025A	200.3	2/8/2012	1542	PDO	12008721	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT
332	025A	200.3	3/17/2010	1325	INJ	10015947	OFF RIGHT	RAMP	1	DRY	DAYLIGHT
333	025A	200.31	2/29/2012	1649	INJ	12010478	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
334	025A	200.33	5/21/2010	1626	PDO	10027560	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
335	025A	200.33	6/11/2011	2231	PDO	11030287	ON	NON-INTERSECTION	4	DRY	DARK-UNLIGHTED
336	025A	200.35	9/3/2009	1858	PDO	09049769	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
281	NONE	OVERTURNING	N	SUV	NONE APPARENT	065
282	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	040
283	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	035
284	NONE	REAR END	N	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	UK
285	NONE	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	048
286	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	OTHER FACTOR	UK
287	SNOW/SLEET/HAIL	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
288	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	045
289	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	045
290	NONE	REAR END	N	SUV	NONE APPARENT	040
291	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
292	RAIN	REAR END	N	HIT & RUN - UNKNOWN	DISTRACTED/OTHER	050
293	NONE	REAR END	N	SUV	NONE APPARENT	UK
294	RAIN	CONCRETE HIGHWAY BARRIER	S	SUV	DRIVER INEXPERIENCE	055
295	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	050
296	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	010
297	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
298	NONE	INVOLVING OTHER OBJECT	N	PASSENGER CAR/VAN	DUI, DWAI, DUID	070
299	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	055
300	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	010
301	NONE	REAR END	N	SUV	AGRESSIVE DRIVING	020
302	RAIN	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	045
303	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/RADIO	050
304	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	065
305	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	010
306	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	060
307	NONE	VEHICLE DEBRIS OR CARGO	N	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	035
308	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	45
309	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	35
310	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	030
311	NONE	REAR END	S	SUV	NONE APPARENT	UK
312	NONE	REAR END	S	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	UK
313	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	000
314	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	065
315	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	UK
316	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	AGRESSIVE DRIVING	000
317	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	PHYSICAL DISABILITY	065
318	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	35
319	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	SUV	DRIVER INEXPERIENCE	55
320	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	045
321	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	020
322	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	000
323	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	060
324	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	000
325	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
326	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	000
327	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	055
328	NONE	CULVERT/HEADWALL	N	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	070
329	SNOW/SLEET/HAIL	REAR END	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	025
330	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
331	NONE	OVERTURNING	NW	SUV	DRIVER INEXPERIENCE	55
332	NONE	CRASH CUSHION/TRAFFIC BARREL	S	PASSENGER CAR/VAN	NONE APPARENT	UK
333	NONE	REAR END	N	SUV	DISTRACTED/OTHER	40
334	NONE	REAR END	N	SUV	DISTRACTED/CELL PHONE	040
335	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
336	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	000

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
337	025A	200.35	2/14/2010	1133	PDO	10005869	ON	NON-INTERSECTION	2	WET	DAYLIGHT
338	025A	200.35	2/14/2010	1153	PDO	10006200	OFF RIGHT	NON-INTERSECTION	2	WET	DAYLIGHT
339	025A	200.35	3/14/2010	0535	INJ	10013528	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
340	025A	200.35	5/26/2010	1604	PDO	10028154	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
341	025A	200.35	7/6/2010	1830	PDO	10048769	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
342	025A	200.35	11/4/2010	1701	PDO	10068135	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK
343	025A	200.35	8/8/2011	1610	PDO	11042156	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
344	025A	200.35	1/12/2012	0639	INJ	12001445	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK
345	025A	200.35	6/25/2012	0747	PDO	12035414	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
346	025A	200.36	10/7/2009	1629	PDO	09074674	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
347	025A	200.37	8/5/2009	2038	INJ	09041019	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
348	025A	200.38	6/9/2011	1537	PDO	11031066	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
349	025A	200.38	8/11/2011	1610	PDO	11043669	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
350	025A	200.39	7/27/2010	1711	PDO	10053844	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
351	025A	200.39	9/16/2010	0745	PDO	10048338	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
352	025A	200.39	5/3/2012	1610	PDO	12031047	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
353	025A	200.4	12/24/2009	0920	PDO	09070502	OFF RIGHT	NON-INTERSECTION	2	ICY	DAYLIGHT
354	025A	200.41	7/9/2009	0715	PDO	09035771	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
355	025A	200.41	7/31/2009	1200	PDO	09038843	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
356	025A	200.45	12/1/2010	1835	PDO	10070045	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
357	025A	200.46	10/8/2011	1252	PDO	11055535	ON	NON-INTERSECTION	2	WET	DAYLIGHT
358	025A	200.46	2/14/2010	1335	PDO	10006801	ON	NON-INTERSECTION	2	SLUSHY	DAYLIGHT
359	025A	200.48	9/13/2011	0807	PDO	11049994	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
360	025A	200.49	2/14/2010	1109	PDO	10006824	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
361	025A	200.49	2/14/2010	1109	PDO	10006817	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
362	025A	200.49	1/6/2011	1747	PDO	11002444	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
363	025A	200.49	9/16/2011	0730	PDO	11050608	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
364	025A	200.5	1/2/2010	1353	PDO	10003816	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
365	025A	200.5	5/23/2012	1659	PDO	12039310	ON	NON-INTERSECTION	3	WET	DAYLIGHT
366	025A	200.5	12/31/2009	2225	PDO	09071513	ON	RAMP	2	DRY	DARK-UNLIGHTED
367	025A	200.5	3/20/2010	1017	PDO	10013807	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
368	025A	200.51	7/30/2009	1715	PDO	09038822	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
369	025A	200.51	8/12/2009	0955	PDO	09042033	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
370	025A	200.51	12/24/2009	1240	PDO	09076207	ON	NON-INTERSECTION	3	SLUSHY	DAYLIGHT
371	025A	200.51	12/24/2009	1225	PDO	09071246	ON	NON-INTERSECTION	2	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT
372	025A	200.51	2/1/2010	2237	PDO	10007944	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED
373	025A	200.51	3/23/2010	2140	PDO	10015458	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED
374	025A	200.51	4/26/2010	1720	PDO	10022024	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
375	025A	200.51	8/4/2010	1639	PDO	10040821	ON	NON-INTERSECTION	2	WET	DAYLIGHT
376	025A	200.51	8/28/2010	1754	PDO	10060759	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
377	025A	200.51	2/25/2011	0730	PDO	11010878	ON	NON-INTERSECTION	2	WET	DAYLIGHT
378	025A	200.51	4/20/2011	1810	PDO	11020466	ON	NON-INTERSECTION	2	WET	DAYLIGHT
379	025A	200.51	4/27/2011	1755	PDO	11022650	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
380	025A	200.51	6/7/2011	1324	PDO	11029063	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
381	025A	200.51	8/16/2011	0725	PDO	11044129	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
382	025A	200.51	11/10/2011	1720	PDO	11075721	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
383	025A	200.51	1/11/2012	0620	PDO	12021493	ON	NON-INTERSECTION	5	SNOWY	DAYLIGHT
384	025A	200.51	1/18/2012	1729	PDO	12007799	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
385	025A	200.51	6/7/2012	0733	PDO	12029692	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
386	025A	200.51	10/5/2009	0650	PDO	09053145	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
387	025A	200.51	10/28/2009	0546	PDO	09058646	ON	NON-INTERSECTION	2	SNOWY	DARK-UNLIGHTED
388	025A	200.51	2/14/2010	1131	PDO	10006799	ON	NON-INTERSECTION	3	SLUSHY	DAYLIGHT
389	025A	200.51	8/20/2010	0800	PDO	10043575	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
390	025A	200.51	10/8/2010	0900	PDO	10054333	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
391	025A	200.51	2/1/2011	0811	PDO	11006376	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
392	025A	200.51	5/16/2011	0925	PDO	11024406	ON	NON-INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
337	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	040
338	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	060
339	NONE	OTHER NON-COLLISION	N	PASSENGER CAR/VAN	DRIVER FATIGUE	055
340	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	045
341	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
342	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	055
343	NONE	REAR END	N	SUV	OTHER FACTOR	050
344	NONE	REAR END	N	SUV	NONE APPARENT	50
345	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	045
346	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	035
347	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	065
348	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	045
349	NONE	REAR END	S	SUV	AGRESSIVE DRIVING	010
350	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	020
351	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	040
352	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
353	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	035
354	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	004
355	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
356	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
357	RAIN	SIDESWIPE (SAME DIRECTION)	N	SUV	DRIVER INEXPERIENCE	000
358	SNOW/SLEET/HAIL	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	045
359	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
360	SNOW/SLEET/HAIL	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
361	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
362	NONE	REAR END	N	HIT & RUN - UNKNOWN	OTHER FACTOR	UK
363	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	010
364	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	020
365	RAIN	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	045
366	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	000
367	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	060
368	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	045
369	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	035
370	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	040
371	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	OTHER FACTOR	053
372	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	UK
373	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	036
374	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	055
375	RAIN	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	000
376	NONE	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	UK
377	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	030
378	RAIN	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	035
379	NONE	REAR END	N	SUV	NONE APPARENT	UK
380	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	UK
381	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	UK
382	NONE	REAR END	N	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	040
383	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	UK
384	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	35
385	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	060
386	NONE	REAR END	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	004
387	SNOW/SLEET/HAIL	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
388	SNOW/SLEET/HAIL	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	045
389	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	050
390	NONE	VEHICLE DEBRIS OR CARGO	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	065
391	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	OTHER FACTOR	040
392	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	065

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
393	025A	200.51	2/24/2012	1721	PDO	12010273	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
394	025A	200.51	5/19/2012	0810	PDO	12025666	OFF LEFT	NON-INTERSECTION	2	WET	DAYLIGHT
395	025A	200.52	2/23/2012	0500	PDO	12011162	ON	NON-INTERSECTION	2	SNOWY	DARK-UNLIGHTED
396	025A	200.53	8/4/2011	2050	PDO	11042907	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
397	025A	200.53	12/13/2011	1748	PDO	11073575	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
398	025A	200.53	10/17/2010	0450	PDO	10063390	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
399	025A	200.53	2/14/2010	1100	PDO	10008140	ON	NON-INTERSECTION	4	SNOWY	DAYLIGHT
400	025A	200.55	2/7/2010	0913	PDO	10004729	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT
401	025A	200.55	3/21/2011	1711	PDO	11017034	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
402	025A	200.57	8/6/2009	1821	PDO	09041056	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
403	025A	200.58	5/9/2012	1800	INJ	12031154	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
404	025A	200.59	1/15/2010	1615	PDO	10001562	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
405	025A	200.59	5/31/2011	1819	PDO	11028245	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
406	025A	200.59	2/3/2012	1304	PDO	12015930	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT
407	025A	200.6	2/10/2010	0745	PDO	10005879	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
408	025A	200.6	8/25/2009	0740	PDO	09045442	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
409	025A	200.6	11/3/2009	2350	INJ	09060093	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED
410	025A	200.6	12/6/2009	0654	PDO	09065989	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT
411	025A	200.6	8/1/2010	1720	PDO	10044554	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
412	025A	200.6	4/16/2012	1530	PDO	12021662	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
413	025A	200.61	3/3/2010	0735	PDO	10010874	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
414	025A	200.61	4/25/2011	2147	INJ	11022570	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
415	025A	200.61	7/13/2009	1240	INJ	09036956	OFF LEFT	NON-INTERSECTION	3	DRY	DAYLIGHT
416	025A	200.61	3/24/2010	1025	INJ	10015473	ON	NON-INTERSECTION	3	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
417	025A	200.61	8/17/2010	0108	PDO	10043735	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
418	025A	200.62	2/10/2011	2007	PDO	11005936	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
419	025A	200.63	10/12/2009	1550	PDO	09074910	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
420	025A	200.65	11/1/2010	1840	INJ	10067761	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
421	025A	200.66	2/10/2011	0900	PDO	11006000	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
422	025A	200.66	10/30/2009	0935	PDO	09058725	ON	NON-INTERSECTION	2	WET	DAYLIGHT
423	025A	200.66	10/30/2009	0935	PDO	09058727	ON	NON-INTERSECTION	2	WET	DAYLIGHT
424	025A	200.68	9/9/2010	1115	PDO	10048805	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
425	025A	200.7	5/31/2011	1705	PDO	11028235	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
426	025A	200.73	5/26/2010	1510	PDO	10028149	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
427	025A	200.75	3/23/2012	1607	PDO	12014493	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
428	025A	200.76	4/25/2011	2150	PDO	11022566	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
429	025A	200.79	12/21/2011	2015	PDO	11071791	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED
430	025A	200.84	2/9/2012	0925	PDO	12006208	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
431	025A	200.9	12/6/2009	1959	PDO	09066029	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
432	025A	200.9	7/22/2010	1338	PDO	10037833	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
433	025A	201.09	7/2/2009	1530	PDO	09035465	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
434	025A	201.09	8/13/2009	1753	PDO	09042094	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
435	025A	201.09	10/1/2009	1715	PDO	09052597	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
436	025A	201.09	12/6/2009	0554	PDO	09065986	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED
437	025A	201.09	2/18/2010	1910	PDO	10006853	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
438	025A	201.09	3/12/2010	1715	PDO	10012150	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
439	025A	201.09	5/11/2010	0723	PDO	10024664	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
440	025A	201.09	11/18/2010	1754	PDO	10066358	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK
441	025A	201.09	12/28/2010	2020	PDO	10071545	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
442	025A	201.09	7/31/2011	1829	INJ	11040483	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
443	025A	201.09	10/28/2011	1649	PDO	11061798	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
444	025A	201.09	12/22/2011	1949	INJ	11071905	ON	NON-INTERSECTION	1	ICY	DARK-LIGHTED
445	025A	201.09	3/9/2012	2145	PDO	12018504	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
446	025A	201.09	6/30/2010	0650	PDO	10035148	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
447	025A	201.09	7/14/2010	1030	PDO	10036347	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
448	025A	201.19	1/7/2010	0625	PDO	10000079	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
393	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	30
394	RAIN	CONCRETE HIGHWAY BARRIER	S	SUV	AGRESSIVE DRIVING	065
395	SNOW/SLEET/HAIL	REAR END	N	SUV	NONE APPARENT	UK
396	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
397	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	035
398	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	065
399	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	SE	HIT & RUN - UNKNOWN	NONE APPARENT	UK
400	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	055
401	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
402	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	000
403	NONE	REAR END	N	MOTORCYCLE	DISTRACTED/RADIO	045
404	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
405	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	020
406	FOG	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	40
407	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
408	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	000
409	NONE	CONCRETE HIGHWAY BARRIER	S	SUV	DUI, DWAI, DUID	065
410	SNOW/SLEET/HAIL	TREE	S	SUV	NONE APPARENT	065
411	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	050
412	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	060
413	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
414	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	065
415	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK
416	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	050
417	NONE	REAR END	S	PASSENGER CAR/VAN	DUI, DWAI, DUID	070
418	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
419	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	OTHER FACTOR	060
420	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	OTHER FACTOR	040
421	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	055
422	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	UK
423	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK
424	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	065
425	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
426	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	055
427	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	15
428	RAIN	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	050
429	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	020
430	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/RADIO	40
431	SNOW/SLEET/HAIL	WALL/BUILDING	S	SUV	NONE APPARENT	045
432	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	060
433	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	020
434	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	060
435	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
436	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	045
437	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	OTHER FACTOR	055
438	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
439	NONE	REAR END	N	SUV	OTHER FACTOR	045
440	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	050
441	NONE	VEHICLE DEBRIS OR CARGO	N	PASSENGER CAR/VAN	NONE APPARENT	065
442	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	060
443	NONE	REAR END	N	SUV	DRIVER INEXPERIENCE	030
444	NONE	OVERTURNING	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	050
445	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	050
446	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	000
447	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	OTHER FACTOR	070
448	RAIN	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	040

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
449	025A	201.19	4/14/2010	0820	PDO	10018707	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
450	025A	201.21	7/29/2010	1826	PDO	10039098	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
451	025A	201.25	9/14/2010	0850	INJ	10048440	ON	NON-INTERSECTION	1	DRY	DAYLIGHT
452	025A	201.25	4/11/2011	0955	PDO	11020070	ON	NON-INTERSECTION	1	DRY	DAYLIGHT
453	025A	201.29	3/30/2010	0750	PDO	10016074	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
454	025A	201.29	5/10/2011	2350	PDO	11024108	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
455	025A	201.3	3/20/2010	1048	INJ	10013809	ON	NON-INTERSECTION	3	SNOWY	DAYLIGHT
456	025A	201.3	3/16/2010	1415	PDO	10013853	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
457	025A	201.34	1/8/2010	0900	PDO	10000045	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
458	025A	201.34	2/18/2010	2256	PDO	10006854	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED
459	025A	201.34	9/16/2011	0739	PDO	11050611	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
460	025A	201.34	9/16/2011	0900	PDO	11050171	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
461	025A	201.34	2/1/2010	1437	PDO	10004764	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
462	025A	201.34	6/30/2011	2056	PDO	11035354	OFF RIGHT	NON-INTERSECTION	1	WET	DARK-LIGHTED
463	025A	201.34	4/5/2012	1544	PDO	12016906	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
464	025A	201.35	10/29/2009	2246	PDO	09058574	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED
465	025A	201.35	11/20/2009	1913	INJ	09063007	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED
466	025A	201.35	3/26/2010	1715	PDO	10016028	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
467	025A	201.35	6/9/2010	1319	INJ	10030476	OFF RIGHT	NON-INTERSECTION	2	DRY	DAYLIGHT
468	025A	201.35	7/23/2010	1953	INJ	10039188	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
469	025A	201.35	9/7/2010	1800	PDO	10053592	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
470	025A	201.36	8/17/2009	1816	INJ	09043353	OFF LEFT	RAMP	1	DRY	DAYLIGHT
471	025A	201.36	12/21/2009	1827	PDO	09076150	OFF LEFT	RAMP	2	DRY	DARK-LIGHTED
472	025A	201.39	2/1/2011	0925	PDO	11005743	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT
473	025A	201.39	2/4/2011	0641	INJ	11006732	OFF LEFT	NON-INTERSECTION	2	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT
474	025A	201.39	11/15/2009	2142	PDO	09062813	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED
475	025A	201.4	12/6/2009	2226	PDO	09066034	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED
476	025A	201.42	4/12/2011	1631	PDO	11022453	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
477	025A	201.44	11/15/2009	0820	PDO	09062791	OFF RIGHT	NON-INTERSECTION	2	SLUSHY	DAYLIGHT
478	025A	201.44	7/9/2010	1554	PDO	10040599	ON	RAMP	3	DRY	DAYLIGHT
479	025A	201.44	11/9/2010	1702	PDO	10066482	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
480	025A	201.45	10/14/2010	1735	PDO	10063255	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
481	025A	201.45	6/24/2012	1820	INJ	12035826	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
482	025A	201.46	5/29/2011	1502	PDO	11028325	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
483	025A	201.47	12/6/2011	1337	PDO	11069288	ON	RAMP	2	DRY	DAYLIGHT
484	025A	201.48	11/25/2011	1625	PDO	11066101	ON	RAMP	2	DRY	DAYLIGHT
485	025A	201.49	10/7/2009	1630	PDO	09074675	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
486	025A	201.49	11/3/2009	0430	INJ	09065838	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
487	025A	201.49	12/2/2009	0740	PDO	09065857	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
488	025A	201.49	6/8/2010	1738	PDO	10031316	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
489	025A	201.49	8/8/2010	0153	PDO	10052654	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
490	025A	201.49	2/9/2011	0531	PDO	11006195	OFF LEFT	NON-INTERSECTION	3	ICY	DARK-LIGHTED
491	025A	201.5	12/18/2009	1658	INJ	09070006	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
492	025A	201.5	2/18/2010	2252	PDO	10008168	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED
493	025A	201.5	4/6/2010	0650	PDO	10016255	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
494	025A	201.5	7/19/2010	1445	PDO	10040613	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
495	025A	201.5	4/13/2011	0905	PDO	11020149	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
496	025A	201.5	12/22/2011	1119	PDO	11071866	ON	NON-INTERSECTION	2	SLUSHY	DAYLIGHT
497	025A	201.5	4/6/2012	2145	PDO	12019195	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
498	025A	201.51	2/10/2012	1758	PDO	12007996	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
499	025A	201.53	12/6/2009	0000	PDO	09066011	ON	NON-INTERSECTION	3	SNOWY	DAYLIGHT
500	025A	201.53	2/25/2010	1720	PDO	10010431	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
501	025A	201.53	5/4/2010	1840	PDO	10023397	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
502	025A	201.53	5/20/2010	1855	PDO	10026470	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
503	025A	201.53	4/8/2011	0730	PDO	11019985	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
504	025A	201.53	1/2/2012	1526	INJ	12000870	ON	NON-INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
449	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
450	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
451	NONE	OVERTURNING	N	MOTORCYCLE	NONE APPARENT	045
452	NONE	OVERTURNING	N	SUV	OTHER FACTOR	065
453	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	000
454	RAIN	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	070
455	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	060
456	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	055
457	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	000
458	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	040
459	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	035
460	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	065
461	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	UK
462	RAIN	GUARD RAIL	S	PASSENGER CAR/VAN	NONE APPARENT	060
463	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
464	SNOW/SLEET/HAIL	GUARD RAIL	N	SUV	NONE APPARENT	050
465	NONE	GUARD RAIL	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	030
466	NONE	REAR END	N	SUV	PHYSICAL DISABILITY	050
467	NONE	CRASH CUSHION/TRAFFIC BARREL	N	PASSENGER CAR/VAN	NONE APPARENT	UK
468	NONE	CRASH CUSHION/TRAFFIC BARREL	N	PASSENGER CAR/VAN	DUI, DWAI, DUID	UK
469	NONE	REAR END	N	SUV	NONE APPARENT	UK
470	NONE	CRASH CUSHION/TRAFFIC BARREL	N	PASSENGER CAR/VAN	NONE APPARENT	040
471	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	PHYSICAL DISABILITY	060
472	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	UK
473	SNOW/SLEET/HAIL	CRASH CUSHION/TRAFFIC BARREL	N	SUV	AGRESSIVE DRIVING	UK
474	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	050
475	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	045
476	NONE	VEHICLE DEBRIS OR CARGO	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
477	SNOW/SLEET/HAIL	GUARD RAIL	N	SUV	AGRESSIVE DRIVING	030
478	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	035
479	RAIN	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
480	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	040
481	NONE	CONCRETE HIGHWAY BARRIER	N	SUV	AGRESSIVE DRIVING	077
482	NONE	VEHICLE DEBRIS OR CARGO	N	SUV W/TRAILER	NONE APPARENT	UK
483	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	035
484	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	050
485	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
486	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
487	SNOW/SLEET/HAIL	REAR END	N	SUV	NONE APPARENT	UK
488	NONE	REAR END	N	PASSENGER CAR/VAN	DUI, DWAI, DUID	UK
489	RAIN	SIDESWIPE (SAME DIRECTION)	N	SUV	DISTRACTED/OTHER	065
490	NONE	CONCRETE HIGHWAY BARRIER	S	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	UK
491	NONE	REAR END	N	SUV	DISTRACTED/OTHER	002
492	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	045
493	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
494	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
495	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	040
496	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	040
497	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
498	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	40
499	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	055
500	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	UK
501	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	035
502	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	020
503	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	065
504	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	60

