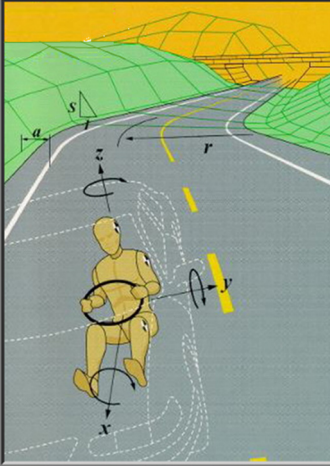


CDOT Safety Engineering
and Analysis Group



Committed to Excellence in
Transportation Engineering
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Safety Assessment Report

I-70: MP 242.00 to MP 248.00
Reconstruction/Widening
January 2018

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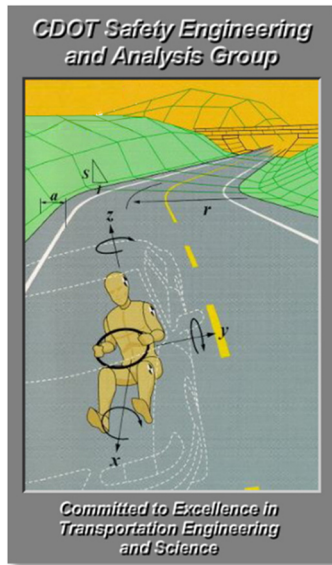


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A Statement of Philosophy

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

Introduction

The purpose of this safety assessment is to identify current safety issues and potential improvements to improve safety along Interstate 70 (I-70) between milepost (MP) 242.00 to MP 248.00 for a reconstruction/widening project. This study identifies crash patterns for both the eastbound and westbound directions of travel along I-70 as well as at the interchanges within the study area. This study also provides general safety improvements to be considered.

The scope of this report is as follows:

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

This report is based on the comprehensive analysis of three years of crash history (2014-2016) and video log review. The Region is advised to verify through field survey, the information included in this report regarding physical features and roadside characteristics in the study area.

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

Site Locations and Conditions

This study addresses a section of I-70 beginning at MP 242.00, west of the twin tunnels in Idaho Springs and extends to MP 248.00, east of the Beaver Brook interchange. The study area is mostly in Clear Creek County with approximately 0.75 miles in Jefferson County. The included distance is approximately 6.4 miles.

I-70 is classified as a divided rural interstate through the study section. I-70 is a four-lane facility from MP 242.00 to MP 243.5 with an additional eastbound toll lane that is open during peak periods of travel. The roadway has five lanes from MP 243.5 to MP 246.1 with three lanes in the eastbound direction. The remainder of the corridor from MP 246.1 to MP 248.0 is a six-lane roadway. The study corridor is in a mountainous environment with steep grades in some areas.

There are four interchanges in the study section, including: Hidden Valley (Exit 243 – MP 243.0), Clear Creek/US 6 (Exit 244 – MP 244.3), Hyland Hills (Exit 247 – MP 265.65), and Beaver Brook (Exit 248 – MP 247.6). The 2016 average daily traffic (ADT) for the corridor varies from 50,000 vehicles per day (VPD) on the west end of the corridor to 47,000 VPD on the east end. There are approximately 7% trucks on the corridor.

Crash Summary

The crash history for the period of January 1, 2014 through December 31, 2016 was examined to locate crash clusters and identify collision causes. Within the study period, 345 crashes were reported along I-70 between MP 242.00 and MP 248.00 including mainline, ramp, and ramp terminal crashes. Of these, there were 79 injury crashes (124 injured), and 1 fatal crash with 1 killed. **Table 1** summarizes the crash totals for this segment of I-70 over the three-year study period.

Table 1: Crash Totals for I-70 (MP 242.00 to MP 248.00)

Year	PDO* Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities	Total
2014	88	30	39	0	0	118
2015	93	34	61	1	1	128
2016	84	15	24	0	0	99
Total	265	79	124	1	1	345
Average/Year	88.3	26.3	41.3	0.3	0.3	115.0

*PDO – Property Damage Only crashes

Mainline Crash History

Figure 1 shows the crash distribution by crash type for mainline I-70. There was a total of 337 mainline crashes in the corridor. Fixed object crashes were the most common crash type (35 percent), followed by rear-end (33 percent) and sideswipe same direction crashes (16 percent).

Figure 1: I-70 Mainline Crash Distribution by Type

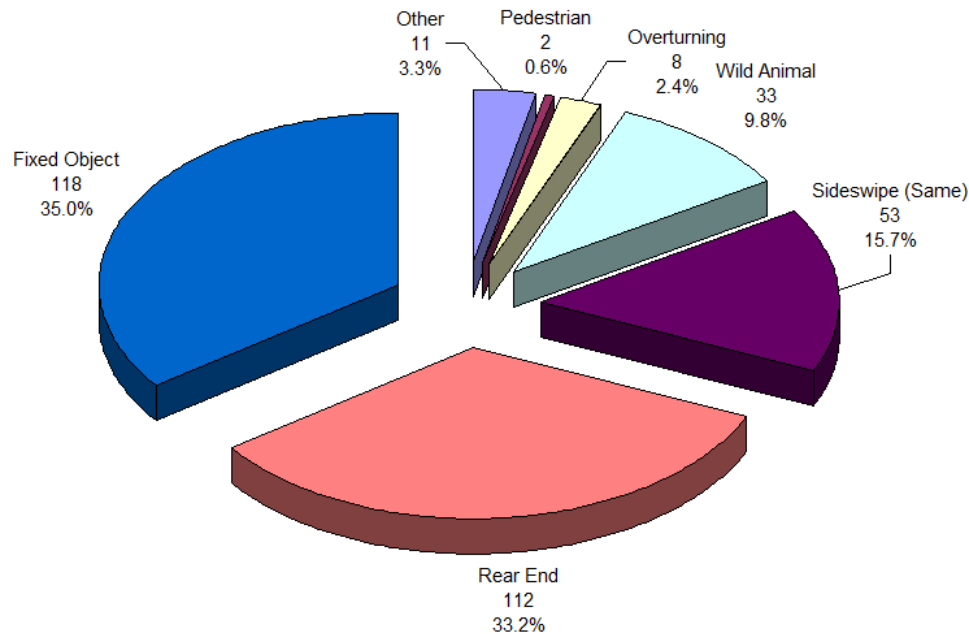


Figure 2 shows the breakdown of the fixed object crashes. Concrete barrier crashes accounted for almost half of the fixed object crashes (49 percent). Guard rail was the next most predominant crash type (36 percent). It should be noted both concrete barriers and guard rail are predominantly located in the median of I-70.

Figure 2: I-70 Mainline Fixed Object Crash Distribution by Type

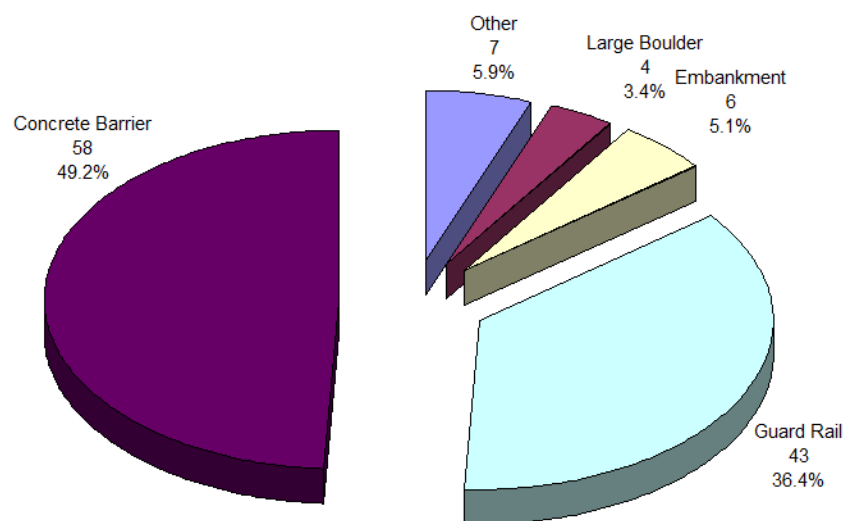


Figure 3 provides the breakdown of the mainline crashes by time of day and direction. As shown, the eastbound direction has more crashes occurring during the PM peak between 2:00 PM and 4:00

PM. The westbound direction doesn't appear to have a specific timeframe where crashes occur more frequently.