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
505	025A	201.53	3/24/2010	0555	PDO	10015946	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK
506	025A	201.55	4/17/2011	0649	PDO	11020320	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
507	025A	201.55	1/12/2012	1840	PDO	12001486	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
508	025A	201.55	5/21/2010	2113	PDO	10035037	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
509	025A	201.55	1/31/2011	0943	PDO	11010369	ON	RAMP	2	ICY	DAYLIGHT
510	025A	201.55	3/8/2011	1545	PDO	11033068	ON	RAMP	2	DRY	DAYLIGHT
511	025A	201.55	4/8/2011	0727	PDO	11019929	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
512	025A	201.55	5/30/2012	1333	PDO	12029366	ON	RAMP	2	DRY	DAYLIGHT
513	025A	201.56	2/14/2010	1315	PDO	10006800	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
514	025A	201.56	9/22/2010	1115	INJ	10053374	ON	RAMP	2	DRY	DAYLIGHT
515	025A	201.56	2/11/2011	1205	PDO	11005887	ON	RAMP	2	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT
516	025A	201.56	4/20/2011	0939	PDO	11020427	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
517	025A	201.56	11/23/2011	1729	PDO	11068919	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
518	025A	201.56	8/14/2010	0003	PDO	10043545	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
519	025A	201.57	4/30/2012	0648	PDO	12022548	ON	RAMP	4	DRY	DAYLIGHT
520	025A	201.57	8/21/2009	1733	PDO	09043533	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
521	025A	201.57	10/5/2009	0633	PDO	09053084	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
522	025A	201.57	9/20/2010	1406	PDO	10053859	OFF LEFT	RAMP	1	DRY	DAYLIGHT
523	025A	201.57	2/9/2011	1140	PDO	11006132	ON	RAMP	2	WET	DAYLIGHT
524	025A	201.57	5/12/2011	1412	PDO	11024180	ON	RAMP	2	WET	DAYLIGHT
525	025A	201.57	6/14/2011	0830	PDO	11031218	ON	RAMP	2	DRY	DAYLIGHT
526	025A	201.57	7/4/2009	0205	PDO	09035540	OFF LEFT	NON-INTERSECTION	1	WET	DARK-UNLIGHTED
527	025A	201.57	12/8/2009	1205	PDO	09067278	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
528	025A	201.57	12/21/2009	1425	PDO	09070645	ON	RAMP	2	DRY	DAYLIGHT
529	025A	201.57	4/14/2010	0645	PDO	10020280	ON	RAMP	2	DRY	DAYLIGHT
530	025A	201.57	6/14/2011	1050	PDO	11031222	OFF DIVIDED HIGHWAY	NON-INTERSECTION	3	DRY	DAYLIGHT
531	025A	201.57	9/6/2011	2130	PDO	11049216	ON	NON-INTERSECTION	2	WET	DARK-UNLIGHTED
532	025A	201.58	11/4/2010	0704	PDO	10068091	ON	RAMP	4	DRY	DAYLIGHT
533	025A	201.58	12/7/2010	0708	PDO	10070914	ON	RAMP	2	DRY	DAYLIGHT
534	025A	201.58	11/21/2011	0741	PDO	11067601	ON	RAMP	2	DRY	DAYLIGHT
535	025A	201.58	6/26/2012	0747	PDO	12035155	ON	RAMP	3	DRY	DAYLIGHT
536	025A	201.58	8/22/2009	0215	PDO	09043550	ON	RAMP	1	DRY	DARK-UNLIGHTED
537	025A	201.58	11/15/2009	0858	PDO	09061613	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
538	025A	201.58	1/6/2010	2140	PDO	10000086	ON	NON-INTERSECTION	3	ICY	DARK-UNLIGHTED
539	025A	201.58	5/14/2010	2150	PDO	10025012	ON	RAMP	2	WET	DARK-UNLIGHTED
540	025A	201.58	10/21/2010	1835	PDO	10063636	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
541	025A	201.58	4/25/2011	2150	PDO	11022573	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
542	025A	201.58	6/25/2011	1020	PDO	11049019	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
543	025A	201.58	8/9/2011	1257	PDO	11042789	ON	RAMP	2	DRY	DAYLIGHT
544	025A	201.58	9/9/2011	1530	INJ	11065901	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
545	025A	201.58	9/14/2011	2349	INJ	11049923	ON	NON-INTERSECTION	1	WET	DARK-UNLIGHTED
546	025A	201.58	10/24/2011	1540	PDO	11059075	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
547	025A	201.58	2/8/2012	0855	PDO	12006185	ON	RAMP	3	WET	DAYLIGHT
548	025A	201.58	8/9/2009	0606	INJ	09046558	OFF RIGHT	RAMP	1	DRY	DAYLIGHT
549	025A	201.58	8/14/2009	1145	PDO	09042124	ON	RAMP	2	DRY	DAYLIGHT
550	025A	201.58	8/21/2009	0731	INJ	09045408	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
551	025A	201.58	12/8/2009	1600	PDO	09067300	ON	RAMP	2	ICY	DAYLIGHT
552	025A	201.58	4/14/2010	1447	PDO	10018721	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
553	025A	201.58	1/9/2011	1224	PDO	11026449	ON	NON-INTERSECTION	2	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT
554	025A	201.58	2/21/2011	1500	PDO	11010746	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
555	025A	201.58	3/13/2010	1028	PDO	10012155	ON	RAMP	2	DRY	DAYLIGHT
556	025A	201.59	8/7/2009	1605	PDO	09041191	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
557	025A	201.59	8/16/2009	1448	PDO	09043317	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
558	025A	201.59	11/15/2009	0820	PDO	09061615	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT
559	025A	201.59	3/9/2010	0859	PDO	10012025	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
560	025A	201.59	4/16/2010	1720	PDO	10019139	ON	NON-INTERSECTION	4	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
505	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	UK
506	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	055
507	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
508	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
509	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	045
510	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	000
511	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	UK
512	NONE	REAR END	SE	PICKUP TRUCK/UTILITY VAN	DISTRACTED/CELL PHONE	020
513	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	050
514	NONE	REAR END	N	SUV	NONE APPARENT	035
515	NONE	REAR END	N	SUV	DISTRACTED/PASSENGER	010
516	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	030
517	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	065
518	NONE	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	DUI, DWAI, DUID	065
519	NONE	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	UK
520	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	005
521	FOG	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	000
522	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	040
523	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	030
524	RAIN	REAR END	N	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	UK
525	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	005
526	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	UK
527	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	AGRESSIVE DRIVING	UK
528	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
529	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	UK
530	NONE	VEHICLE DEBRIS OR CARGO	S	PASSENGER CAR/VAN	NONE APPARENT	040
531	RAIN	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
532	NONE	REAR END	E	SUV	DRIVER INEXPERIENCE	040
533	NONE	REAR END	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	015
534	NONE	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	025
535	NONE	REAR END	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	030
536	NONE	CRASH CUSHION/TRAFFIC BARREL	N	PICKUP TRUCK/UTILITY VAN	DUI, DWAI, DUID	UK
537	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	035
538	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
539	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	025
540	NONE	REAR END	N	SUV	OTHER FACTOR	UK
541	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	045
542	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	030
543	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
544	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	NONE APPARENT	065
545	RAIN	CRASH CUSHION/TRAFFIC BARREL	N	PASSENGER CAR/VAN	NONE APPARENT	UK
546	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	ILLNESS/MEDICAL	UK
547	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	35
548	NONE	EMBANKMENT	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	035
549	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	UK
550	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	035
551	NONE	REAR END	S	SUV	NONE APPARENT	015
552	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	UK
553	SNOW/SLEET/HAIL	ROAD MAINTENANCE EQUIPMENT	S	PASSENGER CAR/VAN	NONE APPARENT	045
554	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	020
555	NONE	REAR END	SE	SUV	NONE APPARENT	025
556	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	010
557	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	060
558	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	UK
559	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	000
560	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	050

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
561	025A	201.59	5/19/2010	0800	PDO	10026406	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
562	025A	201.59	7/29/2010	1819	PDO	10048871	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
563	025A	201.59	9/1/2010	1807	PDO	10046419	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
564	025A	201.59	9/15/2010	1714	PDO	10048356	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
565	025A	201.59	9/29/2010	1418	INJ	10054078	ON	NON-INTERSECTION	1	DRY	DAYLIGHT
566	025A	201.59	10/4/2010	1640	INJ	10054087	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
567	025A	201.59	11/8/2010	0804	PDO	10068299	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
568	025A	201.59	12/27/2010	1537	PDO	10071486	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
569	025A	201.59	1/10/2011	1210	PDO	11002008	OFF RIGHT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT
570	025A	201.59	1/27/2011	0708	PDO	11006969	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
571	025A	201.59	2/1/2011	1220	PDO	11005758	ON	NON-INTERSECTION	2	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT
572	025A	201.59	2/8/2011	2027	PDO	11006187	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED
573	025A	201.59	2/9/2011	0729	PDO	11006098	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
574	025A	201.59	2/9/2011	0533	PDO	11006207	ON	NON-INTERSECTION	3	ICY	DAWN OR DUSK
575	025A	201.59	8/8/2011	1758	PDO	11042389	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
576	025A	201.59	8/15/2011	1703	PDO	11043156	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
577	025A	201.59	12/15/2011	1722	PDO	11073661	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
578	025A	201.59	12/16/2011	2252	PDO	11075180	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
579	025A	201.59	2/7/2012	0934	PDO	12007926	ON	NON-INTERSECTION	2	SLUSHY	DAYLIGHT
580	025A	201.59	2/9/2012	0910	PDO	12006212	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
581	025A	201.59	2/21/2011	1324	PDO	11010745	ON	RAMP	2	DRY	DAYLIGHT
582	025A	201.59	1/17/2010	1150	PDO	10004531	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
583	025A	201.59	3/4/2010	1922	PDO	10010546	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
584	025A	201.59	3/20/2010	0245	PDO	10013791	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
585	025A	201.59	4/21/2010	0735	PDO	10024025	ON	NON-INTERSECTION	2	UNKNOWN	DAYLIGHT
586	025A	201.59	8/14/2010	1324	PDO	10043905	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
587	025A	201.59	12/1/2010	0755	PDO	10070008	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
588	025A	201.59	12/31/2010	1629	PDO	10071718	OFF LEFT	NON-INTERSECTION	1	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
589	025A	201.59	3/23/2011	1608	PDO	11017069	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
590	025A	201.59	6/14/2011	1606	PDO	11031241	ON	RAMP	2	DRY	DAYLIGHT
591	025A	201.59	8/9/2011	1740	PDO	11042426	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
592	025A	201.59	8/29/2011	0840	PDO	11046696	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
593	025A	201.59	10/5/2011	0640	PDO	11054261	OFF LEFT	NON-INTERSECTION	2	DRY	DAWN OR DUSK
594	025A	201.59	11/1/2011	2240	PDO	11072434	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DARK-LIGHTED
595	025A	201.59	11/17/2011	0755	PDO	11068827	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
596	025A	201.59	5/2/2012	2104	PDO	12030977	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
597	025A	201.59	5/2/2012	2135	PDO	12030976	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
598	025A	201.6	7/4/2009	0101	PDO	09035539	OFF RIGHT	NON-INTERSECTION	1	WET	DARK-LIGHTED
599	025A	201.6	9/25/2009	1323	INJ	09050994	ON	RAMP	2	DRY	DAYLIGHT
600	025A	201.6	10/8/2009	0720	PDO	09053439	ON	NON-INTERSECTION	2	WET	DAYLIGHT
601	025A	201.6	4/7/2010	0840	PDO	10019781	ON	NON-INTERSECTION	4	WET	DAYLIGHT
602	025A	201.6	12/26/2010	1410	PDO	10071452	OFF LEFT	RAMP	1	DRY	DAYLIGHT
603	025A	201.6	1/23/2010	1049	PDO	10001311	ON	RAMP	2	DRY	DAYLIGHT
604	025A	201.6	3/12/2010	2006	PDO	10012149	ON	RAMP	2	DRY	DARK-LIGHTED
605	025A	201.6	3/16/2010	1400	PDO	10013594	ON	RAMP	2	DRY	DAYLIGHT
606	025A	201.6	8/26/2010	1548	PDO	10044903	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
607	025A	201.6	11/17/2010	1620	PDO	10066289	ON	RAMP	2	DRY	DAYLIGHT
608	025A	201.6	8/7/2010	1830	PDO	10040992	ON	RAMP	2	DRY	DAYLIGHT
609	025A	201.61	7/9/2010	1600	PDO	10044587	ON	RAMP	2	DRY	DAYLIGHT
610	025A	201.61	8/20/2010	1623	PDO	10046265	ON	RAMP	2	DRY	DAYLIGHT
611	025A	201.61	2/6/2011	1050	PDO	11031718	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT
612	025A	201.61	7/27/2010	0945	PDO	10039027	ON	RAMP	2	DRY	DAYLIGHT
613	025A	201.61	9/2/2010	0750	PDO	10048745	ON	RAMP	2	DRY	DAYLIGHT
614	025A	201.62	2/25/2012	0917	PDO	12010317	ON	RAMP	2	DRY	DAYLIGHT
615	025A	201.62	10/17/2011	1853	PDO	11057943	ON	RAMP	2	DRY	DARK-LIGHTED
616	025A	201.62	6/30/2011	2141	PDO	11035362	ON	RAMP	3	WET	DARK-LIGHTED

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
561	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	015
562	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	UK
563	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	010
564	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	UK
565	NONE	VEHICLE DEBRIS OR CARGO	N	SUV	NONE APPARENT	060
566	NONE	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	050
567	NONE	REAR END	N	HIT & RUN - UNKNOWN	NONE APPARENT	UK
568	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	015
569	NONE	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	040
570	NONE	REAR END	N	SUV	NONE APPARENT	UK
571	NONE	REAR END	N	SUV	NONE APPARENT	005
572	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	N	SUV	AGRESSIVE DRIVING	UK
573	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	045
574	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	050
575	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	025
576	NONE	REAR END	N	SUV	OTHER FACTOR	UK
577	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
578	NONE	REAR END	N	PASSENGER CAR/VAN	DUI, DWAI, DUID	035
579	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	UK
580	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	40
581	NONE	REAR END	NE	PASSENGER CAR/VAN	NONE APPARENT	010
582	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	OTHER FACTOR	000
583	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	030
584	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	DUI, DWAI, DUID	UK
585	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	000
586	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	065
587	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	025
588	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	DRIVER INEXPERIENCE	040
589	NONE	VEHICLE DEBRIS OR CARGO	S	HIT & RUN - UNKNOWN	NONE APPARENT	065
590	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	010
591	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	000
592	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	UK
593	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	OTHER FACTOR	070
594	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	045
595	NONE	REAR END	S	HIT & RUN - UNKNOWN	NONE APPARENT	010
596	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
597	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	040
598	RAIN	CONCRETE HIGHWAY BARRIER	N	SUV	DRIVER INEXPERIENCE	055
599	NONE	REAR END	N	SUV	DISTRACTED/OTHER	020
600	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
601	NONE	REAR END	N	SUV	NONE APPARENT	UK
602	NONE	CONCRETE HIGHWAY BARRIER	N	SUV	ILLNESS/MEDICAL	UK
603	NONE	REAR END	NW	PASSENGER CAR/VAN	NONE APPARENT	020
604	NONE	REAR END	NW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	025
605	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
606	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	025
607	NONE	REAR END	S	SUV	NONE APPARENT	005
608	NONE	REAR END	SW	SUV	NONE APPARENT	UK
609	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025
610	NONE	REAR END	N	HIT & RUN - UNKNOWN	DISTRACTED/OTHER	010
611	FOG	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	055
612	NONE	REAR END	NW	SUV	NONE APPARENT	005
613	NONE	SIDESWIPE (SAME DIRECTION)	NW	HIT & RUN - UNKNOWN	NONE APPARENT	030
614	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	10
615	NONE	REAR END	NW	PASSENGER CAR/VAN	NONE APPARENT	UK
616	RAIN	REAR END	S	SUV	DUI, DWAI, DUID	030

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
617	025A	201.62	5/2/2012	1955	PDO	12030975	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
618	025A	201.62	6/24/2012	0235	PDO	12035824	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
619	025A	201.63	3/25/2010	0200	PDO	10015809	OFF LEFT	RAMP	1	ICY	DARK-UNLIGHTED
620	025A	201.63	5/16/2011	1807	PDO	11024431	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
621	025A	201.63	1/13/2012	1020	PDO	12007790	ON	RAMP	2	DRY	DAYLIGHT
622	025A	201.65	2/1/2011	1200	PDO	11005759	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT
623	025A	201.65	4/15/2011	0730	PDO	11020230	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
624	025A	201.65	7/14/2011	0757	PDO	11035641	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
625	025A	201.67	8/4/2010	1140	INJ	10040804	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
626	025A	201.68	3/23/2012	1641	PDO	12014495	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
627	025A	201.68	6/5/2012	1745	PDO	12035770	ON	RAMP	2	DRY	DAYLIGHT
628	025A	201.68	1/23/2012	1640	PDO	12011040	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
629	025A	201.69	9/25/2009	0337	PDO	09050881	OFF RIGHT	NON-INTERSECTION	1	WET	DARK-LIGHTED
630	025A	201.69	11/15/2009	0035	PDO	09061623	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED
631	025A	201.7	2/15/2012	1810	PDO	12009619	ON	RAMP	4	DRY	DARK-LIGHTED
632	025A	201.73	10/28/2009	0545	PDO	09075082	ON	NON-INTERSECTION	2	SLUSHY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
633	025A	201.74	4/22/2012	1026	PDO	12021826	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
634	025A	201.74	4/6/2010	1624	PDO	10023317	ON	RAMP	2	DRY	DAYLIGHT
635	025A	201.78	10/28/2009	1000	PDO	09058667	ON	NON-INTERSECTION	2	WET	DAYLIGHT
636	025A	201.78	12/6/2010	1552	PDO	10070891	ON	RAMP	2	DRY	DAYLIGHT
637	025A	201.78	9/29/2011	1559	PDO	11052873	ON	RAMP	2	DRY	DAYLIGHT
638	025A	201.78	1/6/2012	1745	PDO	12003200	ON	RAMP	2	DRY	DARK-LIGHTED
639	025A	201.78	2/10/2012	1846	PDO	12008000	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
640	025A	201.79	12/10/2009	1030	PDO	09067379	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
641	025A	201.84	2/26/2010	1624	PDO	10012047	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
642	025A	201.84	7/19/2011	0650	INJ	11038296	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
643	025A	201.84	1/9/2012	0643	PDO	12002747	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
644	025A	201.84	4/19/2010	2100	PDO	10020324	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
645	025A	201.84	5/28/2010	1030	INJ	10027655	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
646	025A	201.84	11/23/2011	1743	PDO	11074304	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
647	025A	201.89	12/8/2009	0930	PDO	09067264	ON	NON-INTERSECTION	3	ICY	DAYLIGHT
648	025A	201.89	12/18/2009	1729	PDO	09076143	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
649	025A	201.95	5/3/2010	2140	INJ	10023364	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
650	025A	201.98	7/29/2009	0720	PDO	09038736	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
651	025A	201.99	5/13/2010	1834	PDO	10024945	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
652	025A	202.07	6/1/2012	1620	PDO	12029487	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
653	025A	202.09	2/3/2012	1230	PDO	12006088	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT
654	025A	202.09	11/27/2011	1246	PDO	11075470	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
655	225A	0	4/18/2011	0635	PDO	11020344	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
656	225A	0	2/14/2010	0232	PDO	10005834	OFF LEFT	RAMP	1	SNOWY	DARK-LIGHTED
657	225A	0	3/20/2010	0831	PDO	10013876	ON	RAMP	2	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
658	225A	0	4/13/2010	1310	PDO	10018674	ON	RAMP	2	DRY	DAYLIGHT
659	225A	0	4/27/2010	0757	PDO	10022033	ON	RAMP	2	DRY	DAYLIGHT
660	225A	0	8/26/2010	1834	PDO	10044913	ON	RAMP	2	DRY	DAYLIGHT
661	225A	0	8/31/2010	0930	PDO	10046348	ON	RAMP	2	DRY	DAYLIGHT
662	225A	0	12/31/2010	1015	PDO	10071683	OFF RIGHT	RAMP	1	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
663	225A	0	1/27/2011	1745	PDO	11010362	ON	RAMP	2	DRY	DARK-LIGHTED
664	225A	0	6/10/2011	1712	PDO	11031124	ON	RAMP	2	DRY	DAYLIGHT
665	225A	0	7/19/2011	0850	PDO	11038302	ON	RAMP	2	DRY	DAYLIGHT
666	225A	0	11/15/2011	1756	PDO	11063175	ON	RAMP	3	DRY	DAWN OR DUSK
667	225A	0	1/10/2012	0800	PDO	12002764	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
668	225A	0	3/28/2012	1215	PDO	12020244	ON	RAMP	2	DRY	DAYLIGHT
669	225A	0	5/11/2012	1902	PDO	12031151	ON	RAMP	2	DRY	DAWN OR DUSK
670	225A	0	5/22/2012	0621	PDO	12039245	OFF LEFT	RAMP	1	DRY	DAYLIGHT
671	225A	0.01	9/18/2010	1922	PDO	10053534	OFF LEFT	RAMP	1	DRY	DARK-LIGHTED
672	225A	0.01	1/8/2011	0742	PDO	11001959	ON	NON-INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
617	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	050
618	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	OTHER FACTOR	UK
619	NONE	GUARD RAIL	N	SUV	DRIVER UNFAMILIAR W/AREA	030
620	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	005
621	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	45
622	NONE	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	050
623	NONE	SIDESWIPE (SAME DIRECTION)	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	000
624	NONE	REAR END	S	SUV	DRIVER UNFAMILIAR W/AREA	UK
625	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	030
626	NONE	REAR END	N	PASSENGER CAR/VAN	AGRESSIVE DRIVING	25
627	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
628	NONE	REAR END	S	PASSENGER CAR/VAN	ILLNESS/MEDICAL	65
629	RAIN	CONCRETE HIGHWAY BARRIER	N	SUV	NONE APPARENT	050
630	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	055
631	NONE	REAR END	N	SUV	DISTRACTED/CELL PHONE	25
632	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	UK
633	NONE	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	065
634	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	UK
635	SNOW/SLEET/HAIL	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
636	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	UK
637	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	005
638	NONE	REAR END	N	SCHOOL BUS (ALL SCHOOL BUSSES)	OTHER FACTOR	10
639	NONE	REAR END	N	SUV	DISTRACTED/OTHER	35
640	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	OTHER FACTOR	004
641	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK
642	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	065
643	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	DISTRACTED/PASSENGER	80
644	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	060
645	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK
646	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010
647	SNOW/SLEET/HAIL	REAR END	S	SUV	AGRESSIVE DRIVING	035
648	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	UK
649	NONE	REAR END	S	HIT & RUN - UNKNOWN	NONE APPARENT	UK
650	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	040
651	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	030
652	NONE	REAR END	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	055
653	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	40
654	NONE	REAR END	S	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	075
655	NONE	SIDESWIPE (SAME DIRECTION)	NW	SUV	NONE APPARENT	055
656	SNOW/SLEET/HAIL	OVERTURNING	S	PICKUP TRUCK/UTILITY VAN	DUI, DWAI, DUID	UK
657	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	045
658	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	000
659	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010
660	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
661	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
662	SNOW/SLEET/HAIL	BRIDGE STRUCTURE	S	PASSENGER CAR/VAN	NONE APPARENT	020
663	NONE	REAR END	S	PASSENGER CAR/VAN	OTHER FACTOR	015
664	NONE	REAR END	S	HIT & RUN - UNKNOWN	NONE APPARENT	UK
665	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	030
666	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010
667	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	45
668	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	UK
669	RAIN	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	000
670	NONE	GUARD RAIL	S	SUV	DRIVER INEXPERIENCE	065
671	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	060
672	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
673	225A	0.02	1/7/2011	1814	PDO	11002438	ON	RAMP	2	DRY	DARK-LIGHTED
674	225A	0.02	1/10/2011	1417	PDO	11002018	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT
675	225A	0.05	1/11/2012	1334	PDO	12001424	OFF RIGHT	RAMP	2	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT
676	225A	0.1	4/23/2010	0650	PDO	10021948	OFF LEFT	RAMP	1	WET	DAYLIGHT
677	225A	0.13	8/23/2011	1634	PDO	11044598	ON	RAMP	2	DRY	DAYLIGHT
678	225A	0.15	6/21/2012	1340	PDO	12031999	OFF LEFT	RAMP	1	DRY	DAYLIGHT
679	225A	0.2	12/6/2010	1730	PDO	10316515	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
680	225A	0.24	7/10/2011	0617	INJ	11049055	OFF RIGHT	RAMP	1	DRY	DAYLIGHT
681	225A	0.29	4/3/2010	1212	PDO	10016232	ON	RAMP	2	DRY	DAYLIGHT
682	225A	0.29	9/30/2011	1901	PDO	11062518	ON	RAMP	3	DRY	DAWN OR DUSK
683	225A	0.3	11/29/2009	1553	PDO	09070852	OFF LEFT	RAMP	2	DRY	DAYLIGHT
684	225A	0.3	12/9/2009	1300	INJ	09067337	OFF LEFT	RAMP	1	DRY	DAYLIGHT
685	225A	0.3	1/6/2010	1203	PDO	10001754	ON	NON-INTERSECTION	2	WET	DAYLIGHT
686	225A	0.3	8/13/2010	1330	PDO	10043527	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
687	225A	0.3	1/25/2011	0850	PDO	11007000	ON	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT
688	225A	0.3	7/1/2009	0533	PDO	09035391	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
689	225A	0.3	12/6/2009	0802	PDO	09065993	OFF LEFT	RAMP	1	SNOWY	DAYLIGHT
690	225A	0.31	4/19/2011	0005	PDO	11020379	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED
691	225A	0.31	5/13/2011	1418	PDO	11024229	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
692	225A	0.32	10/22/2011	1300	PDO	11058829	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
693	225A	0.33	1/13/2011	0950	PDO	11002317	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT
694	225A	0.33	8/12/2011	1625	PDO	11043439	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
695	225A	0.33	3/15/2012	1150	PDO	12015986	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
696	225A	0.35	10/4/2010	0545	PDO	10069982	ON	NON-INTERSECTION	4	DRY	DARK-UNLIGHTED
697	225A	0.37	6/8/2011	0805	PDO	11029094	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
698	225A	0.39	8/10/2010	1729	PDO	10041208	ON	RAMP	2	DRY	DAYLIGHT
699	225A	0.4	5/21/2010	1835	PDO	10026512	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
700	225A	0.4	11/12/2010	1817	PDO	10066052	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
701	225A	0.5	6/15/2012	1732	PDO	12029913	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
702	225A	0.56	11/12/2009	1742	PDO	09061489	ON	RAMP	3	DRY	DARK-UNLIGHTED
703	225A	0.58	3/4/2010	2251	PDO	10010456	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
704	225A	0.59	9/1/2009	1530	INJ	09046759	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
705	225A	0.59	12/6/2011	0828	PDO	11069264	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
706	225A	0.59	11/29/2011	1838	PDO	11069063	ON	RAMP	2	DRY	DARK-LIGHTED
707	225A	0.59	5/31/2012	0753	PDO	12029406	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
708	225A	0.6	9/14/2010	0857	PDO	10048441	ON	RAMP	2	DRY	DAYLIGHT
709	225A	0.6	1/8/2010	1505	PDO	10003894	ON	RAMP	2	DRY	DAYLIGHT
710	225A	0.61	9/3/2010	1653	PDO	10046912	ON	RAMP	2	DRY	DAYLIGHT
711	225A	0.61	5/4/2012	0950	PDO	12031028	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
712	225A	0.63	9/17/2011	1453	PDO	11050639	ON	NON-INTERSECTION	2	WET	DAYLIGHT
713	225A	0.65	10/12/2011	1720	PDO	11056660	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
714	225A	0.69	4/23/2010	1419	INJ	10020383	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT
715	225A	0.75	10/10/2009	0400	PDO	09054671	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
716	225A	0.75	11/18/2011	1829	PDO	11068843	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
717	225A	0.75	4/1/2010	1713	PDO	10016763	ON	RAMP	2	DRY	DAYLIGHT
718	225A	0.77	1/31/2012	0658	PDO	12008514	ON	RAMP	2	DRY	DAYLIGHT
719	225A	0.77	2/16/2012	1731	PDO	12009705	ON	RAMP	2	DRY	DARK-LIGHTED
720	225A	0.79	1/26/2012	1648	PDO	12004031	ON	RAMP	2	DRY	DAYLIGHT
721	225A	0.79	5/31/2012	0915	PDO	12029413	ON	RAMP	2	DRY	DAYLIGHT
722	225A	0.79	7/26/2009	1117	PDO	09037533	ON	AT INTERSECTION	2	DRY	DAYLIGHT
723	225A	0.79	8/27/2009	1756	PDO	09045571	ON	AT INTERSECTION	2	DRY	DAYLIGHT
724	225A	0.79	10/11/2009	0350	PDO	09054673	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
725	225A	0.79	11/22/2009	1615	PDO	09063058	ON	AT INTERSECTION	2	DRY	DAYLIGHT
726	225A	0.79	11/25/2009	1222	PDO	09064567	ON	AT INTERSECTION	2	DRY	DAYLIGHT
727	225A	0.79	12/21/2009	1254	PDO	09070592	ON	AT INTERSECTION	2	DRY	DAYLIGHT
728	225A	0.79	2/7/2010	1015	PDO	10004737	ON	AT INTERSECTION	2	WET	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
673	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
674	NONE	CONCRETE HIGHWAY BARRIER	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	045
675	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	SW	SUV	OTHER FACTOR	055
676	RAIN	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK
677	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
678	NONE	WALL/BUILDING	NW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	060
679	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	050
680	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	UK
681	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	UK
682	NONE	SIDESWIPE (SAME DIRECTION)	W	SUV	NONE APPARENT	000
683	NONE	OVERTURNING	S	HIT & RUN - UNKNOWN	OTHER FACTOR	000
684	NONE	FENCE	S	PICKUP TRUCK/UTILITY VAN	ILLNESS/MEDICAL	UK
685	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
686	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	OTHER FACTOR	060
687	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	025
688	NONE	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	060
689	SNOW/SLEET/HAIL	SIGN	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	050
690	RAIN	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	050
691	NONE	REAR END	S	SUV	NONE APPARENT	065
692	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	055
693	SNOW/SLEET/HAIL	WALL/BUILDING	S	PASSENGER CAR/VAN	NONE APPARENT	035
694	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
695	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	45
696	NONE	REAR END	S	PASSENGER CAR/VAN	OTHER FACTOR	050
697	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	035
698	NONE	SIDESWIPE (SAME DIRECTION)	S	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	010
699	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	050
700	NONE	REAR END	S	SUV	NONE APPARENT	UK
701	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	055
702	NONE	OTHER NON-COLLISION	SE	HIT & RUN - UNKNOWN	NONE APPARENT	UK
703	NONE	SIDESWIPE (SAME DIRECTION)	W	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	000
704	NONE	REAR END	S	MOTORCYCLE	AGRESSIVE DRIVING	UK
705	NONE	REAR END	S	SUV	NONE APPARENT	045
706	NONE	REAR END	W	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	020
707	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	040
708	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	015
709	NONE	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	030
710	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	025
711	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	025
712	RAIN	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	030
713	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	030
714	RAIN	GUARD RAIL	S	PASSENGER CAR/VAN	DISTRACTED/RADIO	050
715	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	DRIVER INEXPERIENCE	055
716	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	055
717	NONE	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	005
718	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	35
719	NONE	REAR END	S	SUV	NONE APPARENT	05
720	NONE	REAR END	NW	SUV	NONE APPARENT	UK
721	NONE	REAR END	NW	PASSENGER CAR/VAN	NONE APPARENT	025
722	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	002
723	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	002
724	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	055
725	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	030
726	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	025
727	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010
728	SNOW/SLEET/HAIL	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	015

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
729	225A	0.79	2/19/2010	1757	PDO	10006866	ON	AT INTERSECTION	2	WET	DARK-LIGHTED
730	225A	0.79	3/20/2010	1857	PDO	10013895	ON	AT INTERSECTION	2	DRY	DAYLIGHT
731	225A	0.79	3/26/2010	1411	PDO	10017314	ON	AT INTERSECTION	2	DRY	DAYLIGHT
732	225A	0.79	4/13/2010	0830	PDO	10018664	ON	AT INTERSECTION	2	DRY	DAYLIGHT
733	225A	0.79	6/8/2010	0908	PDO	10030443	ON	AT INTERSECTION	2	DRY	DAYLIGHT
734	225A	0.79	8/23/2010	0633	PDO	10043856	ON	AT INTERSECTION	2	DRY	DAYLIGHT
735	225A	0.79	8/27/2010	1927	PDO	10044960	ON	AT INTERSECTION	2	DRY	DAWN OR DUSK
736	225A	0.79	8/31/2010	0705	PDO	10053674	ON	AT INTERSECTION	2	DRY	DAYLIGHT
737	225A	0.79	9/3/2010	1429	INJ	10046892	ON	AT INTERSECTION	2	DRY	DAYLIGHT
738	225A	0.79	9/23/2010	1605	PDO	10053345	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
739	225A	0.79	9/26/2010	1838	PDO	10050836	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
740	225A	0.79	11/9/2010	0910	PDO	10066449	ON	AT INTERSECTION	3	DRY	UNKNOWN
741	225A	0.79	11/29/2010	1730	PDO	10068714	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
742	225A	0.79	12/23/2010	1805	PDO	10071402	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
743	225A	0.79	4/21/2011	1115	PDO	11020491	ON	AT INTERSECTION	2	DRY	DAYLIGHT
744	225A	0.79	5/5/2011	0835	PDO	11022898	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
745	225A	0.79	5/11/2011	1220	PDO	11024126	ON	AT INTERSECTION	2	WET	DAYLIGHT
746	225A	0.79	7/7/2011	0939	PDO	11034555	ON	AT INTERSECTION	2	DRY	DAYLIGHT
747	225A	0.79	7/14/2011	2145	INJ	11036928	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
748	225A	0.79	7/19/2011	0901	PDO	11038304	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
749	225A	0.79	7/21/2011	1625	PDO	11045006	OFF RIGHT	AT INTERSECTION	1	DRY	DAYLIGHT
750	225A	0.79	8/26/2011	2016	PDO	11062479	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
751	225A	0.79	9/25/2011	1541	PDO	11051903	ON	AT INTERSECTION	2	DRY	DAYLIGHT
752	225A	0.79	11/15/2011	0907	PDO	11063165	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
753	225A	0.79	11/15/2011	1906	PDO	11072464	ON	AT INTERSECTION	2	DRY	DAWN OR DUSK
754	225A	0.79	12/15/2011	1204	PDO	11073640	ON	AT INTERSECTION	2	DRY	DAYLIGHT
755	225A	0.79	12/20/2011	1922	PDO	11071747	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
756	225A	0.79	2/6/2012	0758	PDO	12007866	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
757	225A	0.79	2/6/2012	0758	PDO	12009453	ON	AT INTERSECTION	2	ICY	DAYLIGHT
758	225A	0.79	3/7/2012	1117	PDO	12018486	ON	AT INTERSECTION	2	DRY	DAYLIGHT
759	225A	0.79	4/12/2012	0700	PDO	12020287	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
760	225A	0.79	5/19/2012	1716	PDO	12025699	ON	AT INTERSECTION	2	DRY	DAYLIGHT
761	225A	0.79	6/25/2012	0905	PDO	12037118	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
762	225A	0.79	1/21/2010	1631	PDO	10001379	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
763	225A	0.79	4/16/2010	1806	PDO	10019118	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
764	225A	0.79	9/24/2010	1427	PDO	10053299	ON	AT INTERSECTION	2	DRY	DAYLIGHT
765	225A	0.79	10/15/2010	1220	PDO	10063276	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
766	225A	0.79	11/4/2010	1925	PDO	10068138	ON	INTERSECTION RELATED	2	DRY	DARK-LIGHTED
767	225A	0.79	11/13/2010	1213	PDO	10066080	ON	AT INTERSECTION	2	DRY	DAYLIGHT
768	225A	0.79	11/21/2010	0623	PDO	10068406	ON	AT INTERSECTION	3	DRY	DAYLIGHT
769	225A	0.79	9/29/2011	1300	INJ	11052864	ON	RAMP	2	DRY	DAYLIGHT
770	225A	0.79	10/10/2011	0830	PDO	11055606	ON	AT INTERSECTION	3	DRY	DAYLIGHT
771	225A	0.79	4/12/2012	1242	PDO	12020299	ON	AT INTERSECTION	2	DRY	DAYLIGHT
772	225A	0.79	4/27/2012	0535	PDO	12021988	ON	AT INTERSECTION	2	DRY	DAWN OR DUSK
773	225A	0.79	5/7/2012	1223	PDO	12040091	ON	AT INTERSECTION	2	WET	DAYLIGHT
774	225A	0.79	6/21/2012	2305	PDO	12035407	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
775	225A	0.8	9/17/2011	0920	PDO	11058972	ON	RAMP	2	DRY	DAYLIGHT
776	225A	0.8	11/13/2011	2215	PDO	11063113	ON	RAMP	2	DRY	DARK-LIGHTED
777	225A	0.8	12/2/2009	0900	PDO	09066064	ON	RAMP	2	SNOWY	DAYLIGHT
778	225A	0.8	3/19/2010	1735	PDO	10013764	ON	RAMP	2	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK
779	225A	0.8	1/13/2011	1645	PDO	11002718	ON	RAMP	2	WET	DAWN OR DUSK
780	225A	0.81	8/10/2010	1111	PDO	10041066	ON	RAMP	2	DRY	DAYLIGHT
781	225A	0.82	4/25/2010	1615	PDO	10076259	ON	RAMP	2	UNKNOWN	UNKNOWN
782	225A	0.83	3/13/2012	0802	PDO	12013520	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
783	225A	0.85	2/16/2010	0920	PDO	10006829	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
784	225A	0.85	6/7/2011	1020	INJ	11029054	OFF RIGHT	RAMP	1	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
729	SNOW/SLEET/HAIL	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	010
730	NONE	BROADSIDE	S	PASSENGER CAR/VAN	NONE APPARENT	030
731	NONE	BROADSIDE	S	PASSENGER CAR/VAN	OTHER FACTOR	030
732	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	020
733	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	030
734	NONE	REAR END	S	HIT & RUN - UNKNOWN	NONE APPARENT	UK
735	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	015
736	NONE	APPROACH TURN	S	SUV	NONE APPARENT	020
737	NONE	BROADSIDE	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	025
738	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	015
739	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	055
740	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	030
741	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010
742	NONE	APPROACH TURN	S	SUV	NONE APPARENT	015
743	NONE	BROADSIDE	S	SUV	DRIVER INEXPERIENCE	025
744	NONE	OVERTAKING TURN	S	SUV	DRIVER UNFAMILIAR W/AREA	015
745	RAIN	OVERTAKING TURN	S	PASSENGER CAR/VAN	NONE APPARENT	025
746	NONE	BROADSIDE	S	PASSENGER CAR/VAN	NONE APPARENT	030
747	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	UK
748	NONE	REAR END	S	HIT & RUN - UNKNOWN	NONE APPARENT	UK
749	NONE	TRAFFIC SIGNAL POLE	S	PICKUP TRUCK/UTILITY VAN	DISTRACTED/CELL PHONE	005
750	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	AGRESSIVE DRIVING	025
751	NONE	OVERTAKING TURN	S	PASSENGER CAR/VAN	NONE APPARENT	010
752	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	UK
753	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	015
754	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	030
755	NONE	BROADSIDE	S	SUV	DRIVER UNFAMILIAR W/AREA	035
756	NONE	REAR END	S	SUV	NONE APPARENT	20
757	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	02
758	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	005
759	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	040
760	NONE	BROADSIDE	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	035
761	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	025
762	NONE	REAR END	W	SUV	NONE APPARENT	020
763	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	010
764	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	015
765	NONE	REAR END	W	PASSENGER CAR/VAN	DISTRACTED/OTHER	020
766	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	UK
767	NONE	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	UK
768	NONE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	035
769	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	015
770	NONE	BROADSIDE	W	PASSENGER CAR/VAN	DISTRACTED/OTHER	045
771	NONE	OVERTAKING TURN	W	SUV	NONE APPARENT	010
772	NONE	BROADSIDE	W	PASSENGER CAR/VAN	NONE APPARENT	065
773	RAIN	BROADSIDE	W	PASSENGER CAR/VAN	NONE APPARENT	010
774	NONE	REAR END	W	HIT & RUN - UNKNOWN	NONE APPARENT	020
775	NONE	REAR END	NW	SUV	NONE APPARENT	010
776	NONE	REAR END	NW	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	035
777	SNOW/SLEET/HAIL	REAR END	S	SUV	OTHER FACTOR	020
778	SNOW/SLEET/HAIL	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	010
779	NONE	SIDESWIPE (SAME DIRECTION)	SW	SUV	OTHER FACTOR	005
780	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	055
781	UNKNOWN	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	UK
782	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
783	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK
784	NONE	OVERTURNING	W	SUV	OTHER FACTOR	075

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
785	225A	0.87	5/11/2010	1650	PDO	10026246	ON	NON-INTERSECTION	3	WET	DAYLIGHT
786	225A	0.89	2/26/2010	1215	PDO	10007830	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
787	225A	0.94	3/9/2010	0640	PDO	10010841	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
788	225A	0.94	5/26/2010	0830	PDO	10027650	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
789	225A	0.96	8/25/2009	0915	PDO	09045774	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
790	225A	1	11/8/2009	1902	PDO	09059402	ON	NON-INTERSECTION	4	DRY	DARK-LIGHTED
791	225A	1	10/4/2010	0840	PDO	10052808	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
792	225A	1	7/5/2011	0720	PDO	11506003	ON	RAMP	2	DRY	DAYLIGHT
793	225A	1.04	6/8/2011	1100	PDO	11029096	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
794	225A	1.04	3/5/2012	1600	PDO	12011405	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
795	225A	1.05	8/25/2009	0845	PDO	09045449	ON	NON-INTERSECTION	2	FOREIGN MATERIAL	DAYLIGHT
796	225A	1.07	6/18/2010	1521	INJ	10033609	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
797	225A	1.08	4/15/2011	0830	PDO	11020234	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
798	225A	1.08	8/10/2011	0650	PDO	11042481	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
799	225A	1.08	9/7/2011	1150	PDO	11058108	ON	NON-INTERSECTION	2	WET	DAYLIGHT
800	225A	1.13	2/16/2011	1100	PDO	11007803	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
801	225A	1.16	1/4/2012	0658	PDO	12000904	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
802	225A	1.23	4/29/2010	0705	PDO	10022189	ON	NON-INTERSECTION	2	WET	DAYLIGHT
803	225A	1.25	4/4/2012	0815	PDO	12016099	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
804	225A	1.27	2/9/2011	1335	PDO	11006139	ON	RAMP	2	WET	DAYLIGHT
805	225A	1.3	8/31/2010	0741	PDO	10046336	ON	RAMP	2	DRY	DAYLIGHT
806	225A	1.32	11/10/2009	0730	PDO	09061582	ON	RAMP	2	DRY	DAYLIGHT
807	225A	1.32	3/5/2012	0749	INJ	12011360	OFF LEFT	RAMP	1	DRY	DAYLIGHT
808	225A	1.33	7/10/2009	0755	PDO	09035811	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
809	225A	1.33	7/17/2009	1423	PDO	09037150	ON	AT INTERSECTION	2	DRY	DAYLIGHT
810	225A	1.33	8/10/2009	0656	PDO	09041938	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
811	225A	1.33	9/9/2009	0930	PDO	09047661	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
812	225A	1.33	4/27/2010	0630	PDO	10021484	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
813	225A	1.33	6/18/2010	0650	PDO	10036237	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
814	225A	1.33	6/25/2010	2022	PDO	10035139	ON	INTERSECTION RELATED	2	DRY	DAWN OR DUSK
815	225A	1.33	7/28/2010	0740	INJ	10039044	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
816	225A	1.33	8/27/2010	2113	INJ	10044965	ON	AT INTERSECTION	2	DRY	DARK-UNLIGHTED
817	225A	1.33	11/18/2010	1301	PDO	10066341	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
818	225A	1.33	12/3/2010	1837	PDO	10070154	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
819	225A	1.33	12/14/2010	0815	PDO	10070992	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
820	225A	1.33	12/16/2010	1240	PDO	10071101	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
821	225A	1.33	7/18/2011	0723	PDO	11038283	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
822	225A	1.33	10/14/2011	0845	PDO	11057295	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
823	225A	1.33	2/24/2012	1338	PDO	12010234	ON	AT INTERSECTION	2	DRY	DAYLIGHT
824	225A	1.33	3/28/2012	0742	PDO	12015260	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
825	225A	1.33	5/21/2012	0629	PDO	12039206	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
826	225A	1.33	5/25/2012	0704	PDO	12025743	ON	AT INTERSECTION	2	DRY	DAYLIGHT
827	225A	1.33	1/27/2011	0826	PDO	11006965	ON	AT INTERSECTION	2	DRY	DAYLIGHT
828	225A	1.33	3/23/2011	0915	PDO	11017050	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
829	225A	1.33	6/6/2011	0643	INJ	11030980	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
830	225A	1.33	1/9/2012	1612	PDO	12009265	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
831	225A	1.33	2/14/2012	1546	PDO	12011077	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
832	225A	1.33	11/5/2009	0754	PDO	09059492	ON	AT INTERSECTION	2	DRY	DAYLIGHT
833	225A	1.33	11/20/2009	1803	INJ	09063000	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
834	225A	1.33	1/9/2011	1135	PDO	11001986	ON	AT INTERSECTION	2	SNOWY	DAYLIGHT
835	225A	1.33	7/7/2011	0849	PDO	11034553	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
836	225A	1.33	9/14/2011	0746	PDO	11050032	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
837	225A	1.33	9/17/2011	1552	PDO	11050252	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
838	225A	1.38	4/4/2012	0956	PDO	12016110	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
839	225A	1.42	5/27/2011	0825	PDO	11026743	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
840	225A	1.42	6/15/2011	0625	PDO	11031258	ON	NON-INTERSECTION	3	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
785	RAIN	SIDESWIPE (SAME DIRECTION)	SW	SUV	AGRESSIVE DRIVING	025
786	NONE	REAR END	S	SUV	NONE APPARENT	004
787	NONE	REAR END	S	SUV	NONE APPARENT	UK
788	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
789	NONE	REAR END	S	VEH COMBO (10,001 LBS AND OVER)	DISTRACTED/OTHER	010
790	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	040
791	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	030
792	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
793	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	030
794	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	30
795	NONE	REAR END	S	PASSENGER CAR/VAN	OTHER FACTOR	005
796	NONE	REAR END	W	HIT & RUN - UNKNOWN	NONE APPARENT	UK
797	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	050
798	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	030
799	NONE	VEHICLE DEBRIS OR CARGO	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	070
800	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	045
801	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	40
802	RAIN	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	040
803	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	30
804	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	OTHER FACTOR	045
805	NONE	REAR END	S	SUV	NONE APPARENT	005
806	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
807	NONE	TRAFFIC SIGNAL POLE	SW	PASSENGER CAR/VAN	NONE APPARENT	25
808	NONE	REAR END	S	PASSENGER CAR/VAN	OTHER FACTOR	040
809	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	015
810	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
811	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	DRIVER INEXPERIENCE	045
812	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
813	NONE	REAR END	S	SUV	NONE APPARENT	UK
814	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK
815	NONE	REAR END	S	SUV	DISTRACTED/OTHER	030
816	NONE	APPROACH TURN	S	SUV	NONE APPARENT	UK
817	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	AGRESSIVE DRIVING	065
818	NONE	BROADSIDE	S	PASSENGER CAR/VAN	NONE APPARENT	UK
819	NONE	REAR END	S	SUV	OTHER FACTOR	015
820	NONE	SIDESWIPE (SAME DIRECTION)	S	HIT & RUN - UNKNOWN	NONE APPARENT	055
821	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	OTHER FACTOR	030
822	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	UK
823	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	45
824	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	35
825	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	045
826	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	000
827	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	010
828	NONE	REAR END	SW	SUV	AGRESSIVE DRIVING	045
829	NONE	REAR END	SW	MOTORCYCLE	NONE APPARENT	030
830	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	30
831	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	40
832	NONE	REAR END	W	SUV	NONE APPARENT	010
833	NONE	BROADSIDE	W	PASSENGER CAR/VAN	NONE APPARENT	020
834	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	W	HIT & RUN - UNKNOWN	NONE APPARENT	UK
835	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	035
836	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	055
837	RAIN	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	030
838	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	20
839	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	NONE APPARENT	040
840	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	055