Figure 3: I-70 Mainline Crashes by Time of Day and Direction

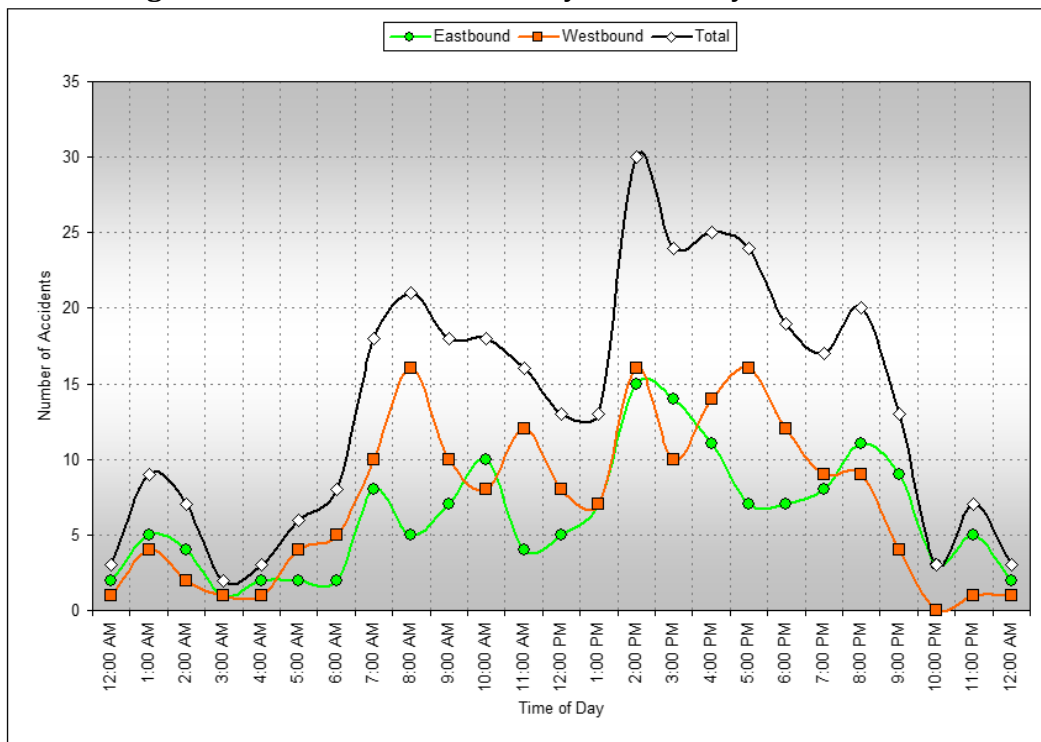


Figure 4 provides the breakdown of the mainline crashes by the day of week. As shown, Saturday has the highest number of crashes, followed by Monday and Friday.

Figure 4: I-70 Mainline Crashes by Day of Week

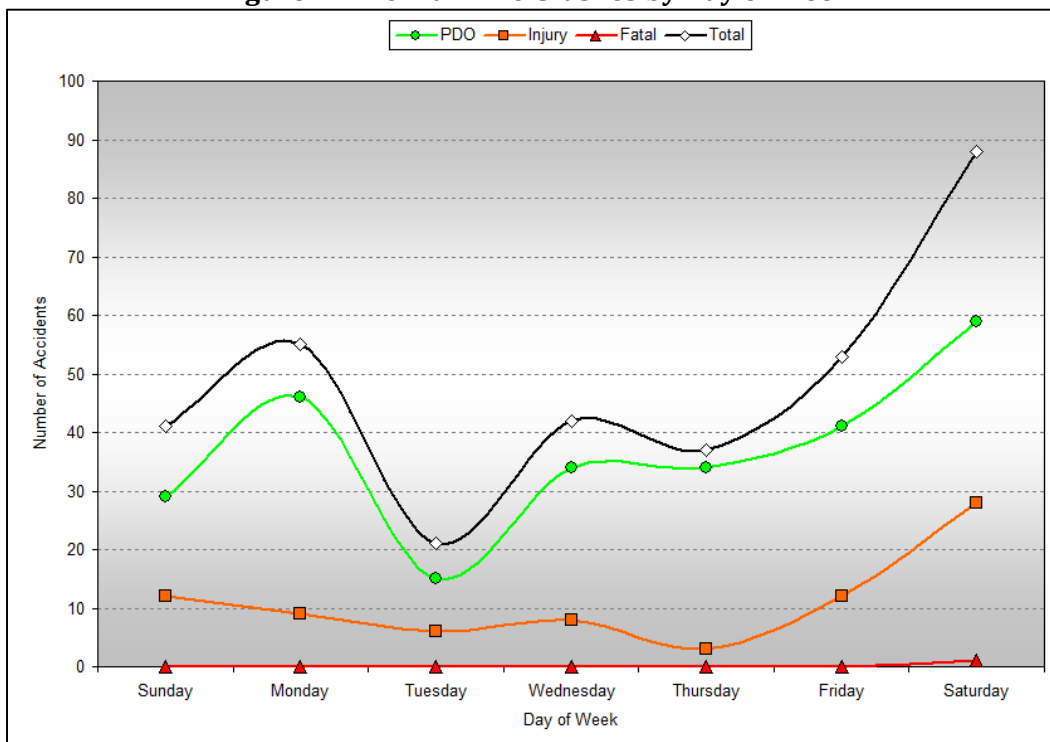


Figure 5 shows the crashes occurring by month of the year. As shown, most crashes occur during winter months and summer months corresponding with ski season and summer travel, respectively. The spring and fall months have much lower crash volumes.