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
841	225A	1.43	7/1/2009	0800	PDO	09035397	ON	RAMP	2	DRY	DAYLIGHT
842	225A	1.43	4/29/2010	0705	PDO	10022185	ON	NON-INTERSECTION	3	WET	DAYLIGHT
843	225A	1.43	6/18/2010	1120	PDO	10031434	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
844	225A	1.43	5/31/2012	0801	PDO	12029408	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
845	225A	1.53	7/27/2009	0635	PDO	09038654	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
846	225A	1.53	11/5/2010	0745	PDO	10068149	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
847	225A	1.53	7/18/2009	1139	INJ	09039747	OFF RIGHT	NON-INTERSECTION	2	DRY	DAYLIGHT
848	225A	1.56	4/13/2010	0728	PDO	10018653	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
849	225A	1.57	9/22/2010	0913	PDO	10050804	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
850	225A	1.57	1/30/2011	0030	PDO	11010367	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
851	225A	1.57	3/5/2012	0757	PDO	12011364	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
852	225A	1.57	5/21/2012	0756	INJ	12039208	ON	RAMP	2	DRY	DAYLIGHT
853	225A	1.59	2/22/2012	1645	PDO	12010078	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
854	225A	1.59	6/21/2012	0718	PDO	12045992	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
855	225A	1.62	2/22/2012	1624	PDO	12009027	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
856	225A	1.63	1/26/2010	0715	PDO	10003452	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
857	225A	1.63	8/21/2011	2010	PDO	11502073	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
858	225A	1.64	11/14/2009	0236	PDO	09063672	ON	NON-INTERSECTION	2	SNOWY	DARK-UNLIGHTED
859	225A	1.68	1/26/2010	0917	PDO	10003657	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
860	225A	1.9	10/13/2009	0800	PDO	09327690	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
861	225A	1.9	3/9/2010	0725	PDO	10322289	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
862	225A	1.9	7/8/2009	0900	PDO	09308685	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
863	225A	1.9	11/23/2009	1545	PDO	09320608	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
864	225A	1.93	12/24/2009	1227	PDO	09071963	ON	NON-INTERSECTION	3	SLUSHY	DAYLIGHT
865	225A	1.95	3/22/2012	0700	PDO	12505554	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
866	225A	2	3/5/2012	1934	PDO	12504880	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED
867	225A	2	4/10/2012	0315	PDO	12507238	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
868	225A	2	9/23/2010	2250	INJ	10313166	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
869	225A	2.1	4/12/2012	0830	PDO	12506786	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
870	225A	2.1	5/27/2010	0720	PDO	10305335	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
871	225A	2.2	2/24/2010	0740	PDO	10323510	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
872	225A	2.2	5/17/2012	0620	PDO	12508983	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
873	225A	2.2	6/27/2012	0850	PDO	12512079	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
874	225A	2.25	9/11/2009	0730	PDO	09328753	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
875	225A	2.33	3/30/2012	0955	PDO	12021579	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
876	225A	2.34	10/18/2011	0645	PDO	11504848	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
877	225A	2.4	5/10/2011	0805	PDO	11308718	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
878	225A	2.4	9/23/2011	0647	PDO	11502575	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
879	225A	2.4	8/30/2010	2240	PDO	10308565	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED
880	225A	2.4	12/15/2010	1715	PDO	10317203	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
881	225A	2.48	9/8/2010	1605	PDO	10311209	OFF RIGHT	NON-INTERSECTION	2	DRY	DAYLIGHT
882	225A	2.5	1/4/2011	0745	PDO	11300072	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
883	225A	2.5	1/21/2011	1730	PDO	11301597	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
884	225A	2.5	6/17/2011	0645	PDO	11313090	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
885	225A	2.5	11/9/2011	1825	PDO	11507823	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
886	225A	2.5	12/2/2011	1534	PDO	11511256	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
887	225A	2.5	4/12/2012	0640	PDO	12506789	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
888	225A	2.5	5/22/2012	1744	PDO	12509713	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
889	225A	2.5	5/27/2012	0600	PDO	12509714	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
890	225A	2.5	7/31/2009	0655	PDO	09315935	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
891	225A	2.5	4/6/2010	0924	PDO	10302823	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
892	225A	2.5	7/15/2010	0742	PDO	10310726	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
893	225A	2.54	8/28/2009	0700	INJ	09311118	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
894	225A	2.6	3/14/2011	0830	PDO	11315516	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
895	225A	2.6	7/29/2011	0850	PDO	11314391	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
896	225A	2.6	3/5/2012	1615	PDO	12504931	ON	NON-INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
841	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	004
842	RAIN	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	040
843	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	000
844	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	025
845	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
846	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	030
847	NONE	CONCRETE HIGHWAY BARRIER	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	060
848	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	000
849	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	055
850	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	000
851	NONE	REAR END	S	SUV	NONE APPARENT	35
852	NONE	SIDESWIPE (SAME DIRECTION)	S	SCHOOL BUS (ALL SCHOOL BUSSES)	NONE APPARENT	030
853	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	20
854	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	025
855	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	015
856	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
857	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	065
858	SNOW/SLEET/HAIL	REAR END	SW	PASSENGER CAR/VAN	DUI, DWAI, DUID	075
859	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	040
860	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	005
861	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	040
862	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	055
863	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	040
864	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	035
865	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	040
866	NONE	WALL/BUILDING	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	080
867	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	090
868	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	065
869	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	010
870	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	050
871	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	ILLNESS/MEDICAL	040
872	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	060
873	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	030
874	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	020
875	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	055
876	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	025
877	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN W/TRAILER	DISTRACTED/OTHER	020
878	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	020
879	NONE	CONCRETE HIGHWAY BARRIER	SW	HIT & RUN - UNKNOWN	NONE APPARENT	065
880	RAIN	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	NONE APPARENT	030
881	NONE	GUARD RAIL	SW	PASSENGER CAR/VAN	NONE APPARENT	065
882	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	015
883	NONE	REAR END	S	SUV	DUI, DWAI, DUID	040
884	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	020
885	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	015
886	NONE	REAR END	S	SUV	DISTRACTED/OTHER	005
887	NONE	REAR END	S	SUV	NONE APPARENT	035
888	NONE	REAR END	S	SUV	ASLEEP AT THE WHEEL	065
889	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	DUI, DWAI, DUID	065
890	NONE	REAR END	SW	SUV	NONE APPARENT	060
891	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	015
892	NONE	REAR END	SW	SUV	DISTRACTED/OTHER	025
893	NONE	REAR END	SW	MOTORCYCLE	DRIVER INEXPERIENCE	065
894	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	020
895	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	035
896	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	065

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
897	225A	2.6	8/5/2009	0855	PDO	09310582	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
898	225A	2.7	11/15/2011	0725	PDO	11509266	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
899	225A	2.7	1/4/2012	0740	PDO	12500423	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
900	225A	2.7	6/8/2012	0955	PDO	12510354	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
901	225A	2.8	9/11/2009	0845	PDO	09321325	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
902	225A	2.8	10/26/2010	0808	PDO	10065026	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
903	225A	2.8	3/1/2011	0808	PDO	11303949	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
904	225A	2.8	8/23/2011	1645	PDO	11507449	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
905	225A	2.9	8/15/2010	0405	PDO	10324588	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
906	225A	2.9	11/18/2011	1745	PDO	11508573	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
907	225A	2.92	10/13/2010	0655	PDO	10326656	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK
908	225A	3	10/26/2009	1106	PDO	09325902	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
909	225A	3	5/2/2011	0830	PDO	11314517	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
910	225A	3	12/13/2011	0655	PDO	11513166	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
911	225A	3	3/29/2012	0930	PDO	12506020	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
912	225A	3	5/21/2012	0945	PDO	12509251	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
913	225A	3.03	11/18/2009	0820	PDO	09326014	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
914	225A	3.09	3/26/2012	1300	PDO	12506095	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
915	225A	3.1	3/1/2010	1845	PDO	10327217	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED
916	225A	3.1	2/8/2011	1545	PDO	11302956	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
917	225A	3.1	3/10/2011	1500	PDO	11304499	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
918	225A	3.1	4/25/2011	1000	PDO	11306799	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
919	225A	3.1	7/10/2011	2145	PDO	11315932	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED
920	225A	3.1	11/3/2011	1445	PDO	11505348	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
921	225A	3.1	3/8/2012	0740	PDO	12504720	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
922	225A	3.1	9/19/2009	1530	INJ	09311318	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
923	225A	3.1	12/6/2009	0930	PDO	09319505	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT
924	225A	3.1	4/5/2010	0910	PDO	10302606	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
925	225A	3.1	5/21/2010	1000	PDO	10305069	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
926	225A	3.11	5/5/2010	0654	INJ	10309210	ON	NON-INTERSECTION	4	DRY	DAYLIGHT
927	225A	3.15	5/5/2010	0655	PDO	10309215	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
928	225A	3.16	4/25/2011	2200	PDO	11306838	OFF RIGHT	NON-INTERSECTION	1	SLUSHY	DARK-LIGHTED
929	225A	3.19	8/25/2011	1425	INJ	11501279	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
930	225A	3.2	10/14/2009	0840	PDO	09324564	ON	NON-INTERSECTION	2	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT
931	225A	3.2	3/21/2011	1730	PDO	11304987	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
932	225A	3.2	5/10/2011	0650	PDO	11308717	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
933	225A	3.2	8/8/2011	1030	PDO	11500382	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
934	225A	3.2	10/17/2011	0845	PDO	11504345	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
935	225A	3.2	1/11/2010	0730	PDO	10300097	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
936	225A	3.2	12/21/2010	1810	INJ	10318033	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED
937	225A	3.2	8/15/2011	1300	PDO	11500774	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
938	225A	3.26	1/31/2012	1815	INJ	12501902	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
939	225A	3.3	10/14/2009	0755	PDO	09326005	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
940	225A	3.3	10/29/2009	1248	PDO	09328102	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT
941	225A	3.3	1/10/2011	1300	PDO	11301327	OFF RIGHT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT
942	225A	3.3	8/16/2011	0700	PDO	11500772	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
943	225A	3.3	8/11/2009	0855	PDO	09310402	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
944	225A	3.3	5/6/2010	0850	PDO	10303905	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
945	225A	3.3	6/4/2010	0750	PDO	10305369	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
946	225A	3.4	9/15/2011	0800	PDO	11501745	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
947	225A	3.4	10/5/2011	0825	PDO	11503156	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
948	225A	3.4	11/2/2011	1055	INJ	11505426	ON	NON-INTERSECTION	2	SLUSHY	DAYLIGHT
949	225A	3.4	11/18/2009	1635	PDO	09318086	ON	NON-INTERSECTION	2	WET	DARK-UNLIGHTED
950	225A	3.4	8/2/2010	1720	PDO	10307345	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
951	225A	3.42	10/18/2011	0650	PDO	11504947	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
952	225A	3.44	10/27/2009	2227	PDO	09323799	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
897	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	045
898	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	010
899	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	20
900	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	020
901	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	030
902	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	025
903	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	015
904	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	015
905	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	055
906	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	025
907	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	015
908	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	060
909	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	DISTRACTED/OTHER	055
910	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	000
911	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	005
912	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	040
913	NONE	REAR END	S	SUV	DISTRACTED/RADIO	065
914	NONE	VEHICLE DEBRIS OR CARGO	S	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	060
915	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	065
916	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	045
917	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	060
918	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	060
919	NONE	OVERTURNING	S	SUV	OTHER FACTOR	000
920	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	065
921	NONE	REAR END	S	SUV	DISTRACTED/OTHER	05
922	NONE	REAR END	SW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	070
923	SNOW/SLEET/HAIL	REAR END	SW	PASSENGER CAR/VAN	OTHER FACTOR	050
924	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	NONE APPARENT	065
925	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	075
926	NONE	REAR END	SW	SUV	DISTRACTED/OTHER	065
927	NONE	REAR END	SW	HIT & RUN - UNKNOWN	DISTRACTED/OTHER	040
928	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	050
929	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	065
930	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	DISTRACTED/OTHER	005
931	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	DISTRACTED/OTHER	060
932	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	030
933	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	065
934	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	020
935	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	015
936	NONE	CONCRETE HIGHWAY BARRIER	SW	PASSENGER CAR/VAN	DUI, DWAI, DUID	080
937	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	NONE APPARENT	065
938	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	65
939	FOG	REAR END	S	SUV	DISTRACTED/OTHER	015
940	SNOW/SLEET/HAIL	PARKED MOTOR VEHICLE	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	003
941	NONE	FENCE	S	SUV	DISTRACTED/OTHER	065
942	NONE	SIDESWIPE (SAME DIRECTION)	S	MOTORCYCLE	NONE APPARENT	015
943	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	025
944	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	020
945	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	010
946	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	005
947	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	005
948	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	040
949	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	045
950	NONE	SIDESWIPE (SAME DIRECTION)	SW	VEH COMBO (10,001 LBS AND OVER)	DRIVER INEXPERIENCE	055
951	NONE	OVERTURNING	S	MOTORCYCLE	DISTRACTED/OTHER	025
952	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	020

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
953	225A	3.44	3/24/2010	0443	PDO	10018050	OFF LEFT	RAMP	2	ICY	DARK-LIGHTED
954	225A	3.45	10/19/2009	1645	PDO	09318324	ON	RAMP	2	DRY	DAYLIGHT
955	225A	3.46	5/4/2011	0830	PDO	11307355	ON	RAMP	3	DRY	DAYLIGHT
956	225A	3.5	7/26/2009	1645	INJ	09329427	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
957	225A	3.5	9/29/2010	0810	PDO	10313050	ON	RAMP	2	DRY	DAYLIGHT
958	225A	3.5	6/8/2011	0655	PDO	11310136	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
959	225A	3.5	9/30/2011	1050	PDO	11502878	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
960	225A	3.5	8/22/2009	1050	PDO	09310704	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
961	225A	3.5	1/13/2010	0809	PDO	10300158	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
962	225A	3.5	7/23/2010	0755	PDO	10310814	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
963	225A	3.52	9/21/2011	0720	PDO	11502435	ON	RAMP	2	DRY	DAYLIGHT
964	225A	3.6	7/24/2009	0843	PDO	09313761	ON	RAMP	2	DRY	DAYLIGHT
965	225A	3.63	7/30/2010	1850	PDO	10307192	OFF LEFT	RAMP	1	WET	DAYLIGHT
966	225A	3.65	11/4/2011	1510	PDO	11508552	ON	RAMP	2	WET	DAYLIGHT
967	225A	3.68	10/25/2011	0657	PDO	11509306	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
968	225A	3.7	7/13/2011	0545	INJ	11313810	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT
969	225A	3.7	11/4/2011	2034	PDO	11505466	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
970	225A	3.7	1/21/2012	1715	INJ	12501360	ON	RAMP	1	DRY	DARK-UNLIGHTED
971	225A	3.7	10/31/2009	1823	PDO	09060991	ON	RAMP	2	DRY	DARK-LIGHTED
972	225A	3.74	2/3/2012	1505	PDO	12502079	ON	RAMP	2	SLUSHY	DAYLIGHT
973	225A	3.75	11/15/2009	1800	PDO	09327613	ON	NON-INTERSECTION	2	ICY	DARK-UNLIGHTED
974	225A	3.8	2/10/2010	1645	PDO	10322279	OFF RIGHT	RAMP	1	DRY	DAYLIGHT
975	225A	3.8	1/7/2011	2055	PDO	11301297	ON	NON-INTERSECTION	2	WET	DARK-LIGHTED
976	225A	3.9	12/23/2009	1500	INJ	09327447	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT
977	225A	3.9	1/7/2010	1000	INJ	10323496	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
978	225A	3.9	1/7/2010	0959	PDO	10323497	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT
979	225A	3.9	3/20/2010	1052	PDO	10014381	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT
980	225A	3.9	7/7/2011	2145	PDO	11314081	OFF RIGHT	RAMP	1	WET	DARK-LIGHTED
981	225A	3.9	11/2/2011	1145	PDO	11505337	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
982	225A	3.9	3/8/2012	2330	PDO	12505043	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
983	225A	3.9	12/6/2009	1030	PDO	09319498	OFF LEFT	RAMP	1	SLUSHY	DAYLIGHT
984	225A	3.91	2/7/2010	1751	PDO	10011029	ON	RAMP	2	ICY	DARK-LIGHTED
985	225A	3.93	1/6/2010	1335	PDO	10009065	ON	RAMP	2	DRY	DAYLIGHT
986	225A	3.94	6/10/2011	2113	PDO	11031493	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED
987	225A	3.94	11/4/2011	2153	PDO	11510012	ON	RAMP	2	DRY	DARK-LIGHTED
988	225A	3.94	2/7/2010	1751	INJ	10011111	ON	RAMP	2	ICY	DARK-LIGHTED
989	225A	3.94	3/20/2010	0910	PDO	10016287	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
990	225A	3.94	4/20/2010	0724	PDO	10022488	ON	RAMP	2	DRY	DAYLIGHT
991	225A	3.94	6/3/2010	2216	PDO	10030261	ON	RAMP	2	DRY	DARK-LIGHTED
992	225A	3.94	6/22/2010	0511	PDO	10033082	OFF RIGHT	RAMP	1	DRY	DAYLIGHT
993	225A	3.94	7/17/2010	1626	PDO	10038614	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
994	225A	3.94	8/20/2010	0856	PDO	10052119	ON	RAMP	2	DRY	DAYLIGHT
995	225A	3.94	11/29/2010	0640	PDO	10069183	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
996	225A	3.94	5/30/2011	2350	INJ	11309728	OFF LEFT	RAMP	1	DRY	DARK-LIGHTED
997	225A	3.94	5/31/2011	0915	PDO	11505595	ON	RAMP	2	DRY	DAYLIGHT
998	225A	3.94	11/16/2011	1445	PDO	11508506	ON	RAMP	2	DRY	DAYLIGHT
999	225A	3.94	12/7/2011	1101	PDO	11511378	ON	RAMP	2	DRY	DAYLIGHT
1000	225A	3.94	9/13/2010	1958	PDO	10051334	OFF RIGHT	RAMP	1	DRY	DARK-LIGHTED
1001	225A	3.94	12/31/2010	2140	PDO	10318290	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED
1002	225A	3.94	2/25/2011	2100	PDO	11011619	ON	RAMP	2	DRY	DARK-LIGHTED
1003	225A	3.94	2/27/2011	1714	PDO	11011620	ON	RAMP	2	DRY	DAYLIGHT
1004	225A	3.94	6/5/2011	1432	PDO	11505671	ON	RAMP	2	DRY	DAYLIGHT
1005	225A	3.94	7/4/2011	1615	PDO	11506000	ON	RAMP	2	DRY	DAYLIGHT
1006	225A	3.94	7/27/2011	1430	PDO	11506220	ON	RAMP	2	DRY	DAYLIGHT
1007	225A	3.94	8/23/2011	0700	PDO	11047742	OFF LEFT	RAMP	1	DRY	DAYLIGHT
1008	225A	3.94	9/25/2011	0958	PDO	11506791	ON	RAMP	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
953	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	055
954	NONE	SIDESWIPE (SAME DIRECTION)	SW	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	065
955	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	025
956	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	065
957	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	025
958	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	050
959	NONE	REAR END	S	HIT & RUN - UNKNOWN	NONE APPARENT	065
960	NONE	SIDESWIPE (SAME DIRECTION)	SW	SUV	DISTRACTED/OTHER	065
961	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	025
962	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	005
963	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	045
964	NONE	SIDESWIPE (SAME DIRECTION)	SW	SUV	DISTRACTED/OTHER	050
965	RAIN	CONCRETE HIGHWAY BARRIER	SW	PASSENGER CAR/VAN	NONE APPARENT	045
966	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	040
967	NONE	OVERTAKING TURN	S	TRANSIT BUS	NONE APPARENT	035
968	NONE	FENCE	S	SUV	DRIVER INEXPERIENCE	065
969	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	OTHER FACTOR	060
970	NONE	OVERTURNING	S	MOTORCYCLE	DRIVER INEXPERIENCE	40
971	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	NONE APPARENT	000
972	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	30
973	NONE	PARKED MOTOR VEHICLE	S	PASSENGER CAR/VAN	NONE APPARENT	002
974	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	055
975	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	055
976	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	030
977	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	040
978	NONE	CONCRETE HIGHWAY BARRIER	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	040
979	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	055
980	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	045
981	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	070
982	NONE	REAR END	S	SUV	DUI, DWAI, DUID	060
983	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	SW	SUV	OTHER FACTOR	055
984	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	SW	SUV	NONE APPARENT	UK
985	SNOW/SLEET/HAIL	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	020
986	NONE	SIDESWIPE (SAME DIRECTION)	NW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	055
987	NONE	SIDESWIPE (SAME DIRECTION)	NW	PASSENGER CAR/VAN	NONE APPARENT	045
988	SNOW/SLEET/HAIL	REAR END	S	SUV	NONE APPARENT	UK
989	NONE	REAR END	S	SUV	AGRESSIVE DRIVING	035
990	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	015
991	NONE	REAR END	S	SUV	NONE APPARENT	010
992	NONE	BRIDGE STRUCTURE	S	PASSENGER CAR/VAN	NONE APPARENT	040
993	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	UK
994	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	005
995	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	030
996	NONE	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	DUI, DWAI, DUID	055
997	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	005
998	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	030
999	NONE	REAR END	S	SUV	OTHER FACTOR	005
1000	NONE	CONCRETE HIGHWAY BARRIER	SW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK
1001	NONE	CONCRETE HIGHWAY BARRIER	SW	SUV	NONE APPARENT	065
1002	NONE	SIDESWIPE (SAME DIRECTION)	SW	PASSENGER CAR/VAN	NONE APPARENT	045
1003	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	020
1004	NONE	REAR END	SW	SUV	OTHER FACTOR	015
1005	NONE	REAR END	SW	PASSENGER CAR/VAN	OTHER FACTOR	UK
1006	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	005
1007	NONE	WALL/BUILDING	SW	VEH COMBO (10,001 LBS AND OVER)	OTHER FACTOR	030
1008	NONE	REAR END	SW	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	005

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
1009	225A	3.94	10/26/2011	1930	INJ	11507155	ON	RAMP	2	DRY	DARK-LIGHTED
1010	225A	3.94	11/14/2011	1809	PDO	11510669	ON	RAMP	2	DRY	DARK-LIGHTED
1011	225A	3.94	1/4/2012	0907	INJ	12002174	OFF RIGHT	RAMP	1	DRY	DAYLIGHT
1012	225A	3.94	1/30/2012	0755	PDO	12003633	ON	RAMP	2	DRY	DAYLIGHT
1013	225A	3.94	2/5/2012	1626	PDO	12005084	ON	RAMP	2	WET	DAYLIGHT
1014	225A	3.94	5/12/2012	1200	PDO	12025105	ON	INTERSECTION RELATED	3	DRY	DAYLIGHT
1015	225A	3.94	11/13/2009	1455	PDO	09065519	OFF LEFT	RAMP	1	DRY	DAYLIGHT
1016	225A	3.94	6/23/2010	1607	PDO	10034542	ON	RAMP	2	DRY	DAYLIGHT
1017	225A	3.94	1/3/2011	0600	PDO	11001585	ON	RAMP	2	DRY	DAWN OR DUSK
1018	225A	3.95	1/9/2010	1339	PDO	10015706	ON	RAMP	2	DRY	DAYLIGHT
1019	225A	3.95	3/5/2010	0937	PDO	10014138	ON	RAMP	2	DRY	DAYLIGHT
1020	225A	3.95	5/1/2010	1620	PDO	10023656	ON	RAMP	2	DRY	DAYLIGHT
1021	225A	3.95	8/21/2010	1155	PDO	10050360	ON	RAMP	2	DRY	DAYLIGHT
1022	225A	3.95	10/2/2010	1449	PDO	10054632	ON	RAMP	2	DRY	DAYLIGHT
1023	225A	3.95	12/28/2010	1238	PDO	10075083	ON	RAMP	2	DRY	DAYLIGHT
1024	225A	3.95	2/28/2011	2350	PDO	11305313	OFF RIGHT	RAMP	1	DRY	DARK-UNLIGHTED
1025	225A	3.95	7/10/2011	1330	PDO	11506291	ON	RAMP	2	DRY	DAYLIGHT
1026	225A	3.95	9/20/2011	0925	PDO	11506730	ON	RAMP	2	DRY	DAYLIGHT
1027	225A	3.95	11/8/2011	1759	PDO	11510110	ON	RAMP	2	DRY	DAYLIGHT
1028	225A	3.95	8/31/2010	0950	PDO	10052152	ON	RAMP	2	DRY	DAYLIGHT
1029	225A	3.95	9/15/2010	2018	PDO	10051361	ON	RAMP	2	DRY	DARK-LIGHTED
1030	225A	3.95	7/27/2011	0740	PDO	11506219	ON	RAMP	2	DRY	DAYLIGHT
1031	225A	3.95	7/28/2011	1103	PDO	11506226	ON	RAMP	2	DRY	DAYLIGHT
1032	225A	3.95	11/4/2011	0828	PDO	11507755	ON	RAMP	2	DRY	DAYLIGHT
1033	225A	3.95	7/18/2010	1725	PDO	10042748	ON	RAMP	2	DRY	DAYLIGHT
1034	225A	3.95	5/24/2012	0044	PDO	12026642	OFF LEFT	RAMP	1	WET	DARK-LIGHTED
1035	225A	3.95	6/25/2012	1558	PDO	12036487	ON	RAMP	3	DRY	DAYLIGHT
1036	225A	3.97	2/7/2010	1848	PDO	10011110	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED
1037	225A	3.97	11/1/2009	1921	PDO	09061038	ON	RAMP	2	DRY	DARK-LIGHTED
1038	225A	3.98	10/14/2009	0740	PDO	09324565	ON	NON-INTERSECTION	2	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT
1039	225A	3.98	9/9/2010	2247	PDO	10051582	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
1040	225A	3.99	2/14/2012	1743	PDO	12007536	ON	RAMP	2	DRY	DARK-LIGHTED
1041	225A	4	12/25/2011	1343	PDO	11073901	OFF LEFT	RAMP	1	SLUSHY	DAYLIGHT
1042	225A	4	9/23/2009	1015	INJ	09051666	ON	RAMP	2	WET	DAYLIGHT
1043	225A	4	11/11/2009	1843	PDO	09062759	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
1044	225A	4.01	10/6/2011	1520	INJ	11506928	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
1045	225A	4.02	7/20/2011	2317	PDO	11506148	OFF LEFT	RAMP	1	WET	DARK-LIGHTED
1046	225A	4.02	2/8/2012	2000	PDO	12007471	OFF RIGHT	RAMP	1	DRY	DARK-LIGHTED
1047	225A	4.02	6/13/2011	2054	INJ	11505773	ON	RAMP	1	WET	DAWN OR DUSK
1048	225A	4.03	9/30/2009	1000	PDO	09053744	ON	RAMP	2	DRY	DAYLIGHT
1049	225A	4.03	5/6/2010	1217	PDO	10025107	ON	RAMP	2	DRY	DAYLIGHT
1050	225A	4.03	4/2/2011	2340	PDO	11018694	ON	RAMP	2	DRY	DARK-LIGHTED
1051	225A	4.03	6/17/2011	0101	PDO	11032668	OFF LEFT	RAMP	1	DRY	DARK-LIGHTED
1052	225A	4.03	9/14/2011	2102	PDO	11051748	OFF AT TEE	RAMP	1	WET	DARK-LIGHTED
1053	225A	4.03	1/23/2012	1210	PDO	12003409	ON	RAMP	2	DRY	DAYLIGHT
1054	225A	4.03	5/4/2012	1412	PDO	12022847	ON	RAMP	2	DRY	DAYLIGHT
1055	225A	4.03	3/10/2011	1335	PDO	11016232	ON	RAMP	2	DRY	DAYLIGHT
1056	225A	4.03	5/23/2011	1059	PDO	11036467	ON	RAMP	3	DRY	DAYLIGHT
1057	225A	4.03	3/30/2012	0730	PDO	12016190	ON	RAMP	2	DRY	DAYLIGHT
1058	225A	4.05	1/3/2010	0400	PDO	10013932	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED
1059	225A	4.05	3/20/2010	1216	PDO	10016292	ON	RAMP	2	ICY	DAYLIGHT
1060	225A	4.07	10/26/2010	1130	PDO	10060562	ON	RAMP	2	DRY	DAYLIGHT
1061	225A	4.1	6/4/2010	0830	PDO	10311774	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
1062	225A	4.1	12/23/2011	0114	PDO	11075095	OFF RIGHT	RAMP	1	ICY	DARK-LIGHTED
1063	225A	4.13	10/24/2010	1417	PDO	10060547	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
1064	225A	4.14	2/22/2010	0815	PDO	10011253	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
1009	NONE	REAR END	SW	SUV	DRIVER INEXPERIENCE	020
1010	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	010
1011	NONE	GUARD RAIL	SW	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	45
1012	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	05
1013	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	20
1014	NONE	REAR END	SW	PASSENGER CAR/VAN	OTHER FACTOR	015
1015	NONE	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DISTRACTED/OTHER	045
1016	NONE	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	045
1017	NONE	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	045
1018	NONE	REAR END	S	SUV	OTHER FACTOR	015
1019	NONE	REAR END	S	SUV	NONE APPARENT	005
1020	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	055
1021	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	002
1022	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	020
1023	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	005
1024	NONE	BRIDGE STRUCTURE	S	PASSENGER CAR/VAN	NONE APPARENT	055
1025	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	005
1026	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010
1027	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	005
1028	NONE	REAR END	SW	PASSENGER CAR/VAN	OTHER FACTOR	015
1029	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	005
1030	NONE	REAR END	SW	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	015
1031	NONE	REAR END	SW	PASSENGER CAR/VAN	NONE APPARENT	UK
1032	NONE	REAR END	SW	PASSENGER CAR/VAN	OTHER FACTOR	005
1033	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	015
1034	RAIN	CURB	W	PASSENGER CAR/VAN	NONE APPARENT	035
1035	NONE	REAR END	W	PICKUP TRUCK/UTILITY VAN	DUI, DWAI, DUID	035
1036	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	SUV	NONE APPARENT	045
1037	NONE	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	DUI, DWAI, DUID	055
1038	NONE	REAR END	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	020
1039	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	055
1040	NONE	REAR END	NW	SUV	AGRESSIVE DRIVING	015
1041	NONE	CURB	NW	PASSENGER CAR/VAN	OTHER FACTOR	UK
1042	RAIN	REAR END	S	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	040
1043	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	UK
1044	NONE	REAR END	NW	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	040
1045	RAIN	CURB	NW	PASSENGER CAR/VAN	OTHER FACTOR	UK
1046	NONE	CONCRETE HIGHWAY BARRIER	SW	PASSENGER CAR/VAN	OTHER FACTOR	055
1047	RAIN	OVERTURNING	W	MOTORCYCLE	OTHER FACTOR	UK
1048	NONE	REAR END	NW	SUV	OTHER FACTOR	015
1049	NONE	REAR END	NW	PASSENGER CAR/VAN	NONE APPARENT	010
1050	NONE	REAR END	NW	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	035
1051	NONE	OTHER FIXED OBJECT	NW	PASSENGER CAR/VAN	AGRESSIVE DRIVING	060
1052	RAIN	SIGN	NW	PASSENGER CAR/VAN W/TRAILER	NONE APPARENT	030
1053	NONE	REAR END	NW	PASSENGER CAR/VAN	NONE APPARENT	15
1054	NONE	REAR END	SW	SUV	OTHER FACTOR	010
1055	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	015
1056	NONE	REAR END	W	PASSENGER CAR/VAN	OTHER FACTOR	010
1057	NONE	REAR END	W	PASSENGER CAR/VAN	OTHER FACTOR	015
1058	NONE	OVERTURNING	S	PASSENGER CAR/VAN	DUI, DWAI, DUID	060
1059	NONE	REAR END	S	SUV	NONE APPARENT	020
1060	NONE	VEHICLE DEBRIS OR CARGO	S	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	055
1061	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	045
1062	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	S	PASSENGER CAR/VAN	NONE APPARENT	020
1063	NONE	CABLE RAIL	S	SUV	DRIVER INEXPERIENCE	055
1064	NONE	CABLE RAIL	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	055