Figure 5: I-70 Mainline Crashes by Month

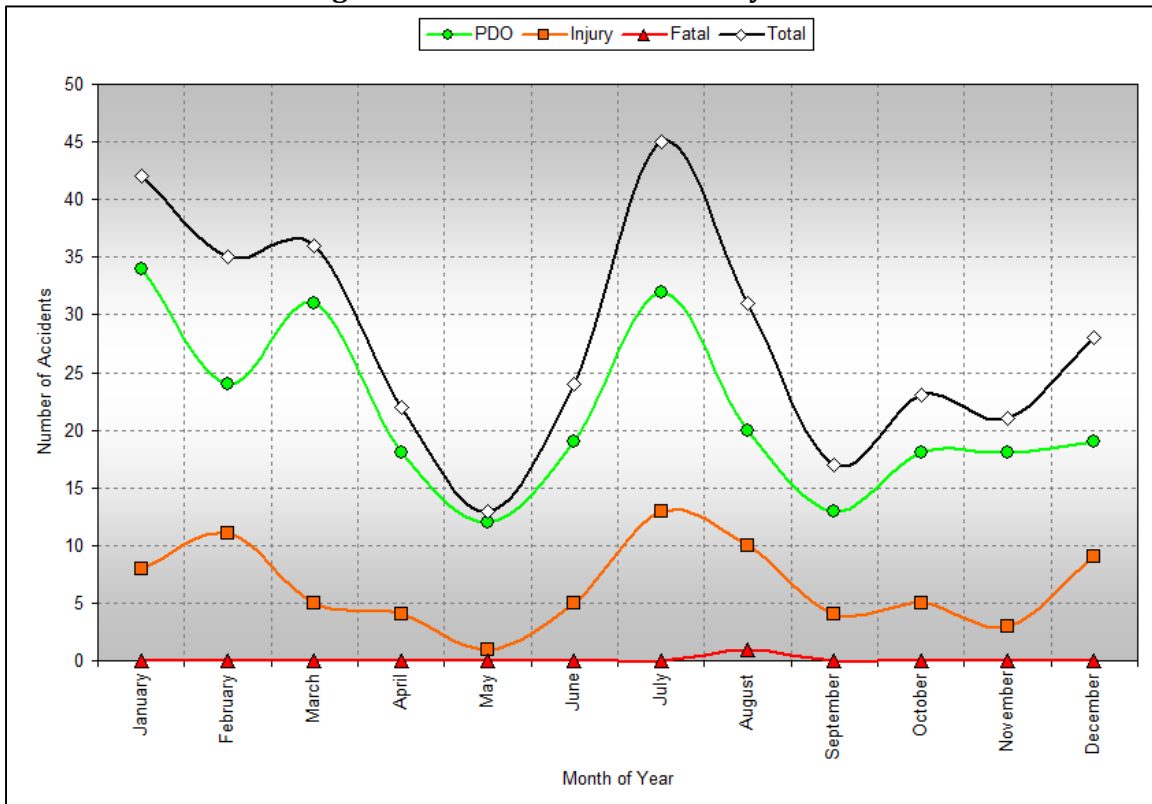
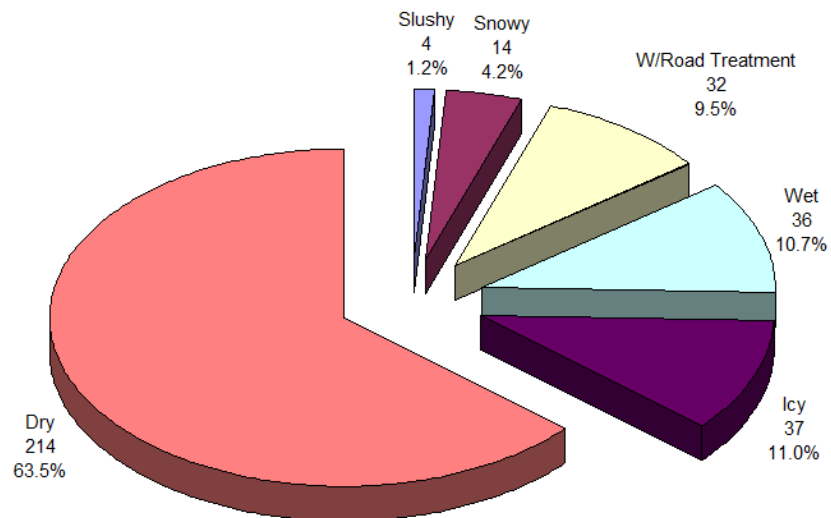


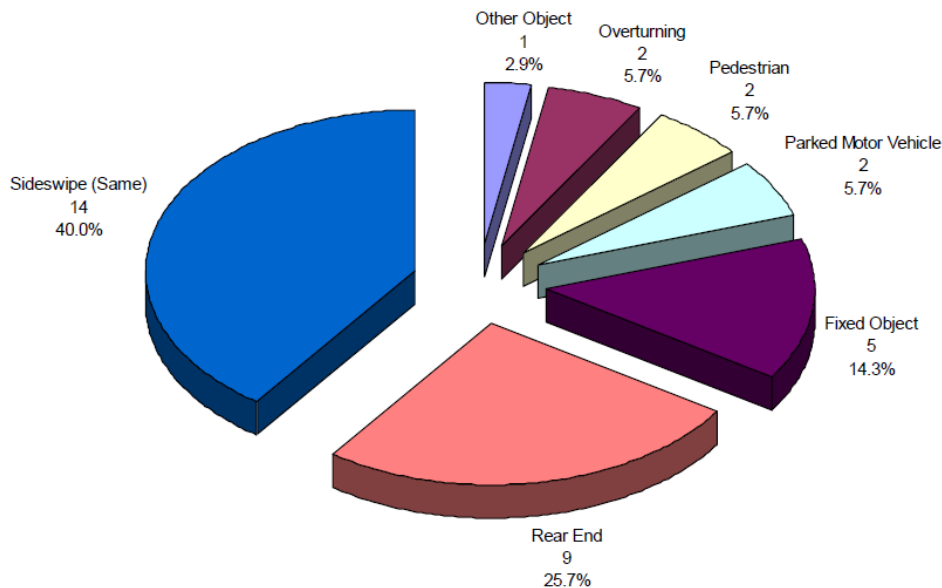
Figure 6 provides the crashes by road condition. As shown, 64 percent of crashes occur on dry roads. Adverse road conditions do not appear to be a very significant factor in crashes

Figure 6: I-70 Mainline Crashes Road Condition



There was total of 35 crashes in the corridor that involved heavy trucks, and 13 (37 percent) of these were caused by these heavy vehicles. Trucks caused fewer crashes (4 percent) than their overall proportion of total traffic (7 percent). **Figure 7** provides a summary of the types of crashes that involved trucks. Crashes involving at least two vehicles (sideswipe same direction and rear-end) represent over half (66 percent) while fixed objects (14 percent) are a third this proportion. This is very different than was found for all crashes where fixed object was the prominent crash type (see **Figure 1**). Of the 23 sideswipe same direction and rear-end crashes, only four were the fault of the truck. Many of the sideswipe same direction crashes and rear-end crashes occurred on downgrades between MP 244.10 and MP 246.00.

Figure 7: I-70 Mainline Crashes Involving Trucks



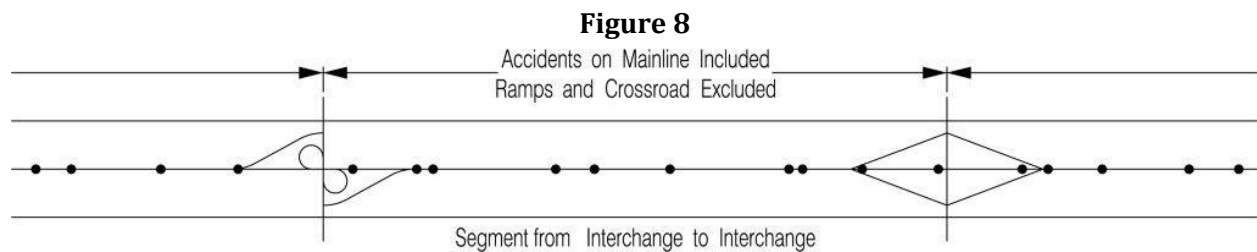
In addition, a slightly higher proportion of truck crashes (71 percent) occur on dry roads; higher than the proportion for all traffic (67 percent). Finally, approximately 40 percent of the crashes involving trucks were westbound which slightly lower than the proportion for overall traffic (53 percent).

The findings seem to indicate that trucks themselves are not causing many crashes, but rather their presence on downgrades seem to cause most of the truck related crashes. This is likely due to slow moving trucks impeding traffic. If an express lane is constructed in the westbound direction, it is recommended that it began to the west of MP 244.00. If a third lane is constructed through the steep westbound downgrades between MP 244.10 and MP 246.00, then it should remain a general purpose lane to allow cars to more easily pass slow moving trucks.

Safety Performance Functions

We have refined the assessment of the magnitude of safety problems on highway segments through the use of Safety Performance Functions (SPF). The SPF reflects the complex relationship between traffic exposure, measured in average daily traffic (ADT), and crash count for a unit of road section measured in crashes per mile 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. Two kinds of Safety Performance Functions were calibrated. The first one addresses the total number of crashes and the second one looks only at crashes involving an injury or fatality. It allows us to assess the magnitude of the safety problem from the frequency and severity 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 10 years of available crash data. The ADT for each roadway segment for each of the 10 years was entered into the same dataset. Each dataset is corrected for the regression to the mean bias using the Empirical Bayes (EB) procedure. **Figure 8** illustrates how the dataset was prepared for interstates.



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

- LOSS I – Indicates a low potential for crash reduction (below 20th percentile)
- LOSS II – Indicates a low to moderate potential for crash reduction (20th percentile to mean)
- LOSS III – Indicates a moderate to high potential for crash reduction (mean to 80th percentile)
- LOSS IV – Indicates a high potential for crash reduction (above 80th percentile)

LOSS reflects how the roadway segment is performing in regard to its expected crash frequency and severity at a specific level of ADT. It only provides a crash frequency and severity comparison with the expected norm. It does not, however, provide any information related to the nature of the safety problem itself. If the safety problem is present, LOSS will only describe its magnitude from the frequency and severity standpoint. The nature of the problem is determined through diagnostic analysis using direct diagnostic and pattern recognition techniques.