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
1065	225A	4.2	10/16/2010	1439	PDO	10060502	ON	RAMP	2	DRY	DAYLIGHT
1066	225A	4.22	8/2/2010	0329	PDO	10042811	OFF LEFT	RAMP	1	DRY	DARK-UNLIGHTED
1067	225A	4.22	2/24/2012	0905	PDO	12010667	ON	NON-INTERSECTION	2	ICY	DAYLIGHT
1068	225A	4.33	12/8/2010	0820	PDO	10071773	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT
1069	225A	4.34	12/12/2009	1619	PDO	09075325	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK
1070	225A	4.34	1/25/2012	2027	PDO	12003572	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED
1071	225A	4.34	10/20/2010	1736	INJ	10059707	ON	NON-INTERSECTION	3	DRY	DAYLIGHT
1072	225A	4.39	12/6/2010	0125	PDO	10071760	OFF RIGHT	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED
1073	225A	4.44	11/16/2009	1115	PDO	09064186	ON	NON-INTERSECTION	2	DRY	DAYLIGHT
1074	225A	4.51	12/10/2011	0722	PDO	11511623	ON	NON-INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1
1065	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	000
1066	NONE	GUARD RAIL	S	PASSENGER CAR/VAN	DUI, DWAI, DUID	UK
1067	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	040
1068	NONE	CABLE RAIL	S	PASSENGER CAR/VAN	NONE APPARENT	050
1069	NONE	REAR END	S	PASSENGER CAR/VAN	OTHER FACTOR	015
1070	NONE	REAR END	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	UK
1071	NONE	PEDESTRIAN (ALL OTHER)	W	OTHER - SEE REPORT	NONE APPARENT	UK
1072	NONE	PARKED MOTOR VEHICLE	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	045
1073	NONE	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	OTHER FACTOR	045
1074	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	068

I-225 PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

SAFETY ASSESSMENT REPORT

STATE HIGHWAY (INTERSTATE) 225A

DTC BOULEVARD & YOSEMITE STREET RAMP TERMINAL ADDENDUM

Prepared for:

Rich Horstmann, PE
CDOT Region 1
2000 S. Holly Street
Denver, CO 80222

Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
303/721-1440

Project Manager: Michelle K. Stevens, PE
Project Engineers: Gabrielle Renner, EI
Colleen Guillotte, PE

May 2014
FHU Reference No. 112200-01

TABLE OF CONTENTS

LIST OF FIGURES

I. INTRODUCTION

This report in an addendum to the I-225 PEL Study Safety Assessment Report prepared in November 2013. This report analyzes the crash history of the I-225/DTC Boulevard/Tamarac Street and I-225/Yosemite Street ramp terminals.

In conjunction with the PEL study, 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.

This report is based on the analysis of three years of crash history (July 1, 2009 to June 30, 2012), which is the same timeframe used for the original August 2013 Safety Assessment.

II. INTERSECTION CRASH ANALYSIS

The magnitude of safety problems at intersections can be assessed through the use of Safety Performance Functions (SPF). The SPF reflects the complex relationship between exposure (measured in ADT) and the crash count for an intersection measured in crashes per year. The SPF models provide an estimate of the normal or expected crash frequency and severity for a range of ADT among similar facilities. This allows for an assessment of the magnitude of the safety problem from a frequency standpoint.

All of the dataset preparation was performed using the Colorado Department of Transportation (CDOT) crash databases. Crash history for each facility was prepared using the most recent three years of available crash data. Average Daily Traffic (ADT) for each intersection approach (major street and minor street) over the three years was entered into the same dataset.

Development of the SPF lends itself well to the conceptual formulation of the Levels 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 represents a normal or expected number of crashes at a specific level of ADT, then the degree of deviation from the norm can be stratified to represent specific levels of safety.

LOSS-I – Indicates low potential for crash reduction
LOSS-II – Indicates better than expected safety performance
LOSS-III – Indicates less than expected safety performance
LOSS-IV – Indicates high potential for crash reduction

Gradual change in the degree of deviation of the LOSS boundary line from the fitted model mean reflects the observed increase of variability in crashes as ADT increases. LOSS reflects how the intersection is performing in regard to its expected crash frequency at a specific level of ADT (major street and minor street). It only provides a crash frequency comparison with the expected norm. 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 a frequency standpoint. The nature of the problem is determined through diagnostic analysis using direct diagnostics and pattern recognition techniques and is discussed later in this report.

A. Northbound I-225 & DTC Boulevard/Tamarac Street Ramp Terminal (MP 0.79)

The intersection of the northbound I-225 ramps and DTC Boulevard is a four-way, divided, signalized intersection. Currently there are two through lanes, a through/right lane, and a channelized right-turn lane on the northbound approach. There are two left-turn lanes and two through lanes on the southbound approach. There is a left-turn lane, a left/through lane, a through/right lane, and two channelized right-turn lanes with acceleration lanes on the eastbound approach. The posted speed limit on DTC Boulevard is 35 mph. **Figure 1** shows an aerial of the intersection. The following observations were made in the field:

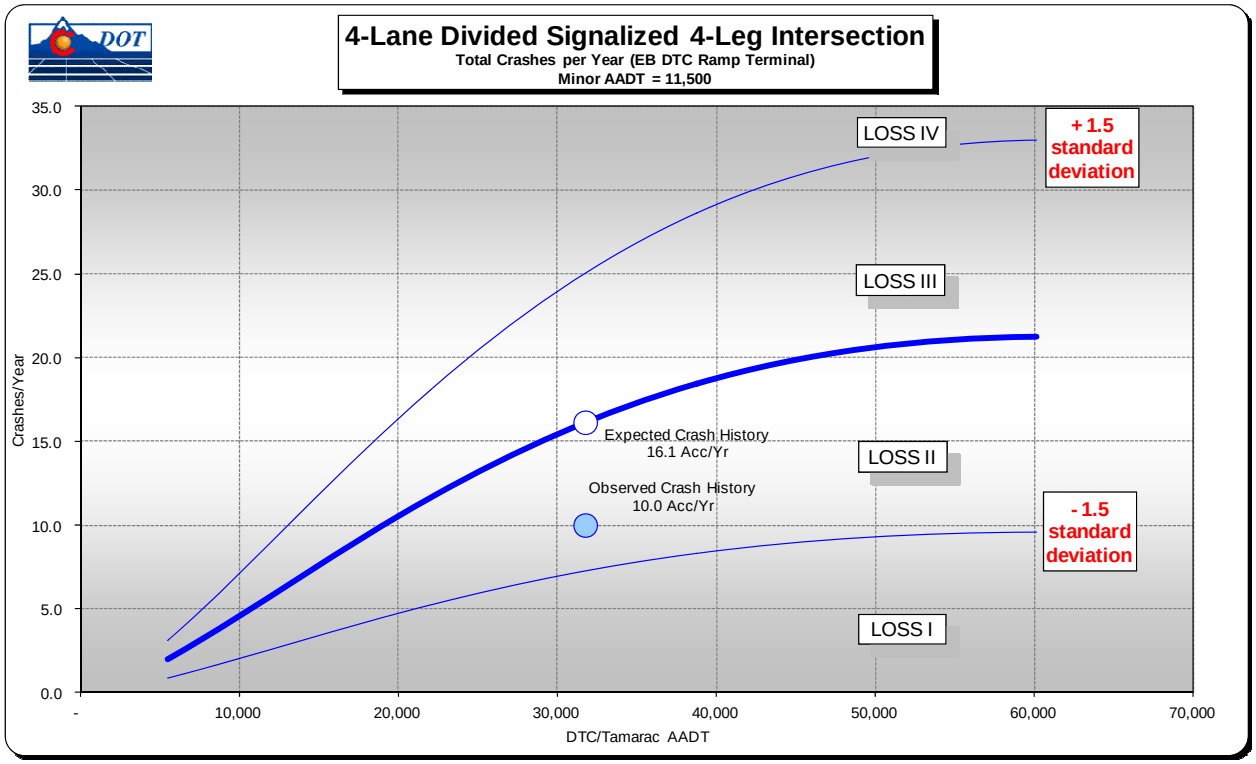
- Through lanes are approximately 12-feet wide, and the turn lanes are approximately 11-feet wide.
- The mast arm mounted signal heads have 12-inch lenses with backplates.
- The pole mounted signal heads have 12-inch lenses without backplates.
- All signal heads have LED bulbs.
- The southbound left-turns are protected / permissive.
- There is a raised median on DTC Boulevard.
- There are luminaires on all corners at this intersection.
- The street signs are large and easy to read.
- There are painted crosswalks across all legs of the intersection.
- There are pedestrian heads and push-button actuators for all crosswalks at this intersection.
- The lane striping is in fair condition but is worn in spots.

Figure 1. Northbound I-225/DTC Boulevard Ramp Terminal

Safety Performance Function Analysis

For the intersection of the northbound I-225 ramps and DTC Boulevard/Tamarac Street, **Figure 2** shows that the frequency of total crashes over the three-year study period was slightly below average for a 4-lane divided signalized 4-leg intersections which indicates a slightly better than expected safety performance (LOSS II).

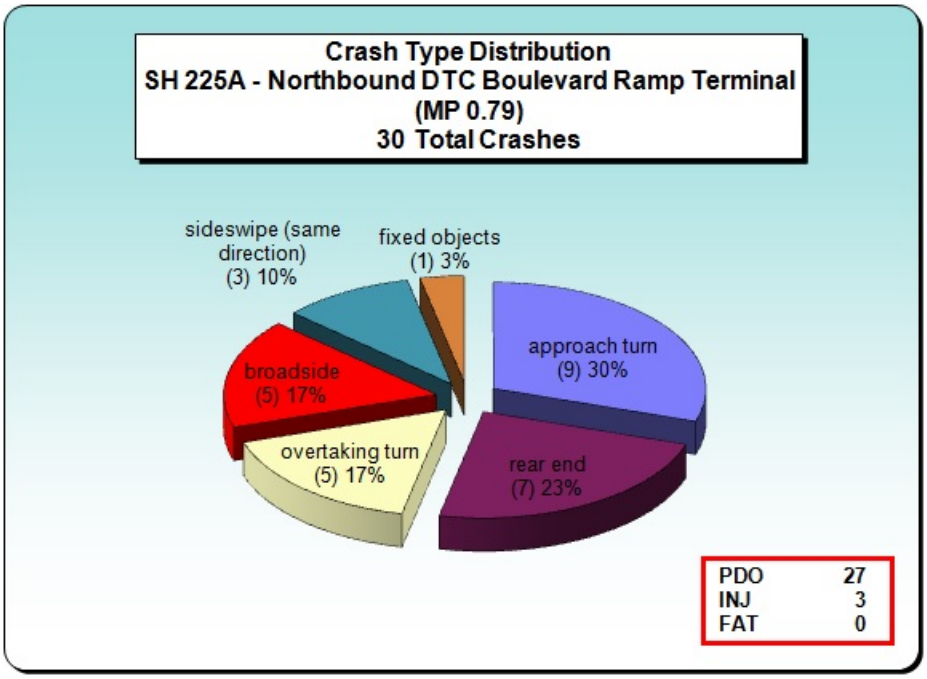
Figure 2. Northbound I-225/DTC Boulevard Ramp Terminal SPF



Crash History

During the three-year study period (7/1/2009 – 6/30/2012), there were 30 reported crashes at the intersection of the northbound I-225 ramps and DTC Boulevard. **Figure 3** provides a graphical representation of crash types for this location. Approach turn crashes were predominant (30%) followed by rear-end type crashes (23%), overtaking turn type crashes (17%), and broadside type crashes (17%).

Figure 3. Northbound I-225/DTC Boulevard Ramp Terminal Crash Distribution



Observations / Recommendations

The frequency of approach turn crashes was higher than expected for this type of intersection. A review of the crash history indicated that eight of the nine approach turn type crashes were the fault of a southbound left-turning vehicle turning in front of a northbound through vehicle. The frequency of overtaking turn type crashes was also higher than expected at this intersection.

Based upon the identified crash patterns at this intersection, the following mitigation measures should be considered:

- Consideration should be given to changing the southbound left-turn phasing to protected only. This may help to reduce the frequency of approach turn type crashes at this intersection.

- Further improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may also help reduce the frequency of rear-end type crashes.

B. Southbound I-225 & DTC Boulevard/Tamarac Street Ramp Terminal (MP 0.79)

The intersection of the southbound I-225 ramps and DTC Boulevard is a four-way, divided, signalized intersection. Currently there are two left-turn lanes and two through lanes on the northbound approach. There are two through lanes and a channelized right-turn lane on the southbound approach. There is a left-turn lane, a left/through lane, a through/right lane, and a channelized right-turn lane on the westbound approach. The posted speed limit on DTC Boulevard is 35 mph. **Figure 4** shows an aerial of the intersection. The following observations were made in the field:

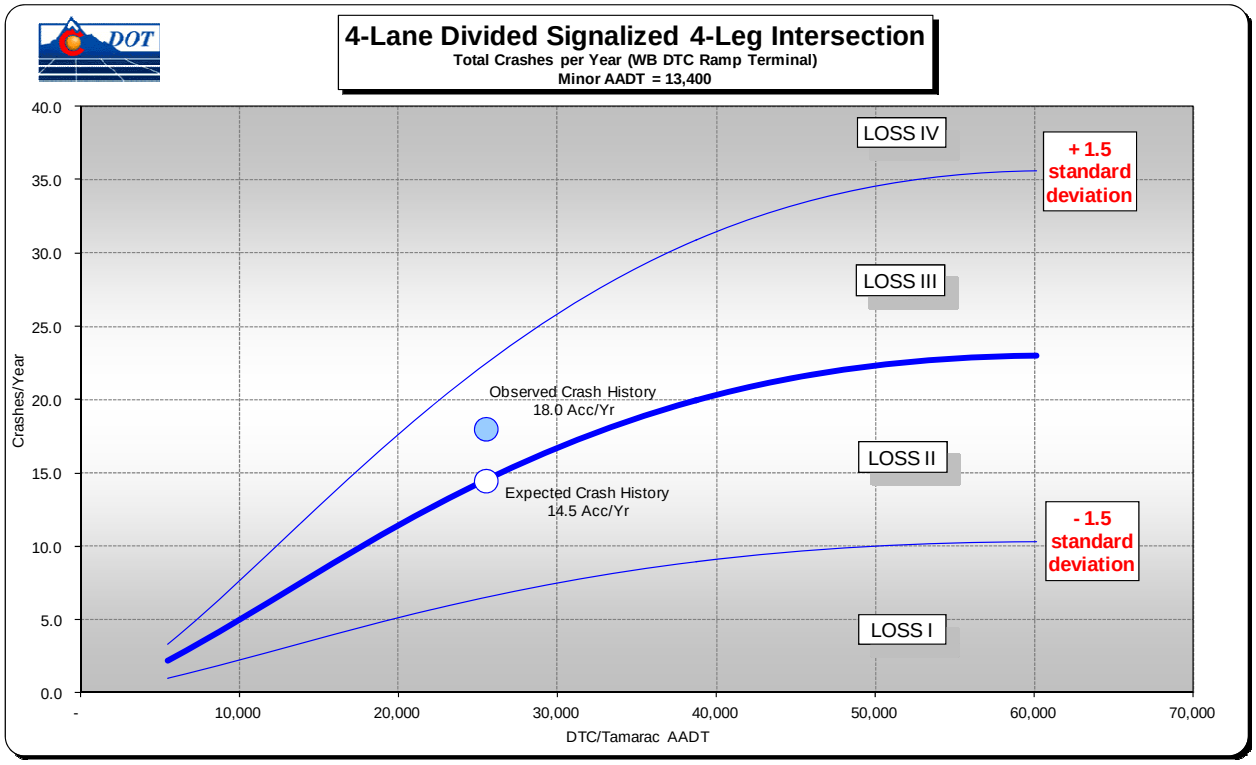
- Through lanes are approximately 12-feet wide, and the turn lanes are approximately 11-feet wide.
- The mast arm mounted signal heads have 12-inch lenses with backplates.
- The pole mounted signal heads have 12-inch lenses without backplates.
- All signal heads have LED bulbs.
- The northbound left-turns are protected / permissive.
- There is a raised median on Tamarac Street.
- There are luminaires on all corners at this intersection.
- The street signs are large and easy to read.
- There are painted crosswalks across all legs of the intersection.
- There are pedestrian heads and push-button actuators for all crosswalks at this intersection.
- The lane striping is in fair condition but is worn in spots.

Figure 4. Southbound I-225/DTC Boulevard Ramp Terminal

Safety Performance Function Analysis

For the intersection of the eastbound I-225 ramps and DTC Boulevard/Tamarac Street, **Figure 5** shows that the frequency of total crashes over the three-year study period was slightly above average for a 4-lane divided signalized 4-leg intersections which indicates a slightly less than expected safety performance (LOSS III).

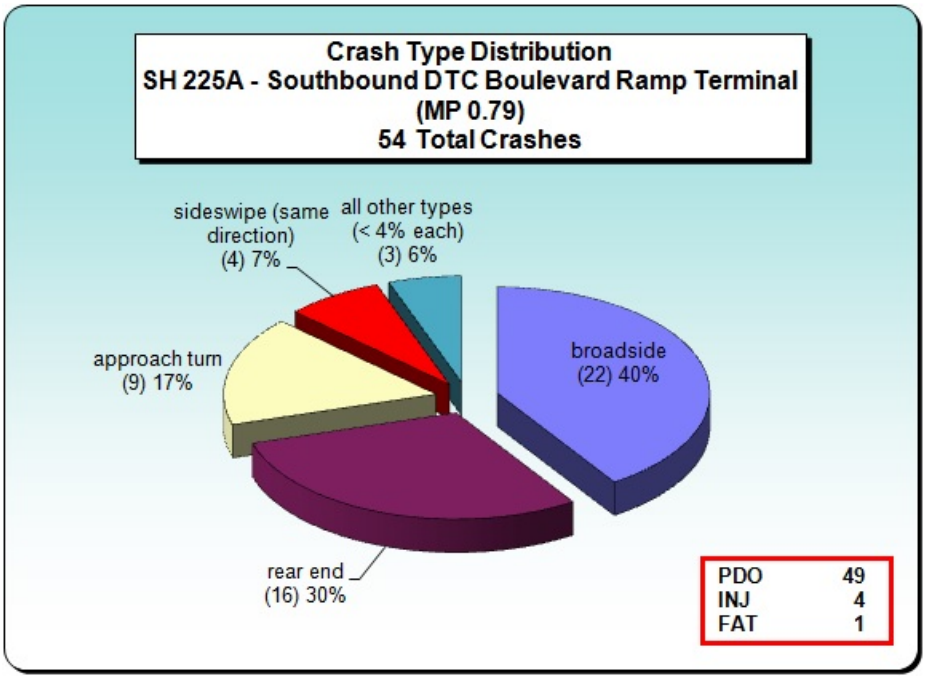
Figure 5. Southbound I-225/DTC Boulevard Ramp Terminal SPF



Crash History

During the three-year study period (7/1/2009 – 6/30/2012), there were 54 reported crashes at the intersection of the southbound I-225 ramps and DTC Boulevard. **Figure 6** provides a graphical representation of crash types for this location. Broadside crashes were predominant (40%) followed by rear-end type crashes (30%) and approach turn type crashes (17%)

Figure 6. Southbound I-225/DTC Boulevard Ramp Terminal Crash Distribution



Observations / Recommendations

The fatality at this intersection was a northbound motorcycle that had an overturning type crash. The crash occurred during the daytime with no inclement weather.

The frequency of broadside type crashes was higher than expected for this type of intersection. A review of the crash history indicated that over half of these crashes (14 of 22) were caused by the northbound or southbound through vehicle hitting a westbound vehicle.

Based upon the identified crash patterns at this intersection, the following mitigation measures should be considered:

- Improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may help reduce the frequency of broadside and rear-end type crashes.