The corridor was divided into segments with one interchange per segment:

- Segment 1 – Clear Creek Canyon– MP 242.00 to MP 244.10
- Segment 2 – Floyd Hill – MP 244.11 to MP 246.45
- Segment 3 – Hyland Hills / Beaver Brook – MP 246.46 to MP 248.00

The segments were divided by taking into account topography as well as laneage changes. Segment 1 is a four-lane segment with an eastbound toll lane. Segment 2 is a five-lane segment with three lanes in the eastbound direction. Segment 3 has six-lanes. It should be noted that there has been significant construction in Segment 1 during the study period. The eastbound bore of the Veterans Memorial Tunnels was widened to three lanes and reopened to traffic in the Fall of 2014. This construction involved detouring eastbound traffic to the frontage road (old US 40) on the south side of Clear Creek and widening eastbound to three lanes between the Hidden Valley and Clear Creek/US 6 interchanges while under traffic. In the spring of 2015, the westbound bore was similarly widened while eastbound was again detoured to the south side of Clear Creek and westbound traffic use the eastbound bore. Westbound construction was completed by the fall of 2015 and all traffic began to use the current infrastructure.

Figures 9 and 10 shows the safety performance of the highway from a total frequency standpoint for the four-lane and six-lane segments, respectively. **Figures 11 and 12** shows the safety performance of the highway from a severe crash standpoint for the four-lane and six-lane segments, respectively.

As shown, Segment 1 falls into the LOSS III category for the frequency, indicating moderate to high potential for crash reduction and LOSS II for the severity, indicating low to moderate potential for crash reduction.

Segment 2 is a five-lane segment, however there is no five-lane, rural, mountainous, divided highway SPF. As such, Segment 2 was plotted on both the four-lane and six-lane SPFs for comparison purposes. Segment 2 falls into the LOSS III category for frequency when compared to a four-lane freeway and LOSS IV when compared to a six-lane freeway. Both indicate there is moderate to high potential for crash reduction. Segment 2 falls into the LOSS IV category for severity on both four-lane and six-lane SPFs, indicating high potential for crash reduction.

Segment 3 falls into the LOSS II category for frequency, indicating low to moderate for crash reduction. Segment 3 falls between the LOSS II and LOSS III category for severity, indicating moderate potential for crash reduction.