C. Northbound I-225 & Yosemite Street Ramp Terminal (MP 1.33)

The intersection of the northbound I-225 ramps and Yosemite Street is a four-way, divided, signalized intersection. Currently there are two through lanes and a right-turn lane on the northbound approach. There is a left-turn lane and two through lanes on the southbound approach. There are two left-turn lanes, a through/right lane, and a channelized right-turn lane with acceleration lanes on the eastbound approach. The posted speed limit on Yosemite Street is 35 mph. **Figure 7** shows an aerial of the intersection. The following observations were made in the field:

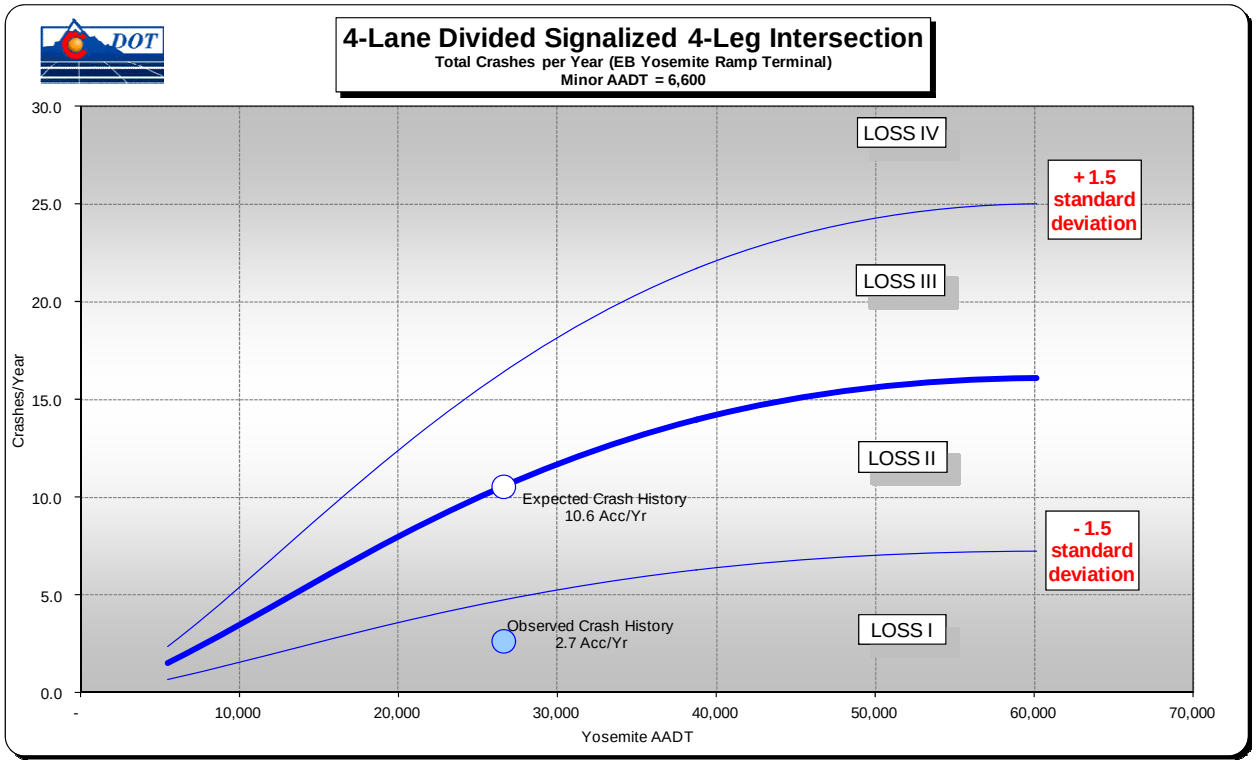
- Lanes are approximately 12-feet wide.
- The span-wire mounted signal heads have 12-inch red lenses and 8-inch yellow and green lenses. Some of the span-wire mounted signal heads have backplates
- The pole mounted signal heads have 8-inch lenses without backplates.
- All signal heads have LED bulbs.
- The southbound left-turns are protected / permissive.
- There is a raised median on Yosemite Street south of the intersection.
- There are luminaires on all corners at this intersection.
- The street signs are large and easy to read.
- There are painted crosswalks across all legs except the north leg of the intersection.
- There are pedestrian heads and push-button actuators for the south and east leg crosswalks at this intersection. There are no heads or actuators for the west leg of the intersection.
- The lane striping is in fair condition but is worn in spots.

Figure 7. Northbound I-225/Yosemite Street Ramp Terminal

Safety Performance Function Analysis

For the intersection of the northbound I-225 ramps and Yosemite Street, **Figure 8** shows that the frequency of total crashes over the three-year study period was below average for a 4-lane divided signalized 4-leg intersections which indicates a better than expected safety performance (LOSS I).

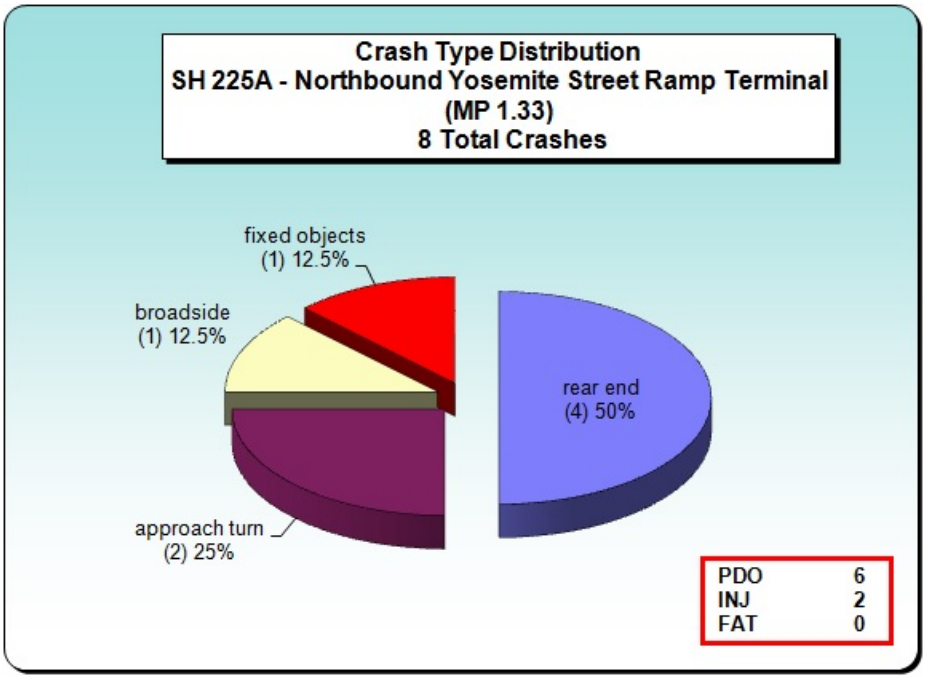
Figure 8. Northbound I-225/Yosemite Street Ramp Terminal SPF



Crash History

During the three-year study period (7/1/2009 – 6/30/2012), there were 8 reported crashes at the intersection of the northbound I-225 ramps and Yosemite Street. **Figure 9** provides a graphical representation of crash types for this location. Rear-end type crashes were predominant (50%) followed by approach turn type crashes (25%).

Figure 9. Northbound I-225/Yosemite Street Ramp Terminal Crash Distribution



Observations / Recommendations

There were no significant crash types at this intersection, however it should be noted that three of the four rear-end type crashes occurred in the northbound direction. Based upon the identified crash patterns at this intersection, the following mitigation measures should be considered:

- Improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may help reduce the frequency of rear-end type crashes.

D. Southbound I-225 & Yosemite Ramp Terminal (MP 1.33)

The intersection of the westbound I-225 ramps and Yosemite Street is a four-way, divided, signalized intersection. Currently there is a left-turn lane and two through lanes on the northbound approach. There are two through lanes and a channelized right-turn lane on the southbound approach. There is a left-turn lane, two through lanes, and a channelized right-turn lane on the westbound approach. The posted speed limit on Yosemite Street is 35 mph. **Figure 7** shows an aerial of the intersection. The following observations were made in the field:

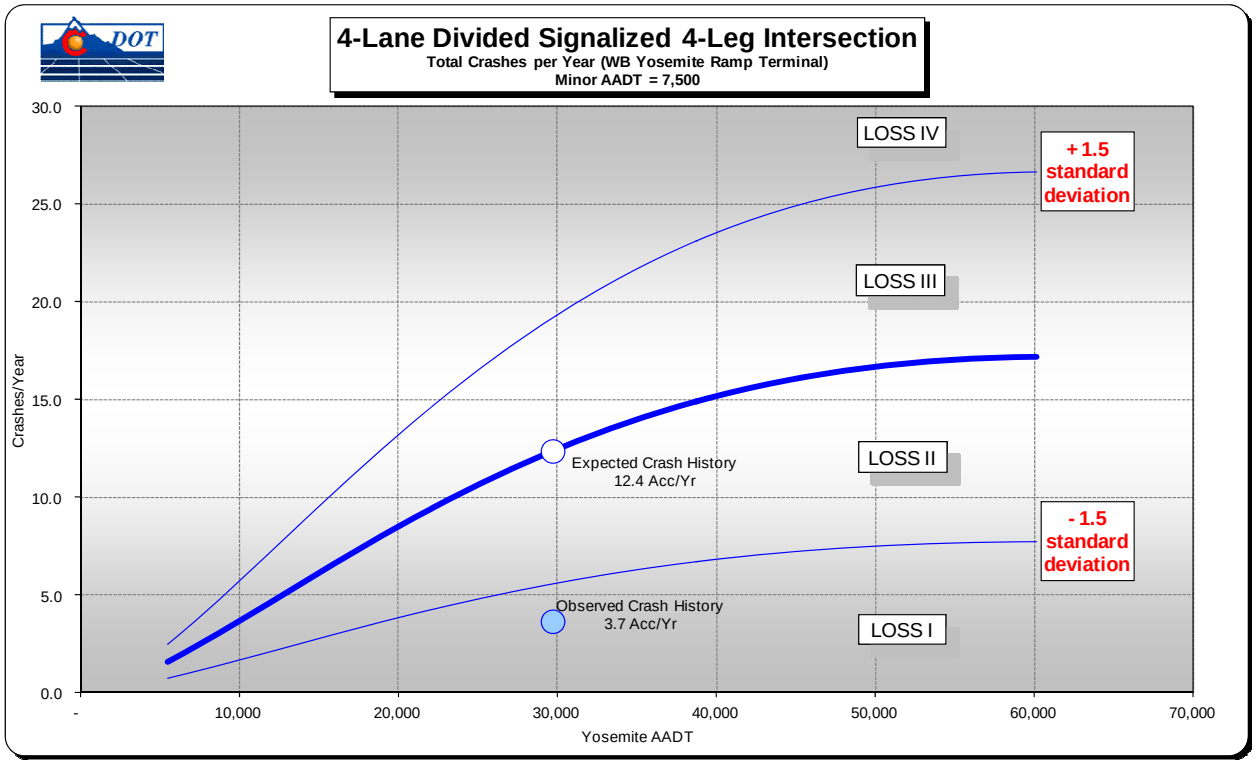
- Lanes are approximately 12-feet wide.
- The span-wire mounted signal heads have 12-inch red lenses and 8-inch yellow and green lenses. Some of the span-wire mounted signal heads have backplates
- The pole mounted signal heads have 8-inch lenses without backplates.
- All signal heads have LED bulbs.
- The northbound left-turns are protected / permissive.
- There is a raised median on Yosemite Street north of the intersection.
- There are luminaires on all except the southeast corner of the intersection.
- The street signs are large and easy to read.
- There are painted crosswalks across all legs except the south leg of the intersection.
- There are pedestrian heads and push-button actuators for the north and west leg crosswalks at this intersection. There are no heads or actuators for the east leg of the intersection.
- The lane striping is in fair condition but is worn in spots.

Figure 10. Southbound I-225/Yosemite Street Ramp Terminal

Safety Performance Function Analysis

For the intersection of the southbound I-225 ramps and Yosemite Street, **Figure 11** shows that the frequency of total crashes over the three-year study period was below average for a 4-lane divided signalized 4-leg intersections which indicates a better than expected safety performance (LOSS I).

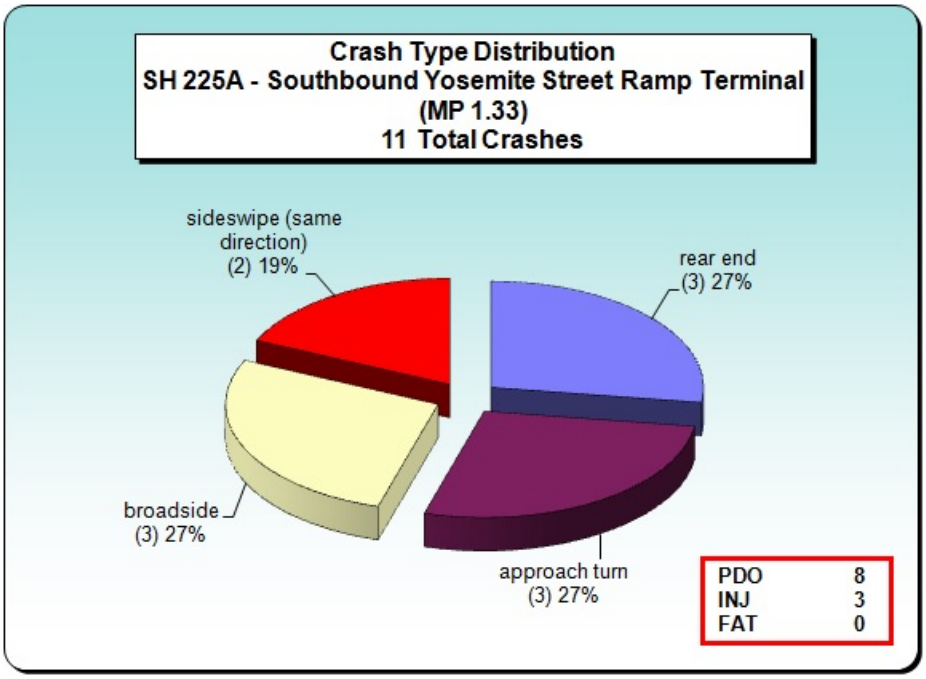
Figure 11. Southbound I-225/Yosemite Street Ramp Terminal SPF



Crash History

During the three-year study period (7/1/2009 – 6/30/2012), there were 11 reported crashes at the intersection of the southbound I-225 ramps and Yosemite Street. **Figure 12** provides a graphical representation of crash types for this location. Rear-end, approach turn, and broadside type crashes were predominant with three crashes each.

Figure 12. Southbound I-225/Yosemite Street Ramp Terminal Crash Distribution



Observations / Recommendations

The frequency of broadside type crashes was higher than expected for this type of intersection. There were only three broadside type crashes and no apparent patterns.

The frequency of sideswipe (same direction) type crashes was also higher than expected for this type of intersection, however there were only two crashes of this type.

Based upon the identified crash patterns at this intersection, the following mitigation measures should be considered:

- Improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may help reduce the frequency of broadside and rear-end type crashes.

VII. CONCLUSION AND RECOMMENDATIONS

This report is an addendum to the I-25 PEL Study Safety Assessment Report. The primary intent of this report is to provide information as it relates to safety for the I-225 Planning and Environmental Linkage (PEL) Study. The safety analyses completed in this report includes the ramp terminals for the I-225/DTC Boulevard/Tamarac Street and I-225/Yosemite Street interchanges.

The conclusions and recommendations of this study are based on the analysis of three years of crash history. With the exception of the southbound ramp terminal at the DTC Boulevard interchange, the intersections all had accident rates slightly below average for the intersection type and volume of traffic. The southbound DTC Boulevard ramp terminal had a slightly above average crash frequency.

A. Intersection Specific Recommendations

Northbound DTC Boulevard/Tamarac Street

- Consideration should be given to changing the southbound left-turn phasing to protected only. This may help to reduce the frequency of approach turn type crashes at this intersection.

- Further improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may also help reduce the frequency of rear-end type crashes.

Southbound DTC Boulevard/Tamarac Street

- Improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may help reduce the frequency of broadside and rear-end type crashes.

Northbound Yosemite Street

- Improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may help reduce the frequency of rear-end type crashes.

Southbound Yosemite Street

- Improving signal coordination and reviewing/updating the existing red/yellow clearance intervals may help reduce the frequency of broadside and rear-end type crashes.

APPENDIX

THREE-YEAR GENERAL SUMMARY OF TRAFFIC CRASHES

- Northbound DTC Boulevard Ramp Terminal & Southbound DTC Boulevard Ramp Terminal
- Northbound Yosemite Street Ramp Terminal & Southbound Yosemite Street Ramp Terminal

THREE-YEAR CRASH LISTING

Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
General Accident Summary Report

07/28/2014

Job #: 20140728144115

Location: 225A **Begin:** 0.74 **End:** 0.84 **From:**07/01/2009 **To:**06/30/2012

DTC/Tamarac Ramp Terminals

Severity

PDO:	61	
INJ:	22	29 :Injured
FAT:	1	1 :Killed
Total:	**84**	

Number of Vehicles

One Vehicle:	2
Two Vehicles:	76
Three or More:	6
Unknown:	0
Total:	**84**

Location

On Road:	83
Off Road:	1
Unknown:	0
Total:	**84**

Mainline/Ramps/Frontage Rds

Mainline:	0
Ramps:	84
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	**84**

Lighting Conditions

Daylight:	64
Dawn or Dusk:	4
Dark - Lighted:	15
Dark - Unlighted:	0
Unknown:	1
Total:	**84**

Accident Rates

PDO:	1.34 *	* Per MVMT
INJ:	0.48 *	** Per 100 MVMT
FAT:	2.20 **	**Total:** **1.85** *

Accident Type

Overturning:	1
Other Non Collision:	0
Pedestrians:	1
Broadside:	27
Head On:	0
Rear End:	22
Sideswipe Same:	7
Sideswipe Opposite:	0
Approach Turn:	19
Overtaking Turn:	6
Parked Motor Vehicle:	0
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	0
Fixed Objects:	1
Other Objects:	0
Unknown:	0
Total:	**84**

Weather Conditions

None:	77
Rain:	4
Snow/Sleet/Hail:	2
Fog:	1
Dust:	0
Wind:	0
Unknown:	0
Total:	**84**

Road Conditions

Dry:	77
Wet:	6
Muddy:	0
Snowy:	0
Icy:	1
Slushy:	0
Foreign Material:	0
With Road Treatment:	0
Unknown:	0
Total:	**84**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	58	51	5
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	6	10	0
Pickup Truck/Utility Van w/Trailer:	0	1	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	0	0	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	1	0
Motorhome:	0	0	0
Motorcycle:	1	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	3	0	0
Other:	0	1	0
Unknown:	0	0	0
Total:	**84**	**82**	**6**

ADT: 112,256 **Length:** 0.37

Colorado Department of Transportation
DiExSys™ Roadway Safety Systems
General Accident Summary Report

07/28/2014

Job #: 20140728143926

Location: 225A **Begin:** 1.29 **End:** 1.39 **From:**07/01/2009 **To:**06/30/2012

Yosemite Ramp Terminals

Severity

PDO:	12	
INJ:	7	11 :Injured
FAT:	0	0 :Killed
Total:	**19**	

Number of Vehicles

One Vehicle:	1
Two Vehicles:	18
Three or More:	0
Unknown:	0
Total:	**19**

Location

On Road:	18
Off Road:	1
Unknown:	0
Total:	**19**

Mainline/Ramps/Frontage Rds

Mainline:	0
Ramps:	19
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	**19**

Lighting Conditions

Daylight:	14
Dawn or Dusk:	1
Dark - Lighted:	3
Dark - Unlighted:	1
Unknown:	0
Total:	**19**

Accident Rates

PDO:	0.89 *	* Per MVMT
INJ:	0.52 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** **1.40** *

Accident Type

Overturning:	0
Other Non Collision:	0
Pedestrians:	0
Broadside:	4
Head On:	0
Rear End:	7
Sideswipe Same:	2
Sideswipe Opposite:	0
Approach Turn:	5
Overtaking Turn:	0
Parked Motor Vehicle:	0
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	0
Fixed Objects:	1
Other Objects:	0
Unknown:	0
Total:	**19**

Weather Conditions

None:	17
Rain:	0
Snow/Sleet/Hail:	2
Fog:	0
Dust:	0
Wind:	0
Unknown:	0
Total:	**19**

Road Conditions

Dry:	17
Wet:	0
Muddy:	0
Snowy:	1
Icy:	1
Slushy:	0
Foreign Material:	0
With Road Treatment:	0
Unknown:	0
Total:	**19**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	13	13	0
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	2	0	0
Pickup Truck/Utility Van w/Trailer:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	0	0	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	1	0	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**19**	**18**	**0**