Figure 9: Rural, Mountainous 4-Lane Divided Interstate – Total Crashes

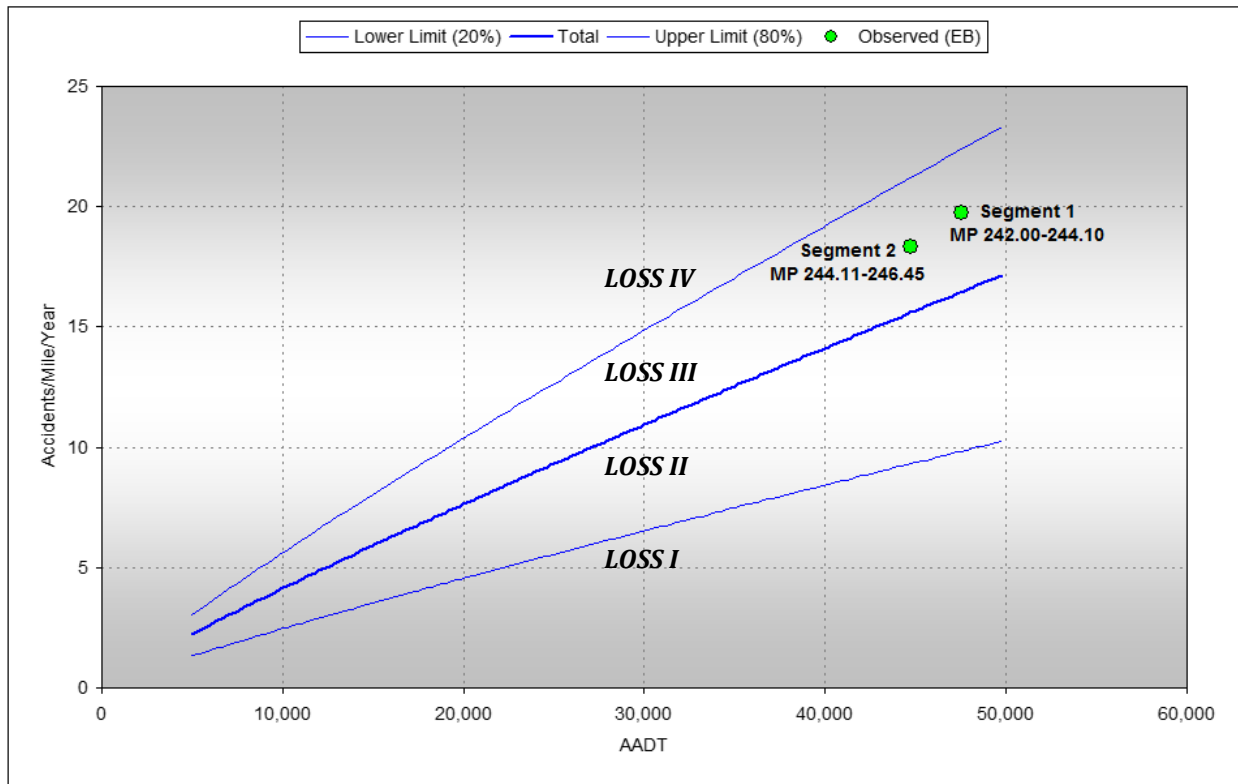


Figure 10: Rural, Mountainous 6-Lane Divided Interstate – Total Crashes

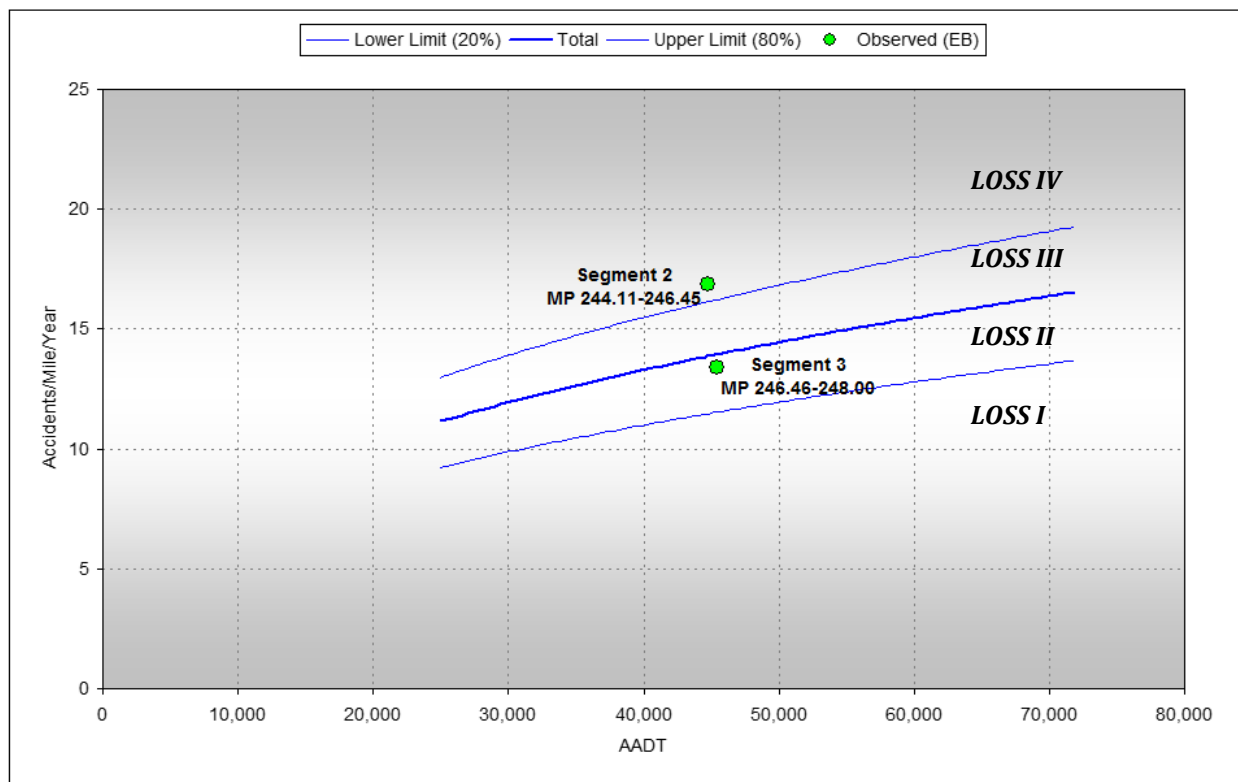


Figure 11: Rural, Mountainous 4-Lane Divided Interstate – Severe Crashes

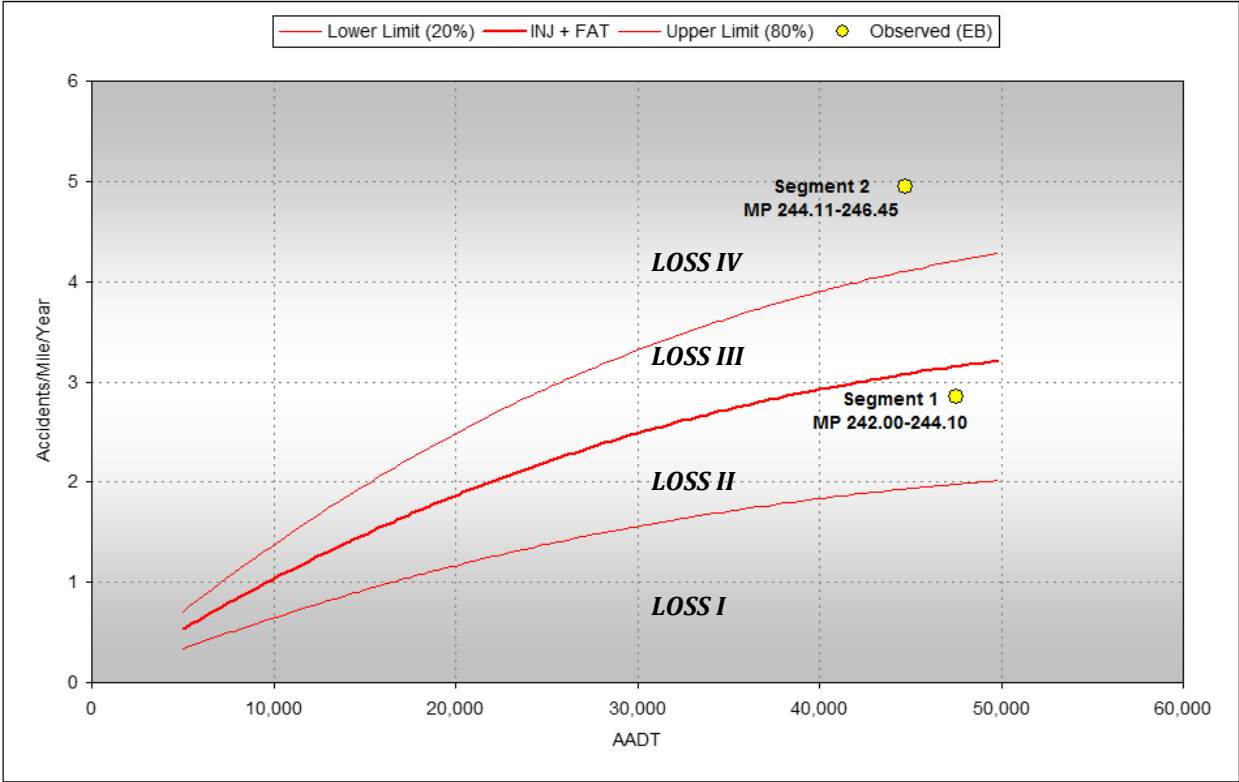
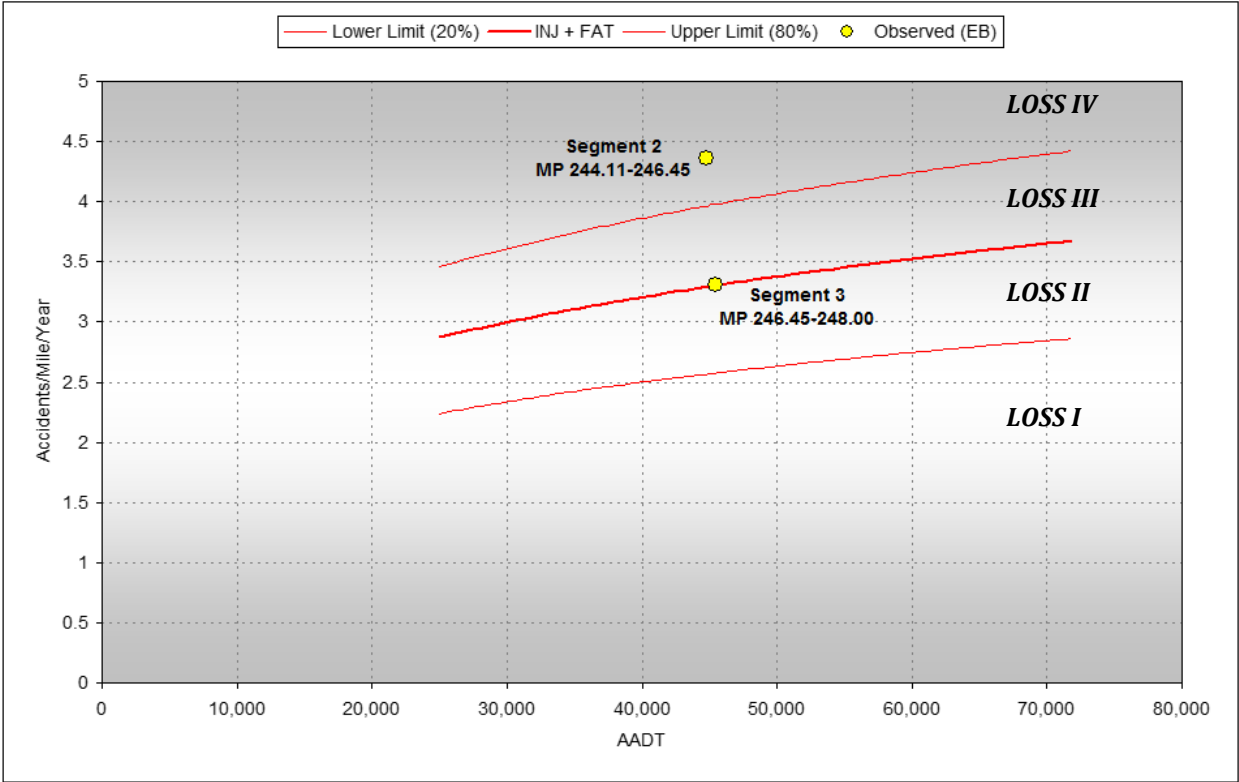


Figure 12: Rural, Mountainous 6-Lane Divided Interstate – Severe Crashes

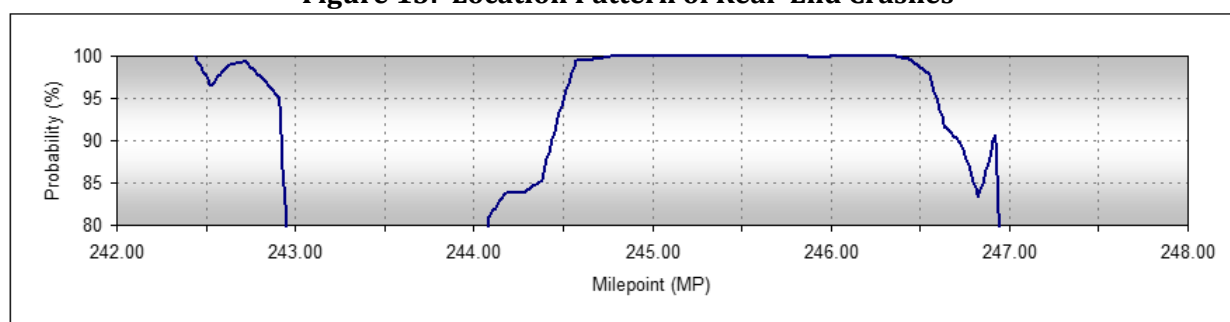


Pattern Recognition Analysis

The non-intersection crashes within the project limits were tested for the presence of patterns related to accident type, severity, direction of travel, road conditions, spatial distribution of accidents, time of day and behavioral attributes. Pattern recognition analysis for I-70 was performed using normative percentages for diagnostics of safety problems for a four-lane and six-lane rural mountainous divided freeway. These diagnostic norms were developed using the same data points as those graphed in the SPF analysis. This section covers notable accident types and conditions over the study period within the project limits. Anything exceeding 95 percent probability is considered to be a pattern. Both directions were analyzed when detecting patterns. Patterns found along the corridor included rear-end, sideswipe same direction, wild animal and total fixed objects (including guard rail and concrete barrier).

Rear-End Crashes

Figure 13: Location Pattern of Rear-End Crashes



Total: 112 Crashes (2014-2016)

Severity: 81 PDO, 31 Injury (52 injured)

Direction: 24 Eastbound, 87 Westbound, 1 Other

Causal Factor: Traffic congestion is the primary factor for rear-end crashes. The majority of rear-end type crashes occurred in the westbound direction (87 of 112) **Table 2** provides details of the road conditions, season, and day of the week for rear-end crashes. As shown in **Table 2**, almost all eastbound rear-ends occur during winter months (22 of 24) and most of those occur on inclement road conditions. In the westbound direction, the crashes are split equally between summer and winter months, with most occurring on dry road conditions (72 of 87). This shows that eastbound crashes are primarily caused by poor road conditions, while westbound crashes are primarily caused by the steep grade on Floyd Hill (MP 244.3 and MP 246.65) and general congested traffic on this two-lane segment.

Table 2: Rear-End Crash Summary

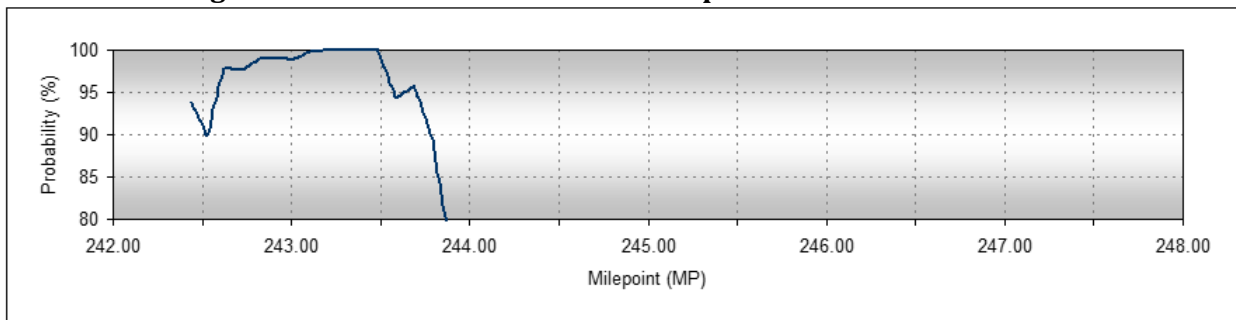
Season	Road Conditions	Eastbound				Westbound				Total
		Weekday (M-F)	Sat.	Sun.	Total	Weekday (M-F)	Sat.	Sun.	Total	
Winter (Nov. – Apr.)	Dry	3	3	2	8	20	9	2	31	39
	Inclement	8	4	2	14	6	0	8	14	28
	Total	11	7	4	22	26	9	10	45	67
Summer (May – Oct.)	Dry	1	1	0	2	22	16	3	41	43
	Inclement	0	0	0	0	0	1	0	1	1
	Total	1	1	0	2	22	17	3	42	44
Total		12	8	4	24	48	26	13	87	111

In the westbound direction, there is a crash cluster between MP 244.5 and MP 246.5. This section of the highway is immediately after the roadway drops from three lanes to two lanes, which would result in more congestion. There is also a series of sharp curves through this section and a significant downgrade in the westbound direction. It was also noted that there was also a cluster of crashes between MP 242.5 and MP 242.0 in the westbound direction, which is in the vicinity of the tunnels.

Recommendation: Consider widening the entire roadway to three lanes in the westbound direction to reduce congestion related rear-end crashes. This could be done as a typical three-lane section or by creating a peak period toll lane for a portion, similar to what exists in the eastbound direction. Consider installing variable speed limit signs (VSL) on the westbound approach to the tunnel and adjusting speed limits based on road and weather conditions. In addition, consider using variable message signs (VMS) to warn driver in advance if there is slowing traffic and congestion.

Sideswipe Same Direction Crashes

Figure 14: Location Pattern of Sideswipe Same Direction Crashes



Total: 53 Crashes (2014-2016)

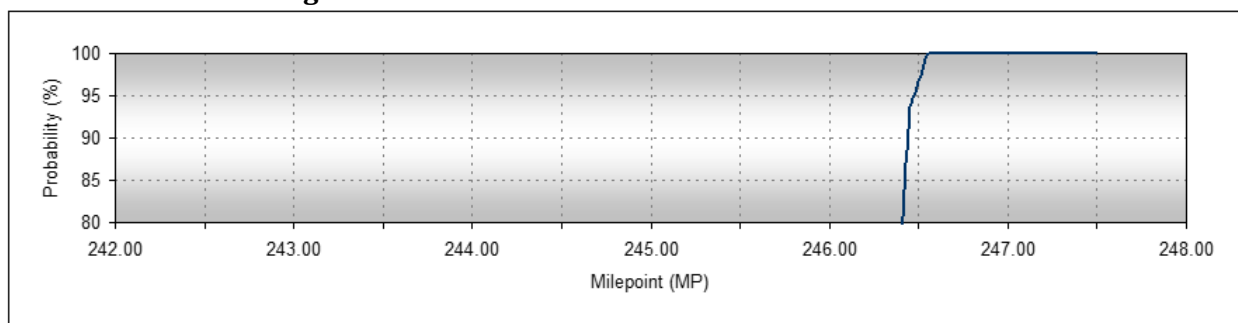
Severity: 46 PDO, 6 Injury, 1 Fatal (14 injured, 1 killed)

Causal Factor: Traffic congestion is normally the primary factor for sideswipe same direction crashes. Most of the sideswipe same direction type crashes occurred in the eastbound direction (34 of 53). Most of these crashes occurred between MP 243.0 and MP 245.0. This section contains a series of curves and most of the crashes were the result of a vehicle changing lanes. The fatal crash occurred in the eastbound direction and involved two motorcycles. Each motorcycle was being operated by an impaired driver, and both were behaving unsafely by passing vehicles on the right and crossing multiple lanes at a time.

Recommendation: Verify all striping is durable and highly reflective to help delineate lanes. In-pavement lane lights (for improved night-time lane delineation) have recently been installed along I-70 in this vicinity. If they are not currently being used in both directions in Segment 1, consideration should be given to installing them.