ADT: 121,000 **Length:** 0.10

User: Henderson on LAP14

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
1	225A	0.79	7/20/2009	0615	PDO	09035030	ON	AT INTERSECTION	2	DRY	DAYLIGHT
2	225A	0.79	7/23/2009	1936	INJ	09037433	ON	AT INTERSECTION	2	DRY	DAYLIGHT
3	225A	0.79	7/26/2009	1117	PDO	09037533	ON	AT INTERSECTION	2	DRY	DAYLIGHT
4	225A	0.79	7/27/2009	0553	PDO	09037552	ON	AT INTERSECTION	2	DRY	DAYLIGHT
5	225A	0.79	8/1/2009	2309	PDO	09040008	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
6	225A	0.79	8/27/2009	1756	PDO	09045571	ON	AT INTERSECTION	2	DRY	DAYLIGHT
7	225A	0.79	11/22/2009	1615	PDO	09063058	ON	AT INTERSECTION	2	DRY	DAYLIGHT
8	225A	0.79	11/25/2009	1222	PDO	09064567	ON	AT INTERSECTION	2	DRY	DAYLIGHT
9	225A	0.79	12/21/2009	1254	PDO	09070592	ON	AT INTERSECTION	2	DRY	DAYLIGHT
10	225A	0.79	1/8/2010	1754	PDO	10001717	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
11	225A	0.79	1/11/2010	1611	PDO	10003941	ON	AT INTERSECTION	2	DRY	DAYLIGHT
12	225A	0.79	1/15/2010	1505	PDO	10001553	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
13	225A	0.79	1/20/2010	1825	PDO	10000931	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
14	225A	0.79	1/21/2010	1631	PDO	10001379	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
15	225A	0.79	3/19/2010	1110	PDO	10013715	ON	AT INTERSECTION	2	WET	DAYLIGHT
16	225A	0.79	3/20/2010	1857	PDO	10013895	ON	AT INTERSECTION	2	DRY	DAYLIGHT
17	225A	0.79	3/26/2010	1411	PDO	10017314	ON	AT INTERSECTION	2	DRY	DAYLIGHT
18	225A	0.79	4/13/2010	0830	PDO	10018664	ON	AT INTERSECTION	2	DRY	DAYLIGHT
19	225A	0.79	4/13/2010	1040	PDO	10018672	ON	AT INTERSECTION	2	DRY	DAYLIGHT
20	225A	0.79	4/16/2010	1806	PDO	10019118	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
21	225A	0.79	6/8/2010	0908	PDO	10030443	ON	AT INTERSECTION	2	DRY	DAYLIGHT
22	225A	0.79	6/19/2010	1307	PDO	10032367	ON	AT INTERSECTION	2	DRY	DAYLIGHT
23	225A	0.79	6/24/2010	1653	PDO	10032544	ON	AT INTERSECTION	4	DRY	DAYLIGHT
24	225A	0.79	8/18/2010	1507	PDO	10043784	ON	AT INTERSECTION	2	DRY	DAYLIGHT
25	225A	0.79	8/23/2010	0633	PDO	10043856	ON	AT INTERSECTION	2	DRY	DAYLIGHT
26	225A	0.79	9/3/2010	1429	INJ	10046892	ON	AT INTERSECTION	2	DRY	DAYLIGHT
27	225A	0.79	9/23/2010	1605	PDO	10053345	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
28	225A	0.79	9/24/2010	1427	PDO	10053299	ON	AT INTERSECTION	2	DRY	DAYLIGHT
29	225A	0.79	10/15/2010	1220	PDO	10063276	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
30	225A	0.79	10/20/2010	1059	FAT	10076365	ON	AT INTERSECTION	1	DRY	DAYLIGHT
31	225A	0.79	11/4/2010	1925	PDO	10068138	ON	INTERSECTION RELATED	2	DRY	DARK-LIGHTED
32	225A	0.79	11/9/2010	0910	PDO	10066449	ON	AT INTERSECTION	3	DRY	UNKNOWN
33	225A	0.79	11/13/2010	1213	PDO	10066080	ON	AT INTERSECTION	2	DRY	DAYLIGHT
34	225A	0.79	11/21/2010	0623	PDO	10068406	ON	AT INTERSECTION	3	DRY	DAYLIGHT
35	225A	0.79	11/24/2010	1300	PDO	10069996	ON	AT INTERSECTION	2	DRY	DAYLIGHT
36	225A	0.79	11/29/2010	1730	PDO	10068714	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
37	225A	0.79	2/11/2011	1532	PDO	11005893	ON	AT INTERSECTION	2	DRY	DAYLIGHT
38	225A	0.79	4/21/2011	1115	PDO	11020491	ON	AT INTERSECTION	2	DRY	DAYLIGHT
39	225A	0.79	5/21/2011	1423	PDO	11024580	ON	AT INTERSECTION	2	DRY	DAYLIGHT
40	225A	0.79	7/7/2011	0939	PDO	11034555	ON	AT INTERSECTION	2	DRY	DAYLIGHT
41	225A	0.79	7/14/2011	2145	INJ	11036928	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
42	225A	0.79	8/25/2011	0800	PDO	11044688	ON	AT INTERSECTION	2	DRY	DAYLIGHT
43	225A	0.79	8/26/2011	2016	PDO	11062479	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
44	225A	0.79	9/12/2011	1432	INJ	11058964	ON	AT INTERSECTION	4	DRY	DAYLIGHT
45	225A	0.79	10/10/2011	0830	PDO	11055606	ON	AT INTERSECTION	3	DRY	DAYLIGHT
46	225A	0.79	1/9/2012	0725	PDO	12009197	ON	AT INTERSECTION	2	DRY	DAYLIGHT
47	225A	0.79	2/14/2012	0544	PDO	12016795	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
48	225A	0.79	4/6/2012	1619	PDO	12016944	ON	AT INTERSECTION	2	DRY	DAYLIGHT
49	225A	0.79	4/12/2012	1242	PDO	12020299	ON	AT INTERSECTION	2	DRY	DAYLIGHT
50	225A	0.79	4/27/2012	0535	PDO	12021988	ON	AT INTERSECTION	2	DRY	DAWN OR DUSK
51	225A	0.79	5/7/2012	1223	PDO	12040091	ON	AT INTERSECTION	2	WET	DAYLIGHT
52	225A	0.79	5/19/2012	1716	PDO	12025699	ON	AT INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
1	NONE	BROADSIDE	E	PASSENGER CAR/VAN	NONE APPARENT	020	MAKING LEFT TURN
2	NONE	PEDESTRIAN (ALL OTHER)	N	PASSENGER CAR/VAN	OTHER FACTOR	010	MAKING LEFT TURN
3	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	002	SLOWING
4	NONE	BROADSIDE	N	PASSENGER CAR/VAN	NONE APPARENT	030	GOING STRAIGHT
5	NONE	BROADSIDE	E	PASSENGER CAR/VAN	NONE APPARENT	035	GOING STRAIGHT
6	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	002	GOING STRAIGHT
7	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DISTRACTED/OTHER	030	GOING STRAIGHT
8	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	NONE APPARENT	025	CHANGING LANES
9	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010	MAKING RIGHT TURN
10	NONE	APPROACH TURN	N	SUV	NONE APPARENT	015	MAKING LEFT TURN
11	NONE	APPROACH TURN	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	UK	MAKING LEFT TURN
12	NONE	REAR END	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	025	GOING STRAIGHT
13	NONE	APPROACH TURN	N	SUV	NONE APPARENT	UK	MAKING LEFT TURN
14	NONE	REAR END	W	SUV	NONE APPARENT	020	SLOWING
15	FOG	BROADSIDE	N	PASSENGER CAR/VAN	NONE APPARENT	025	GOING STRAIGHT
16	NONE	BROADSIDE	S	PASSENGER CAR/VAN	NONE APPARENT	030	GOING STRAIGHT
17	NONE	BROADSIDE	S	PASSENGER CAR/VAN	OTHER FACTOR	030	GOING STRAIGHT
18	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	020	MAKING RIGHT TURN
19	NONE	BROADSIDE	N	SUV	NONE APPARENT	035	GOING STRAIGHT
20	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	010	GOING STRAIGHT
21	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	030	GOING STRAIGHT
22	NONE	APPROACH TURN	N	SUV	DISTRACTED/PASSENGER	010	MAKING LEFT TURN
23	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	020	GOING STRAIGHT
24	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	035	GOING STRAIGHT
25	NONE	REAR END	S	HIT & RUN - UNKNOWN	NONE APPARENT	UK	GOING STRAIGHT
26	NONE	BROADSIDE	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	025	GOING STRAIGHT
27	NONE	REAR END	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	015	MAKING RIGHT TURN
28	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	015	MAKING LEFT TURN
29	NONE	REAR END	W	PASSENGER CAR/VAN	DISTRACTED/OTHER	020	MAKING RIGHT TURN
30	NONE	OVERTURNING	N	MOTORCYCLE	OTHER FACTOR	UK	SLOWING
31	NONE	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	UK	GOING STRAIGHT
32	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	030	GOING STRAIGHT
33	NONE	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	UK	MAKING LEFT TURN
34	NONE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	035	GOING STRAIGHT
35	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	010	GOING STRAIGHT
36	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	010	GOING STRAIGHT
37	RAIN	BROADSIDE	E	PASSENGER CAR/VAN	NONE APPARENT	045	GOING STRAIGHT
38	NONE	BROADSIDE	S	SUV	DRIVER INEXPERIENCE	025	GOING STRAIGHT
39	NONE	BROADSIDE	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK	GOING STRAIGHT
40	NONE	BROADSIDE	S	PASSENGER CAR/VAN	NONE APPARENT	030	GOING STRAIGHT
41	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	UK	MAKING LEFT TURN
42	NONE	REAR END	N	SUV	DISTRACTED/OTHER	002	MAKING LEFT TURN
43	NONE	SIDESWIPE (SAME DIRECTION)	S	SUV	AGRESSIVE DRIVING	025	CHANGING LANES
44	NONE	BROADSIDE	N	SUV	AGRESSIVE DRIVING	035	GOING STRAIGHT
45	NONE	BROADSIDE	W	PASSENGER CAR/VAN	DISTRACTED/OTHER	045	GOING STRAIGHT
46	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	35	GOING STRAIGHT
47	NONE	APPROACH TURN	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	020	MAKING LEFT TURN
48	NONE	APPROACH TURN	N	PASSENGER CAR/VAN	NONE APPARENT	005	MAKING LEFT TURN
49	NONE	OVERTAKING TURN	W	SUV	NONE APPARENT	010	MAKING LEFT TURN
50	NONE	BROADSIDE	W	PASSENGER CAR/VAN	NONE APPARENT	065	GOING STRAIGHT
51	RAIN	BROADSIDE	W	PASSENGER CAR/VAN	NONE APPARENT	010	MAKING LEFT TURN
52	NONE	BROADSIDE	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	035	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Condition	Lighting
53	225A	0.79	6/9/2012	1332	PDO	12029814	ON	AT INTERSECTION	2	DRY	DAYLIGHT
54	225A	0.79	6/21/2012	2305	PDO	12035407	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
55	225A	1.33	11/5/2009	0754	PDO	09059492	ON	AT INTERSECTION	2	DRY	DAYLIGHT
56	225A	1.33	11/20/2009	1803	INJ	09063000	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
57	225A	1.33	6/25/2010	2022	PDO	10035139	ON	INTERSECTION RELATED	2	DRY	DAWN OR DUSK
58	225A	1.33	12/3/2010	1837	PDO	10070154	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
59	225A	1.33	1/9/2011	1135	PDO	11001986	ON	AT INTERSECTION	2	SNOWY	DAYLIGHT
60	225A	1.33	1/27/2011	0826	PDO	11006965	ON	AT INTERSECTION	2	DRY	DAYLIGHT
61	225A	1.33	7/18/2011	0723	PDO	11038283	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
62	225A	1.33	9/17/2011	1227	INJ	11050641	ON	AT INTERSECTION	2	DRY	DAYLIGHT
63	225A	1.33	2/14/2012	1805	INJ	12008816	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
64	225A	1.33	2/24/2012	1338	PDO	12010234	ON	AT INTERSECTION	2	DRY	DAYLIGHT
65	225A	1.33	5/25/2012	0704	PDO	12025743	ON	AT INTERSECTION	2	DRY	DAYLIGHT
66	225A	0.79	7/8/2009	1618	PDO	09035742	ON	AT INTERSECTION	2	DRY	DAYLIGHT
67	225A	0.79	8/27/2009	2322	PDO	09045579	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
68	225A	0.79	10/19/2009	1338	PDO	09057286	ON	AT INTERSECTION	2	DRY	DAYLIGHT
69	225A	0.79	12/13/2009	1348	PDO	09067741	ON	AT INTERSECTION	3	DRY	DAYLIGHT
70	225A	0.79	2/7/2010	1015	PDO	10004737	ON	AT INTERSECTION	2	WET	DAYLIGHT
71	225A	0.79	2/15/2010	1120	PDO	10006820	ON	AT INTERSECTION	2	DRY	DAYLIGHT
72	225A	0.79	2/19/2010	1757	PDO	10006866	ON	AT INTERSECTION	2	WET	DARK-LIGHTED
73	225A	0.79	2/24/2010	0825	PDO	10007898	ON	AT INTERSECTION	2	DRY	DAYLIGHT
74	225A	0.79	8/27/2010	1927	PDO	10044960	ON	AT INTERSECTION	2	DRY	DAWN OR DUSK
75	225A	0.79	8/31/2010	0705	PDO	10053674	ON	AT INTERSECTION	2	DRY	DAYLIGHT
76	225A	0.79	10/15/2010	0645	PDO	10063263	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
77	225A	0.79	11/28/2010	0730	PDO	10068599	ON	AT INTERSECTION	2	DRY	DAYLIGHT
78	225A	0.79	12/23/2010	1805	PDO	10071402	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
79	225A	0.79	1/7/2011	1500	INJ	11002452	ON	RAMP	2	DRY	DAYLIGHT
80	225A	0.79	5/5/2011	0835	PDO	11022898	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
81	225A	0.79	5/11/2011	1220	PDO	11024126	ON	AT INTERSECTION	2	WET	DAYLIGHT
82	225A	0.79	6/3/2011	1130	PDO	11028124	ON	AT INTERSECTION	2	DRY	DAYLIGHT
83	225A	0.79	6/25/2011	0843	INJ	11033352	ON	AT INTERSECTION	2	DRY	DAYLIGHT
84	225A	0.79	7/4/2011	1344	PDO	11035750	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT
85	225A	0.79	7/11/2011	1941	INJ	11044503	ON	AT INTERSECTION	2	WET	DAWN OR DUSK
86	225A	0.79	7/21/2011	1625	PDO	11045006	FF RIGHT	AT INTERSECTION	1	DRY	DAYLIGHT
87	225A	0.79	7/25/2011	1528	PDO	11040174	ON	AT INTERSECTION	2	DRY	DAYLIGHT
88	225A	0.79	9/25/2011	1541	PDO	11051903	ON	AT INTERSECTION	2	DRY	DAYLIGHT
89	225A	0.79	11/15/2011	1906	PDO	11072464	ON	AT INTERSECTION	2	DRY	DAWN OR DUSK
90	225A	0.79	12/15/2011	1204	PDO	11073640	ON	AT INTERSECTION	2	DRY	DAYLIGHT
91	225A	0.79	12/20/2011	1922	PDO	11071747	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
92	225A	0.79	2/6/2012	0758	PDO	12009453	ON	AT INTERSECTION	2	ICY	DAYLIGHT
93	225A	0.79	2/14/2012	1556	PDO	12009504	ON	AT INTERSECTION	2	DRY	DAYLIGHT
94	225A	0.79	3/7/2012	1117	PDO	12018486	ON	AT INTERSECTION	2	DRY	DAYLIGHT
95	225A	0.79	6/17/2012	2340	PDO	12029962	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED
96	225A	1.33	7/17/2009	1423	PDO	09037150	ON	AT INTERSECTION	2	DRY	DAYLIGHT
97	225A	1.33	10/11/2009	1130	PDO	09053544	ON	AT INTERSECTION	2	DRY	DAYLIGHT
98	225A	1.33	10/15/2009	1724	PDO	09060674	ON	AT INTERSECTION	2	DRY	DAYLIGHT
99	225A	1.33	7/19/2010	1120	PDO	10038879	ON	AT INTERSECTION	2	DRY	DAYLIGHT
100	225A	1.33	8/6/2010	1742	PDO	10040898	ON	AT INTERSECTION	2	DRY	DAYLIGHT
101	225A	1.33	8/27/2010	2113	INJ	10044965	ON	AT INTERSECTION	2	DRY	DARK-UNLIGHTED
102	225A	1.33	1/31/2011	0818	PDO	11005028	FF RIGHT	AT INTERSECTION	1	ICY	DAYLIGHT
103	225A	1.33	4/16/2012	1206	INJ	12020660	ON	AT INTERSECTION	2	DRY	DAYLIGHT

#	Weather	Crash Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
53	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	025	GOING STRAIGHT
54	NONE	REAR END	W	HIT & RUN - UNKNOWN	NONE APPARENT	020	GOING STRAIGHT
55	NONE	REAR END	W	SUV	NONE APPARENT	010	GOING STRAIGHT
56	NONE	BROADSIDE	W	PASSENGER CAR/VAN	NONE APPARENT	020	GOING STRAIGHT
57	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	UK	GOING STRAIGHT
58	NONE	BROADSIDE	S	PASSENGER CAR/VAN	NONE APPARENT	UK	GOING STRAIGHT
59	SNOW/SLEET/HAIL	SIDESWIPE (SAME DIRECTION)	W	HIT & RUN - UNKNOWN	NONE APPARENT	UK	GOING STRAIGHT
60	NONE	REAR END	SW	PASSENGER CAR/VAN	DISTRACTED/OTHER	010	MAKING RIGHT TURN
61	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	OTHER FACTOR	030	GOING STRAIGHT
62	NONE	APPROACH TURN	N	PASSENGER CAR/VAN	OTHER FACTOR	010	MAKING LEFT TURN
63	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DRIVER FATIGUE	UK	GOING STRAIGHT
64	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	AGRESSIVE DRIVING	45	MAKING LEFT TURN
65	NONE	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	000	CHANGING LANES
66	NONE	REAR END	N	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	005	SLOWING
67	NONE	SIDESWIPE (SAME DIRECTION)	N	SUV	NONE APPARENT	015	MAKING LEFT TURN
68	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DISTRACTED/OTHER	030	GOING STRAIGHT
69	NONE	APPROACH TURN	N	PASSENGER CAR/VAN	NONE APPARENT	035	GOING STRAIGHT
70	SNOW/SLEET/HAIL	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	015	MAKING LEFT TURN
71	NONE	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	020	MAKING LEFT TURN
72	SNOW/SLEET/HAIL	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	010	MAKING LEFT TURN
73	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	004	MAKING RIGHT TURN
74	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	015	MAKING LEFT TURN
75	NONE	APPROACH TURN	S	SUV	NONE APPARENT	020	MAKING LEFT TURN
76	NONE	REAR END	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	020	MAKING RIGHT TURN
77	NONE	SIDESWIPE (SAME DIRECTION)	N	HIT & RUN - UNKNOWN	NONE APPARENT	000	CHANGING LANES
78	NONE	APPROACH TURN	S	SUV	NONE APPARENT	015	MAKING LEFT TURN
79	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	025	GOING STRAIGHT
80	NONE	OVERTAKING TURN	S	SUV	DRIVER UNFAMILIAR W/AREA	015	MAKING U-TURN
81	RAIN	OVERTAKING TURN	S	PASSENGER CAR/VAN	NONE APPARENT	025	MAKING LEFT TURN
82	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	025	GOING STRAIGHT
83	NONE	BROADSIDE	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT
84	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	020	GOING STRAIGHT
85	RAIN	BROADSIDE	N	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	UK	GOING STRAIGHT
86	NONE	TRAFFIC SIGNAL POLE	S	PICKUP TRUCK/UTILITY VAN	DISTRACTED/CELL PHONE	005	GOING STRAIGHT
87	NONE	OVERTAKING TURN	E	PASSENGER CAR/VAN	NONE APPARENT	UK	MAKING LEFT TURN
88	NONE	OVERTAKING TURN	S	PASSENGER CAR/VAN	NONE APPARENT	010	MAKING LEFT TURN
89	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	015	MAKING LEFT TURN
90	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	030	MAKING LEFT TURN
91	NONE	BROADSIDE	S	SUV	DRIVER UNFAMILIAR W/AREA	035	GOING STRAIGHT
92	NONE	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	02	SLOWING
93	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	15	MAKING RIGHT TURN
94	NONE	APPROACH TURN	S	PASSENGER CAR/VAN	NONE APPARENT	005	MAKING LEFT TURN
95	NONE	OVERTAKING TURN	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	005	GOING STRAIGHT
96	NONE	REAR END	S	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	015	GOING STRAIGHT
97	NONE	BROADSIDE	N	PASSENGER CAR/VAN	NONE APPARENT	035	GOING STRAIGHT
98	NONE	REAR END	N	SUV	NONE APPARENT	UK	SLOWING
99	NONE	APPROACH TURN	N	PASSENGER CAR/VAN	NONE APPARENT	UK	GOING STRAIGHT
100	NONE	REAR END	N	PASSENGER CAR/VAN	NONE APPARENT	UK	GOING STRAIGHT
101	NONE	APPROACH TURN	S	SUV	NONE APPARENT	UK	MAKING LEFT TURN
102	SNOW/SLEET/HAIL	CONCRETE HIGHWAY BARRIER	N	PASSENGER CAR/VAN	NONE APPARENT	040	GOING STRAIGHT
103	NONE	REAR END	N	PASSENGER CAR/VAN	OTHER FACTOR	030	SLOWING

Appendix B
Intersection Operations for Tier 2 Concepts

I-225 Planning and Enviromental Linkages Study from Yosemite Street to I-25

Intersection Operations for Tier 2 Concepts

		AM Peak Hour	2035 No Action				Concept 4 Hard Shoulder Running Only				Concept 7 Third Lane Only				Concept 8 DTC Boulevard On-Ramp to Northbound I-25 Only				Concept 9 Texas U-Turn with DTC Boulevard On-Ramp to Northbound I-25 Only				Concept 10 DDI With Braided Ramps on DTC Boulevard On-Ramp to Northbound I-25 Only			
Intersection	Movement		LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q
North DTC Boulevard Intersection	Eastbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left		F	96.2	412	492	F	96.2	412	492	F	96.2	412	492	D	36.8	302	363	D	36.8	302	363	E	65.2	514	653
	Westbound Through		F	94.2	450	485	F	94.2	450	485	F	94.2	450	485	C	25.7	104	167	C	25.7	104	167	F	212.5	566	820
	Westbound Right		C	32	108	163	C	32	108	163	C	32	108	163	E	72.6	156	293	E	72.6	156	293	D	49.9	129	266
	Northbound Left		D	37.4	38	67	D	37.4	38	67	D	37.4	38	67	B	16.3	7	11	B	16.3	7	11	D	47.7	19	40
	Northbound Through		A	0.4	35	45	A	0.4	35	45	A	0.4	35	45	C	22.9	110	143	C	22.9	110	143	A	0.3	214	277
	Northbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through		F	55.8	512	646	F	55.8	512	646	F	55.8	512	646	C	22.3	357	421	C	22.3	357	421	F	64.9	767	905
	Southbound Right		A	0	163	278	A	0	163	278	A	0	163	278	A	0	1	39	A	0	1	39	A	0	25	68
	Intersection Overall		**E**	**62.5**			**E**	**62.5**			**E**	**62.5**			**C**	**32.6**			**C**	**32.6**			**E**	**79.5**		
South DTC Boulevard Intersection	Eastbound Left		C	33.3	58	110	C	33.3	58	110	C	33.3	58	110	D	35.8	63	116	D	35.8	63	116	D	41	73	130
	Eastbound Through		C	33.5	185	283	C	33.5	185	283	C	33.5	185	283	D	35.9	201	277	D	35.9	201	277	D	41.2	230	329
	Eastbound Right		A	0	224	366	A	0	224	366	A	0	224	366	A	0	251	386	A	0	251	386	A	0	297	444
	Westbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through		B	11.1	63	84	B	11.1	63	84	B	11.1	63	84	B	18.5	104	139	B	18.5	104	139	C	26.1	91	119
	Northbound Right		A	0	0	44	A	0	0	44	A	0	0	44	A	0	32	113	A	0	32	113	A	0	57	150
	Southbound Left		C	23.2	75	68	C	23.2	75	68	C	23.2	75	68	D	36.4	304	376	D	36.4	304	376	A	5.2	269	237
	Southbound Through		A	0.4	791	298	A	0.4	791	298	A	0.4	791	298	B	19.6	329	363	B	19.6	329	363	A	0.3	946	566
	Southbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall		**A**	**7.1**			**A**	**7.1**			**A**	**7.1**			**C**	**24.4**			**C**	**24.4**			**A**	**7.9**		
North Yosemite Street Intersection	Eastbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Through		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Left		F	94.6	371	571	F	94.6	371	571	F	94.6	371	571	E	60	320	535	C	33.6	285	465				
	Westbound Through		C	24.1	97	149	C	24.1	97	149	C	24.1	97	149	D	38.3	516	652	C	26.6	417	577				
	Westbound Right		A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0				
	Northbound Left		F	136.8	65	169	F	136.8	65	169	F	136.8	65	169	D	43.6	18	80	C	26.3	33	111				
	Northbound Through		A	0.4	33	41	A	0.4	33	41	A	0.4	33	41	A	0.5	25	31	A	1.5	56	109				
	Northbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Through		C	25.7	341	436	C	25.7	341	436	C	25.7	341	436	C	29	356	495	D	45.6	438	570				
	Southbound Right		F	189.4	536	772	F	189.4	536	772	F	189.4	536	772	F	221.5	660	896	F	319.2	717	953				
	Intersection Overall		**E**	**72.2**			**E**	**72.2**			**E**	**72.2**			**E**	**68.4**			**F**	**86**						
South Yosemite Street Intersection	Eastbound Left		C	27.5	27	62	C	27.5	27	62	C	27.5	27	62	C	27.5	27	62	C	27.5	27	62				
	Eastbound Through		C	28	35	66	C	28	35	66	C	28	35	66	C	28	35	66	C	28	35	66				
	Eastbound Right		C	29.7	9	63	C	29.7	9	63	C	29.7	9	63	C	29.7	9	63	C	29.7	9	63				
	Westbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Through		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Left		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Through		B	17.5	168	250	B	17.5	168	250	B	17.5	168	250	B	17.5	168	250	B	17.5	168	250				
	Northbound Right		B	16.3	0	45	B	16.3	0	45	B	16.3	0	45	B	16.3	0	45	B	16.3	0	45				
	Southbound Left		C	29.7	136	154	C	29.7	136	154	C	29.7	136	154	C	30.6	138	149	C	29.1	151	155				
	Southbound Through		A	0.4	34	41	A	0.4	34	41	A	0.4	34	41	A	0.5	30	81	A	0.3	160	130				
	Southbound Right		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Intersection Overall		**B**	**11**			**B**	**11**			**B**	**11**			**B**	**11.2**			**B**	**11**						

I-225 Planning and Enviromental Linkages Study from Yosemite Street to I-25

Intersection Operations for Tier 2 Concepts

	AM Peak Hour	2035 No Action				Concept 11 Reroute DTC Boulevard On-Ramp to Yosemite Street				Concept 12 Braided Ramps Between Yosemite Street and DTC Boulevard				Concept 13 Combine Interchanges with U-Turn Bridge				Concept 14 Texas U-Turn				Concept 15 Two DDI's - Yosemite Street and DTC Boulevard			
Intersection	**Movement**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**
North DTC Boulevard Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left	F	96.2	412	492	C	27.6	194	223	C	27.6	194	223	D	37.5	298	278	D	37.5	285	225	F	>200	-	1602
	Westbound Through	F	94.2	450	485	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	C	32	108	163	A	0	164	278	A	0	164	278	D	50.4	91	96	D	50.4	86	70	B	12.7	-	80
	Northbound Left	D	37.4	38	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	A	0.4	35	45	A	0.1	44	123	A	0.1	44	123	C	22.4	0	0	C	22.4	0	0	B	18.8	108	138
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through	F	55.8	512	646	B	13.3	298	401	B	13.3	298	401	B	19	327	390	B	19	327	390	C	32.3	419	492
	Southbound Right	A	0	163	278	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**E**	**62.5**			**B**	**15.4**			**B**	**15.4**			**C**	**29.2**			**C**	**29.2**			**C**	**28.7**		
South DTC Boulevard Intersection	Eastbound Left	C	33.3	58	110	C	33.3	58	110	C	33.3	58	110	C	33.3	58	110	C	33.3	58	110	A	9.6	-	12
	Eastbound Through	C	33.5	185	283	C	33.4	185	283	C	33.4	185	283	C	33.4	185	283	C	33.4	185	283	-	-	-	-
	Eastbound Right	A	0	224	366	A	0	230	373	A	0	230	373	A	0	230	373	A	0	230	373	F	>200	-	1341
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	B	11.1	63	84	B	15.3	82	123	B	15.3	82	123	C	25.5	93	129	C	25.5	93	129	D	43.9	151	192
	Northbound Right	A	0	0	44	A	0	5	68	A	0	5	68	A	0	27	100	A	0	27	100	-	-	-	-
	Southbound Left	C	23.2	75	68	B	18.5	192	243	B	18.5	192	243	C	23.2	343	492	C	23.2	343	492	-	-	-	-
	Southbound Through	A	0.4	791	298	A	0.4	223	265	A	0.4	223	265	A	5.3	294	321	A	5.3	294	321	B	12.4	352	399
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**A**	**7.1**			**A**	**8.5**			**A**	**8.5**			**B**	**14.7**			**B**	**14.7**			**B**	**18.8**		
North Yosemite Street Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Left	F	94.6	371	571	F	94.7	489	709	E	77.7	446	686	C	33.6	285	465	C	33.6	285	465				
	Westbound Through	C	24.1	97	149	E	62.7	738	880	C	29.9	127	183	C	26.6	417	577	C	26.6	417	577				
	Westbound Right	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0				
	Northbound Left	F	136.8	65	169	F	248.6	394	517	F	104	332	456	C	26.3	36	114	C	26.3	36	114				
	Northbound Through	A	0.4	33	41	A	0.3	174	280	A	0.3	160	222	A	1.5	62	131	A	1.5	62	131				
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Through	C	25.7	341	436	D	41.9	511	662	F	76.3	612	750	D	45.6	438	570	D	45.6	438	570				
	Southbound Right	F	189.4	536	772	F	266.4	941	1195	F	384	871	1125	F	319.2	717	953	F	319.2	717	953				
	Intersection Overall	**E**	**72.2**			**F**	**111.9**			**F**	**128.4**			**F**	**86**			**F**	**86**						
South Yosemite Street Intersection	Eastbound Left	C	27.5	27	62	D	41.2	256	351	D	41.2	256	351	C	27.5	27	62	C	27.5	27	62				
	Eastbound Through	C	28	35	66	A	0	148	189	A	0	148	189	C	28	35	66	C	28	35	66				
	Eastbound Right	C	29.7	9	63	C	33.7	70	136	C	33.7	70	136	C	29.7	9	63	C	29.7	9	63				
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Through	B	17.5	168	250	C	21.9	252	372	C	21.9	252	372	B	17.5	168	250	B	17.5	168	250				
	Northbound Right	B	16.3	0	45	C	20.3	9	71	C	20.3	9	71	B	16.3	0	45	B	16.3	0	45				
	Southbound Left	C	29.7	136	154	D	37.2	213	201	D	36.3	212	199	C	29.1	154	158	C	29.1	154	158				
	Southbound Through	A	0.4	34	41	A	0.2	219	226	A	0.1	330	309	A	0.3	138	105	A	0.3	138	105				
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Intersection Overall	**B**	**11**			**B**	**17.6**			**B**	**17.5**			**B**	**11**			**B**	**11**						

I-225 Planning and Enviromental Linkages Study from Yosemite Street to I-25

Intersection Operations for Tier 2 Concepts

	AM Peak Hour	2035 No Action				Concept 16 Braid Ramps West of DTC Boulevard				Concept 17 Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard				Concept 18 Add Loop Ramp and Braid Ramps East and West of DTC Boulevard				Concept 19 Divide I-225 and Braid Ramps West of DTC Boulevard				Concept 20 Divide I-225 East of DTC Boulevard and Add Roundabouts at DTC Boulevard Interchange Intersections				Concept 21 Double Braided Ramp			
Intersection	**Movement**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**
North DTC Boulevard Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left	F	96.2	412	492	F	96.2	412	492	F	96.2	414	634	D	35.5	298	419	F	96.2	412	492	F	>200	-	3956	F	68.2	354	477
	Westbound Through	F	94.2	450	485	F	94.2	450	485	F	94.2	455	598	A	0	0	0	F	94.2	450	485	E	36.6	-	183	A	0	0	0
	Westbound Right	C	32	108	163	C	32	108	163	C	32	119	263	D	46.5	150	278	C	32	108	163	C	21.7	-	112	F	88.3	140	310
	Northbound Left	D	37.4	38	67	D	37.4	38	67	D	37.4	38	67	-	-	-	-	D	37.4	38	67	A	6.6	-	0	D	40.6	37	66
	Northbound Through	A	0.4	35	45	A	0.4	35	45	A	0.4	35	45	B	12.9	24	31	A	0.4	35	45	A	6.6	-	0	A	0.4	67	87
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through	F	55.8	512	646	F	55.8	512	646	F	55.8	512	646	C	23.6	391	391	F	55.8	512	646	F	>200	-	3081	D	45.9	500	633
	Southbound Right	A	0	163	278	A	0	163	278	A	0	163	278	A	0	1	1	A	0	163	278	C	20.3	-	97	A	0	22	93
	Intersection Overall	**E**	**62.5**			**E**	**62.5**			**E**	**62.5**			**C**	**28.5**			**E**	**62.5**			**F**	**>200**			**D**	**50.6**		
South DTC Boulevard Intersection	Eastbound Left	C	33.3	58	110	C	33.3	58	110	C	33.3	58	110	C	33.3	58	110	C	33.3	58	110	F	56.4	-	62.3	C	33.3	58	110
	Eastbound Through	C	33.5	185	283	C	33.5	185	283	C	33.5	185	283	C	33.5	185	283	C	33.5	185	283	F	51.7	-	92.3	C	33.4	185	283
	Eastbound Right	A	0	224	366	A	0	224	366	A	0	224	366	A	0	224	366	A	0	224	366	A	0.2	-	0	A	0	230	373
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	B	11.1	63	84	B	11.1	63	84	B	11.1	63	84	B	11.1	63	84	B	11.1	63	84	B	10.4	-	38.2	A	8.6	63	84
	Northbound Right	A	0	0	44	A	0	0	44	A	0	0	44	A	0	0	44	A	0	0	44	A	7.8	-	22.5	A	0	0	44
	Southbound Left	C	23.2	75	68	C	23.2	75	68	C	23.2	75	68	C	29.6	76	87	C	23.2	75	68	F	114.4	-	1734	C	28.4	94	90
	Southbound Through	A	0.4	791	298	A	0.4	791	298	A	0.4	791	298	B	12	794	895	A	0.4	791	298	F	114.4	-	1734	A	0.4	792	731
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**A**	**7.1**			**A**	**7.1**			**A**	**7.1**			**B**	**15.3**			**A**	**7.1**			**F**	**66.1**			**A**	**7.1**		
North Yosemite Street Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left	F	94.6	371	571	F	94.6	371	571	D	53.7	385	601	F	94.6	371	571	F	94.6	371	571	F	94.6	371	571	F	94.6	371	571
	Westbound Through	C	24.1	97	149	C	24.1	97	149	D	39	391	518	C	24.1	97	149	C	24.1	97	149	C	24.1	97	149	C	24.1	97	149
	Westbound Right	A	0	0	0	A	0	0	0	A	0	57	130	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0
	Northbound Left	F	136.8	65	169	F	136.8	65	169	E	58.2	21	101	F	136.8	65	169	F	136.8	65	169	F	136.8	65	169	F	136.8	65	169
	Northbound Through	A	0.4	33	41	A	0.4	33	41	A	0.5	36	44	A	0.4	33	41	A	0.4	33	41	A	0.4	33	41	A	0.4	33	41
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through	C	25.7	341	436	C	25.7	341	436	C	29.8	426	525	C	25.7	341	436	C	25.7	341	436	C	25.7	341	436	C	25.7	341	436
	Southbound Right	F	189.4	536	772	F	189.4	536	772	F	189.6	805	1054	F	189.4	536	772	F	189.4	536	772	F	189.4	536	772	F	189.4	536	772
	Intersection Overall	**E**	**72.2**			**E**	**72.2**			**E**	**62.1**			**E**	**72.2**			**E**	**72.2**			**E**	**72.2**			**E**	**72.2**		
South Yosemite Street Intersection	Eastbound Left	C	27.5	27	62	C	27.5	27	62	D	37.5	35	74	C	27.5	27	62	C	27.5	27	62	C	27.5	27	62	C	27.5	27	62
	Eastbound Through	C	28	35	66	C	28	35	66	D	38.3	39	73	C	28	35	66	C	28	35	66	C	28	35	66	C	28	35	66
	Eastbound Right	C	29.7	9	63	C	29.7	9	63	D	40.8	26	90	C	29.7	9	63	C	29.7	9	63	C	29.7	9	63	C	29.7	9	63
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	B	17.5	168	250	B	17.5	168	250	B	15.5	178	271	B	17.5	168	250	B	17.5	168	250	B	17.5	168	250	B	17.5	168	250
	Northbound Right	B	16.3	0	45	B	16.3	0	45	B	14.5	0	44	B	16.3	0	45	B	16.3	0	45	B	16.3	0	45	B	16.3	0	45
	Southbound Left	C	29.7	136	154	C	29.7	136	154	D	36.6	174	193	C	29.7	136	154	C	29.7	136	154	C	29.7	136	154	C	29.7	136	154
	Southbound Through	A	0.4	34	41	A	0.4	34	41	A	0.4	37	69	A	0.4	34	41	A	0.4	34	41	A	0.4	34	41	A	0.4	34	41
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**B**	**11**			**B**	**11**			**B**	**12.1**			**B**	**11**			**B**	**11**			**B**	**11**			**B**	**11**		

I-225 Planning and Enviromental Linkages Study from Yosemite Street to I-25

Intersection Operations for Tier 2 Concepts

	PM Peak Hour	2035 No Action				Concept 4 Hard Shoulder Running Only				Concept 7 Third Lane Only				Concept 8 DTC Boulevard On-Ramp to Northbound I-25 Only				Concept 9 Texas U-Turn with DTC Boulevard On-Ramp to Northbound I-25 Only				Concept 10 DDI With Braided Ramps on DTC Boulevard On-Ramp to Northbound I-25 Only			
Intersection	**Movement**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**
North DTC Boulevard Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left	C	30.3	154	253	C	30.3	154	253	C	30.3	154	253	C	20.5	59	82	C	20.5	59	82	C	32.3	120	168
	Westbound Through	C	34	154	222	C	34	154	222	C	34	154	222	B	20	42	79	B	20	42	79	D	35.8	275	473
	Westbound Right	D	37.6	89	182	D	37.6	89	182	D	37.6	89	182	E	60.2	251	453	E	60.2	251	453	E	63.2	168	282
	Northbound Left	F	37.3	208	236	F	37.3	208	236	F	37.3	208	236	B	17.5	70	55	B	17.5	70	55	D	49.9	140	214
	Northbound Through	A	1.4	306	296	A	1.4	306	296	A	1.4	306	296	A	0.2	87	75	A	0.2	87	75	A	9.3	373	373
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through	F	76	479	610	F	76	479	610	F	76	479	610	C	27.4	286	346	C	27.4	286	346	D	46.5	601	601
	Southbound Right	A	0	70	159	A	0	70	159	A	0	70	159	A	0	0	41	A	0	0	41	A	0	21	21
	Intersection Overall	**C**	**31.8**			**C**	**31.8**			**C**	**31.8**			**B**	**17.9**			**B**	**17.9**			**C**	**30.6**		
South DTC Boulevard Intersection	Eastbound Left	D	35.7	195	349	D	35.7	195	349	D	35.7	195	349	D	37.5	200	361	D	37.5	200	361	D	43.1	245	404
	Eastbound Through	D	38.2	233	359	D	38.2	233	359	D	38.2	233	359	D	40.5	237	372	D	40.5	237	372	D	46	291	422
	Eastbound Right	A	0	44	86	A	0	44	86	A	0	44	86	A	0	43	85	A	0	43	85	A	0	49	94
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	C	28.6	444	520	C	28.6	444	520	C	28.6	444	520	D	37.4	490	586	D	37.4	490	586	C	21.3	336	380
	Northbound Right	A	0	1027	1278	A	0	1027	1278	A	0	1027	1278	A	0	1483	1745	A	0	1483	1745	A	0	1763	2032
	Southbound Left	C	31.9	159	148	C	31.9	159	148	C	31.9	159	148	F	243.9	330	427	F	243.9	330	427	F	521.4	474	502
	Southbound Through	A	0.1	25	14	A	0.1	25	14	A	0.1	25	14	A	0.2	57	75	A	0.2	57	75	A	0.2	87	90
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**C**	**24.4**			**C**	**24.4**			**C**	**24.4**			**E**	**61.6**			**E**	**61.6**			**F**	**99.2**		
North Yosemite Street Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Left	D	42.3	163	247	D	42.3	163	247	D	42.3	163	247	D	41.4	188	282	D	37.8	170	261				
	Westbound Through	C	26.7	104	146	C	26.7	104	146	C	26.7	104	146	D	36.7	336	470	C	33.4	303	436				
	Westbound Right	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0				
	Northbound Left	D	35.4	63	76	D	35.4	63	76	D	35.4	63	76	A	9.2	22	27	D	44.5	74	91				
	Northbound Through	A	1	319	747	A	1	319	747	A	1	319	747	A	1.5	420	980	A	6.8	770	912				
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Through	B	14.6	190	265	B	14.6	190	265	B	14.6	190	265	B	13.8	211	266	B	16.2	219	282				
	Southbound Right	B	16.4	0	54	B	16.4	0	54	B	16.4	0	54	B	15.2	110	191	B	18	121	212				
	Intersection Overall	**B**	**10.2**			**B**	**10.2**			**B**	**10.2**			**B**	**12.7**			**B**	**16.2**						
South Yosemite Street Intersection	Eastbound Left	D	37.2	303	520	D	37.2	303	520	D	37.2	303	520	D	40.2	364	580	D	39.3	337	557				
	Eastbound Through	A	0	149	207	A	0	149	207	A	0	149	207	A	0	180	240	A	0	166	226				
	Eastbound Right	C	21.8	51	119	C	21.8	51	119	C	21.8	51	119	C	25.5	74	149	C	23.9	63	136				
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Through	D	36.5	370	522	D	36.5	370	522	D	36.5	370	522	D	35	450	597	C	30.7	392	529				
	Northbound Right	C	24.2	16	72	C	24.2	16	72	C	24.2	16	72	C	25.8	39	107	C	23	23	80				
	Southbound Left	D	41.9	72	148	D	41.9	72	148	D	41.9	72	148	D	47.4	91	180	E	70	84	192				
	Southbound Through	A	0.7	97	115	A	0.7	97	115	A	0.7	97	115	A	0.7	176	253	A	0.7	101	118				
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Intersection Overall	**C**	**25.6**			**C**	**25.6**			**C**	**25.6**			**C**	**26.4**			**C**	**25.2**						

I-225 Planning and Enviromental Linkages Study from Yosemite Street to I-25

Intersection Operations for Tier 2 Concepts

	PM Peak Hour	2035 No Action				Concept 11 Reroute DTC Boulevard On-Ramp to Yosemite Street				Concept 12 Braided Ramps Between Yosemite Street and DTC Boulevard				Concept 13 Combine Interchanges with U-Turn Bridge				Concept 14 Texas U-Turn				Concept 15 Two DDI's - Yosemite Street and DTC Boulevard			
Intersection	**Movement**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**	**LOS**	**Delay**	**50th Q**	**95th Q**
North DTC Boulevard Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left	C	30.3	154	253	C	26.7	50	74	C	26.7	50	74	C	27.6	93	125	C	27.6	93	125	B	14.2	-	58
	Westbound Through	C	34	154	222	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	D	37.6	89	182	F	209.5	412	614	F	209.5	412	614	F	126.6	413	621	F	126.6	413	621	F	127	-	508
	Northbound Left	F	37.3	208	236	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	A	1.4	306	296	A	5.5	106	121	A	5.5	106	121	A	0.4	89	78	A	0.4	89	78	C	26.6	139	874
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through	F	76	479	610	B	15.7	357	456	B	15.7	357	456	C	20.2	440	550	C	20.2	440	550	E	73.4	478	575
	Southbound Right	A	0	70	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**C**	**31.8**			**C**	**34.1**			**C**	**34.1**			**C**	**24.1**			**C**	**24.1**						
South DTC Boulevard Intersection	Eastbound Left	D	35.7	195	349	D	35.7	195	349	D	35.7	195	349	D	40.2	221	383	D	40.2	221	383	D	28.2	-	176
	Eastbound Through	D	38.2	233	359	D	38.2	233	359	D	38.2	233	359	D	43.2	264	398	D	43.2	264	398	-	-	-	-
	Eastbound Right	A	0	44	86	A	0	44	86	A	0	44	86	A	0	46	90	A	0	46	90	B	11.9	-	50
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	C	28.6	444	520	C	27.2	332	408	C	27.2	332	408	C	29.7	372	441	C	29.7	372	441	C	23.9	508	583
	Northbound Right	A	0	1027	1278	A	0	1958	2224	A	0	1958	2224	A	0	2190	2456	A	0	2190	2459	-	-	-	-
	Southbound Left	C	31.9	159	148	F	295.5	382	504	F	295.5	382	504	F	355.3	543	665	F	355.3	543	665	-	-	-	-
	Southbound Through	A	0.1	25	14	A	0.5	125	197	A	0.5	125	197	A	0.2	69	81	A	0.2	69	81	C	25.6	136	136
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**C**	**24.4**			**E**	**71.4**			**E**	**71.4**			**F**	**95.9**			**F**	**95.9**			**C**	**24.4**		
North Yosemite Street Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Left	D	42.3	163	247	D	47.7	198	298	E	63.3	209	346	C	34.2	151	239	C	34.2	151	239				
	Westbound Through	C	26.7	104	146	D	39.7	386	516	D	35.1	132	185	C	30	271	402	C	30	271	402				
	Westbound Right	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0				
	Northbound Left	D	35.4	63	76	D	45.5	486	356	C	29.4	445	334	D	37.6	58	71	D	37.6	58	71				
	Northbound Through	A	1	319	747	C	24.9	325	288	A	2.4	626	368	A	7	702	773	A	7	702	773				
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Southbound Through	B	14.6	190	265	E	56.2	350	476	D	49	320	451	B	16.2	208	276	B	16.2	208	276				
	Southbound Right	B	16.4	0	54	F	86.1	218	401	E	71.2	40	139	B	18.3	98	191	B	18.3	98	191				
	Intersection Overall	**B**	**10.2**			**D**	**41.6**			**C**	**26.6**			**B**	**15.5**			**B**	**15.5**						
South Yosemite Street Intersection	Eastbound Left	D	37.2	303	520	F	206	1160	1435	F	206	1160	1435	D	FAIL			D	37.2	303	520				
	Eastbound Through	A	0	149	207	A	0	402	510	A	0	402	510	A				A	0	149	207				
	Eastbound Right	C	21.8	51	119	B	18.6	63	127	B	18.6	63	127	C				C	21.8	51	119				
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Northbound Through	D	36.5	370	522	F	74.8	537	672	F	74.8	537	672	D				D	36.5	370	522				
	Northbound Right	C	24.2	16	72	D	35.3	52	130	D	35.3	52	130	C				C	24.2	16	72				
	Southbound Left	D	41.9	72	148	F	82.2	95	111	F	84.6	94	113	D				D	44.7	75	139				
	Southbound Through	A	0.7	97	115	D	38.3	312	319	C	30.6	111	121	A				A	7.7	80	99				
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Intersection Overall	**C**	**25.6**			**F**	**116.6**			**F**	**115.1**			**C**				**C**	**27.5**						

I-225 Planning and Enviromental Linkages Study from Yosemite Street to I-25

Intersection Operations for Tier 2 Concepts

	PM Peak Hour	2035 No Action				Concept 16 Braid Ramps West of DTC Boulevard				Concept 17 Divide I-225, Remove DTC Boulevard Off Ramp and Braid Ramps West of DTC Boulevard				Concept 18 Add Loop Ramp and Braid Ramps East and West of DTC Boulevard				Concept 19 Divide I-225 and Braid Ramps West of DTC Boulevard				Concept 20 Divide I-225 East of DTC Boulevard and Add Roundabouts at DTC Boulevard Interchange Intersections				Concept 21 Double Braided Ramp			
Intersection	Movement	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q	LOS	Delay	50th Q	95th Q
North DTC Boulevard Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left	C	30.3	154	253	C	30.3	154	253	C	30.3	100	136	B	19.1	60	90	C	30.3	154	253	F	>200	-	>10000	C	34.6	75	113
	Westbound Through	C	34	154	222	C	34	154	222	C	34	99	123	A	0	0	0	C	34	154	222	F	>200	-	>10000	A	0	0	0
	Westbound Right	D	37.6	89	182	D	37.6	89	182	D	37.6	43	67	D	46.7	265	461	D	37.6	89	182	F	>200	-	>10000	A	0	317	519
	Northbound Left	F	37.3	208	236	F	37.3	208	236	F	37.3	208	236	-	-	-	-	F	37.3	208	236	F	174.3	-	116	B	19.7	208	236
	Northbound Through	A	1.4	306	296	A	1.4	306	296	A	1.1	306	296	C	22.3	77	74	A	1.4	306	296	F	174.3	-	116	A	0.2	324	319
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through	F	76	479	610	F	76	479	610	F	76	479	610	C	21.3	327	419	F	76	479	610	F	161.6	-	1380	C	26.5	442	573
	Southbound Right	A	0	70	159	A	0	70	159	A	0	70	159	A	0	0	46	A	0	70	159	C	23.2	-	78	A	0	13	74
	Intersection Overall	**C**	**31.8**			**C**	**31.8**			**C**	**31.8**			**C**	**24.8**			**C**	**31.8**			**F**	>200			**B**	**13.4**		
South DTC Boulevard Intersection	Eastbound Left	D	35.7	195	349	D	35.7	195	349	D	35.7	195	349	D	35.7	195	349	D	35.7	195	349	F	>200		2299	D	35.7	195	349
	Eastbound Through	D	38.2	233	359	D	38.2	233	359	D	38.2	233	359	D	38.2	233	359	D	38.2	233	359	F	>200		2551	D	38.2	233	359
	Eastbound Right	A	0	44	86	A	0	44	86	A	0	44	86	A	0	44	86	A	0	44	86	A	0		0	A	0	44	86
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	C	28.6	444	520	C	28.6	444	520	C	28.6	444	520	C	28.6	444	520	C	28.6	444	520	F	>200		7723	C	28.6	444	520
	Northbound Right	A	0	1027	1278	A	0	1027	1278	A	0	1027	1278	A	0	1027	1278	A	0	1027	1278	F	>200		6686	A	0	1027	1278
	Southbound Left	C	31.9	159	148	C	31.9	159	148	C	31.9	156	148	E	56.2	150	245	C	31.9	159	148	F	>200		>10000	D	36.1	159	162
	Southbound Through	A	0.1	25	14	A	0.1	25	14	A	0.1	25	13	B	10.3	91	105	A	0.1	25	14	F	59		394	A	0.2	63	62
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**C**	**24.4**			**C**	**24.4**			**C**	**24.4**			**C**	**29**			**C**	**24.4**			F	>200			**C**	**24.8**		
North Yosemite Street Intersection	Eastbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Left	D	42.3	163	247	D	42.3	163	247	D	37.5	157	247	D	42.3	163	247	D	42.3	163	247	D	42.3	163	247	D	42.3	163	247
	Westbound Through	C	26.7	104	146	C	26.7	104	146	C	31.5	302	425	C	26.7	104	146	C	26.7	104	146	C	26.7	104	146	C	26.7	104	146
	Westbound Right	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0	A	0	0	0
	Northbound Left	D	35.4	63	76	D	35.4	63	76	A	9	15	16	D	35.4	63	76	D	35.4	63	76	D	35.4	63	76	D	35.4	63	76
	Northbound Through	A	1	319	747	A	1	319	747	A	1.3	333	747	A	1	319	747	A	1	319	747	A	1	319	747	A	1	319	747
	Northbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound Through	B	14.6	190	265	B	14.6	190	265	B	13.8	177	232	B	14.6	190	265	B	14.6	190	265	B	14.6	190	265	B	14.6	190	265
	Southbound Right	B	16.4	0	54	B	16.4	0	54	B	15.4	89	167	B	16.4	0	54	B	16.4	0	54	B	16.4	0	54	B	16.4	0	54
	Intersection Overall	**B**	**10.2**			**B**	**10.2**			**B**	**11.6**			**B**	**10.2**			**B**	**10.2**			**B**	**10.2**			**B**	**10.2**		
South Yosemite Street Intersection	Eastbound Left	D	37.2	303	520	D	37.2	303	520	D	37.2	303	520	D	37.2	303	520	D	37.2	303	520	D	37.2	303	520	D	37.2	303	520
	Eastbound Through	A	0	149	207	A	0	149	207	A	0	149	207	A	0	149	207	A	0	149	207	A	0	149	207	A	0	149	207
	Eastbound Right	C	21.8	51	119	C	21.8	51	119	C	21.8	51	119	C	21.8	51	119	C	21.8	51	119	C	21.8	51	119	C	21.8	51	119
	Westbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Through	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Left	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound Through	D	36.5	370	522	D	36.5	370	522	D	36.5	370	522	D	36.5	370	522	D	36.5	370	522	D	36.5	370	522	D	36.5	370	370
	Northbound Right	C	24.2	16	72	C	24.2	16	72	C	24.2	16	72	C	24.2	16	72	C	24.2	16	72	C	24.2	16	72	C	24.2	16	16
	Southbound Left	D	41.9	72	148	D	41.9	72	148	D	42.3	72	148	D	41.9	72	148	D	41.9	72	148	D	41.9	72	148	D	41.9	72	72
	Southbound Through	A	0.7	97	115	A	0.7	97	115	A	0.8	97	115	A	0.7	97	115	A	0.7	97	115	A	0.7	97	115	A	0.7	97	97
	Southbound Right	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection Overall	**C**	**25.6**			**C**	**25.6**			**C**	**25.6**			**C**	**25.6**			**C**	**25.6**			**C**	**25.6**			**C**	**25.6**		