Wild Animal Crashes

Figure 15: Location Pattern of Wild Animal Crashes



Total: 33 Crashes (2014-2016)

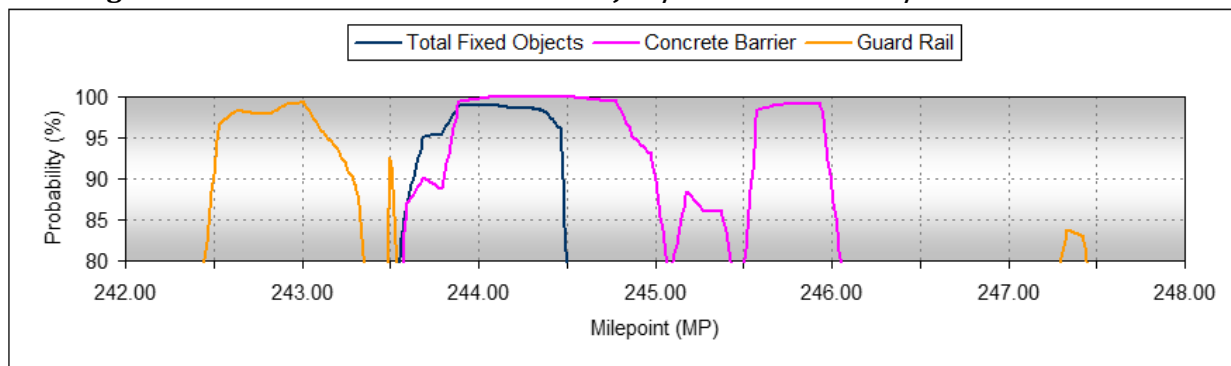
Severity: 30 PDO, 3 Injury (3 injured)

Causal Factor: Most of the crashes (22 of 33) were with deer, although there were also several instances of elk. Of the 33 crashes, 22 occurred in the eastbound direction. Most of the wildlife crashes (24 of 33) occurred in just three months (June, July, October). Nearly all of these crashes were in dry conditions and occurred around dawn or dusk. A cluster of crashes occurred around MP 247.0. This section of the roadway is surrounded by flat open land. Currently in the westbound direction, there is a single deer warning sign in the median around MP 248.20 and an elk warning sign with a flasher around MP 247.65. In the eastbound direction, there is an elk warning sign with a flasher around MP 246.55 and a large “WILDLIFE CROSSING NEXT 10 MILES” sign around MP 246.70.

Recommendation: Consider using VMS signs to warn of wildlife during peak wildlife crash times (June, July, October, dawn and dusk). Consider installing wildlife fencing with escape ramps along Segment 3.

Fixed Object Crashes

Figure 16: Location Pattern of Fixed Object/Concrete Barrier/Guard Rail Crashes



Total: 118 Crashes (2014-2016)

Severity: 89 PDO, 29 Injury (43 injured)

Causal Factor: Table 3 shows the lighting and roadway conditions present for the fixed object crashes by direction. Crashes that were not listed as occurring in the eastbound or westbound direction were not included in the table.

Table 3: Lighting and Road Conditions for Fixed Object Crash Types

Lighting Condition	Eastbound			Westbound		
	Dry	Inclement Road Conditions	Total	Dry	Inclement Road Conditions	Total
Daylight	9	24	33	10	27	37
Dawn/Dusk	1	2	3	1	2	3
Night	17	8	25	6	8	14
Total	27	34	61	17	37	54

As can be seen in the table, there was a fairly even split between eastbound and westbound crashes. In both directions, there were slightly more crashes during the day than at night. The day crashes mostly occurred on inclement road conditions in both directions. The night crashes in the eastbound direction primarily occurred on dry roadway, while in the westbound direction the night crashes were split between dry roadway and inclement road conditions.

Figure 17 shows the location of concrete barrier crashes. As shown, there was a cluster of crashes between MP 244.00 and MP 244.60. There is a sharp S-curve between MP 243.90 and MP 244.40 (including the bridges over Clear Creek), which contributed to these crashes.

Figure 17: Location of Concrete Barrier Crashes

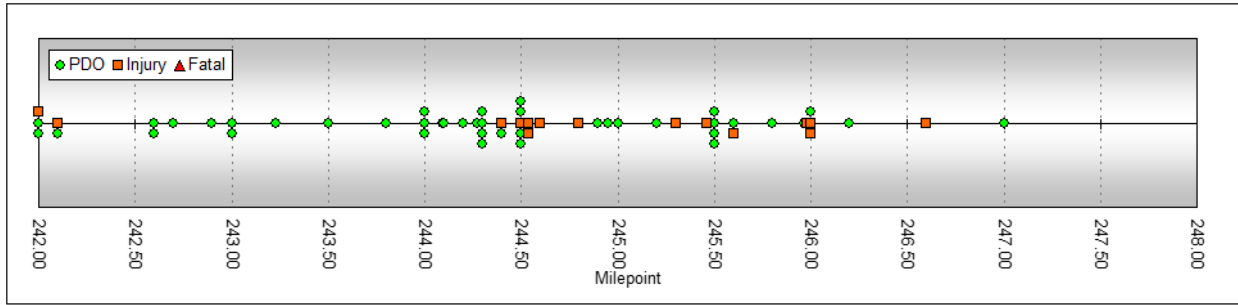
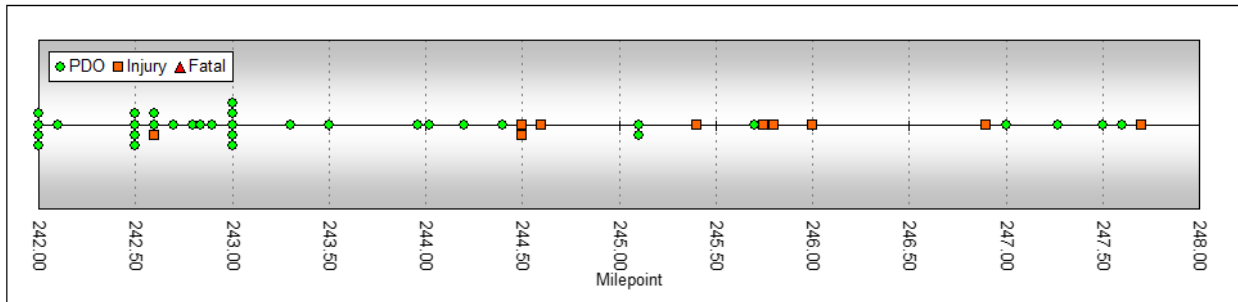


Figure 18 shows the location of guard rail crashes. As shown, there was a cluster of crashes between MP 242.50 and MP 243.00. This is just east of the tunnels. All but one of the crashes in this cluster occurred in the eastbound direction. Most of these crashes occurred on inclement road conditions.

Figure 18: Location of Guard Rail Crashes



Recommendation: Consider installing variable speed limit signs (VSL) on the eastbound approach to the tunnels and varying the speed based on weather conditions. Also, consider using variable message signs (VMS) to warn driver in advance if there is slowing traffic and poor weather conditions. Consider widening the inside and outside shoulder widths to 12 feet where new construction is anticipated (westbound Segment 1, both directions of Segment 2, and possibly Segment 3) to allow for drivers that leave the travel lane more time to correct before hitting a barrier

Ramp and Ramp Terminal Collision Analysis

Crashes that occurred on the ramps or at the ramp terminals for each interchange within the corridor were analyzed for correctable patterns. However, analysis showed that no ramp or ramp terminal had above three crashes and no fatalities occurred at any of the interchanges. Therefore, no crash patterns were able to be identified at the ramps or ramp terminals in the corridor.

Conclusion and Recommendations

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

There were 345 crashes reported along I-70 between MP 242.00 and MP 248.00 from January 1, 2014 through December 31, 2016 including mainline, ramp, and ramp terminal crashes. There were 79 crashes that caused injuries (124 injured).

Mainline Crashes

The corridor was divided into four segments for LOSS analysis:

- Segment 1 – Clear Creek Canyon– MP 242.00 to MP 244.1
- Segment 2 – Floyd Hill – MP 244.11 to MP 246.45
- Segment 3 – Hyland Hills / Beaver Brook – MP 246.46 to MP 248.00

For the frequency of crashes, Segment 1 is in the LOSS III. Segment 2 is a five-lane roadway, for which there is not a SPF available. The Segment was plotted on both a four-lane and six-lane SPF and falls in the LOSS III and LOSS IV category on the charts, respectively. Segment 3 fell in the LOSS II category.

For the severity of crashes, Segment 1 was in the LOSS II category. Segment 2 was in the LOSS IV category, indicating high potential for crash reduction. Segment 3 was between the LOSS II and LOSS III category.

Fixed object, rear-end, sideswipe same direction type crashes were the most common mainline crash types along I-70 with 35 percent, 33 percent, and 16 percent of total mainline crashes, respectively. Rear-end and sideswipe same direction crash types are typically indicative of traffic congestion. Fixed object crashes are indicative of vehicles losing control, which in this corridor was often found to be related to grade, curves, and inclement road conditions.

Mainline Recommendations include:

Overall Corridor

- Consider widening the roadway to three lanes in the westbound direction to reduce congestion that may occur during peak skier periods, and reduce rear-end and sideswipe same direction type crashes.
- If an express lane is included with new construction for westbound I-70, consideration should be given to beginning it west of MP 244 so that there are two lanes for general traffic and the right lane could be used by slow-moving trucks.
- Consider widening the inside and outside shoulder to 12 feet where new construction is anticipated (westbound Segment 1, both directions of Segment 2, and possibly Segment 3) to reduce fixed object crashes.
- Consider enhanced ITS infrastructure including installing variable speed limit (VSL) signs, dynamic speed display signs (DSDS), and variable message signs to provide current

information about road and weather conditions and traffic congestion. In-pavement lane lights (for improved night-time lane delineation) have recently been installed along I-70 in this vicinity. If they are not currently being used in both directions in Segment 1, consideration should be given to installing them.

- Verify all striping is durable and highly reflective to help delineate lanes.
- Consider using VMS signs to warn of wildlife during peak wildlife crash times (June, July, October, dawn and dusk). Consider installing wildlife fencing with escape ramps along Segment 3.
- On cloudless mornings in January, the top of Floyd Hill experiences extreme sun glare for eastbound drivers due to the angle of the rising sun. The Colorado State Patrol should continue to stop traffic for a short period as this phenomenon occurs.

Additional Safety Features

The following features should be provided as part of any improvement projects:

- Good skid resistance and drainage of the roadway surface.
- Adjustment, repair, and upgrade of existing guardrail to meet current standards.
- Elimination of pavement edge drop-offs (Safety Edge Application).
- Super-elevation and crown correction where required.
- Appropriate pavement markings (highly reflective and durable), signing and delineation.
- Appropriate advance warning signing of curves.
- Replace all button reflectors and guardrail reflectors to insure good nighttime and inclement weather (fog, snow, rain, etc.) delineation.

Appendix

Safety Edge

Detailed Summary of Accident History

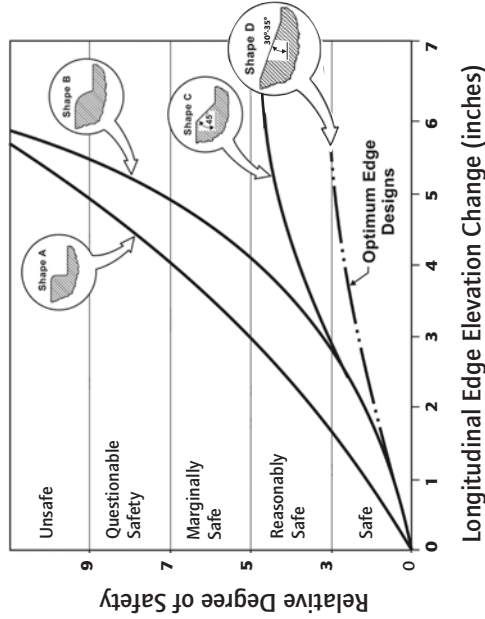
- Overall 1/1/2014 to 12/31/2016 Detailed Summary
- Individual Year General Summary
 - 2014
 - 2015
 - 2016

Highway CORIS (Colorado Roadway Inventory System)

Crash Listing January 1, 2014 through December 31, 2016

Relative Safety of Various Edge Elevations and Shapes

The chart below shows how various edge shapes relate to safety at speeds of up to 70 mph.



Graphic Source: Zimmer and Ivey, Texas Transportation Institute



The Safety Wedge Shoe is a special edging device that asphalt paving contractors can install on new or existing resurfacing equipment to shape the Safety Edge.

Contact the FHWA for More Information about the Safety Edge and other Roadway Departure Crash Countermeasures

For more information about Roadway Departure issues and effective countermeasures to prevent Roadway Departure crashes, go to the FHWA Office of Safety's Web site at <http://safety.fhwa.dot.gov/> and click on "Road Departure." FHWA contacts for technical assistance with the Safety Edge are listed below.

CONTACTS

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1. Hallmark et. al: Safety Impacts of Pavement Edge Drop-Offs, AAA Foundation for Highway Safety, Washington, DC, September 2006.



U.S. Department of Transportation
Federal Highway Administration

Publication Number FHWA-SA-07-023

YOU CAN
REDUCE
PAVEMENT
EDGE

DROP-OFF
HAZARDS

THE SAFETY EDGE

PAVEMENT EDGE TREATMENT



Saves Lives

Reduces Tort Liability

Reduces Maintenance Expense

Costs Less than 1 Percent of

Pavement Resurfacing Budget

Safe Roads for a Safer Future

Investment in roadway safety saves lives



Pavement Edges Can Pose Serious Safety Hazards

Run-off-the-road (ROR) crashes account for 58 percent of highway fatalities. While national data documenting the role of pavement edge configuration in the sequence of events leading to crashes are not available, some State-level studies sponsored by the AAA Foundation for Highway Safety point to the life-saving potential of safety edges. For example, researchers studying crashes in Iowa during 2002-2004 reported that pavement edges may have been a contributing factor in as many as 18 percent of ROR crashes, and crashes caused by pavement dropoffs resulted in fatalities more often than other types of ROR crashes.¹

How Hazardous Pavement Edges Contribute to Crash Severity

A vehicle that has departed a paved surface can have difficulty re-entering the roadway if the pavement edge is vertical—especially if the edge

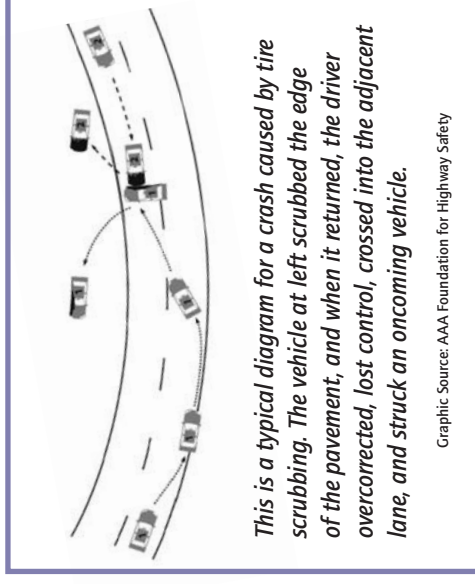


PHOTO SOURCE: FHWA

of the pavement is significantly higher than 2" above the shoulder. When a driver drifts onto the roadway shoulder and tries to steer back onto the pavement, the vertical pavement edge can create a "tire scrubbing" condition that may result in over-steering. If drivers over-steer to

Sharp, steep pavement edge dropoffs can contribute to crashes.

return to the roadway without reducing speed, they are prone to lose control of the vehicle. The vehicle may veer into the adjacent lane, where it may collide with, or sideswipe oncoming cars; overturn; or run off the opposite side of the road and crash.



This is a typical diagram for a crash caused by tire scrubbing. The vehicle at left scrubbed the edge of the pavement, and when it returned, the driver overcorrected, lost control, crossed into the adjacent lane, and struck an oncoming vehicle.

Graphic Source: AAA Foundation for Highway Safety

Increase Roadway Safety at No or Low Cost by Specifying the Safety Edge

A simple and cost-effective way to promote pavement edge safety is to adopt a standard specification for all resurfacing projects that requires a 30° - 35° angle "Safety Edge" that interfaces with the graded shoulder.

Solutions to the Pavement Edge Drop-off Hazard

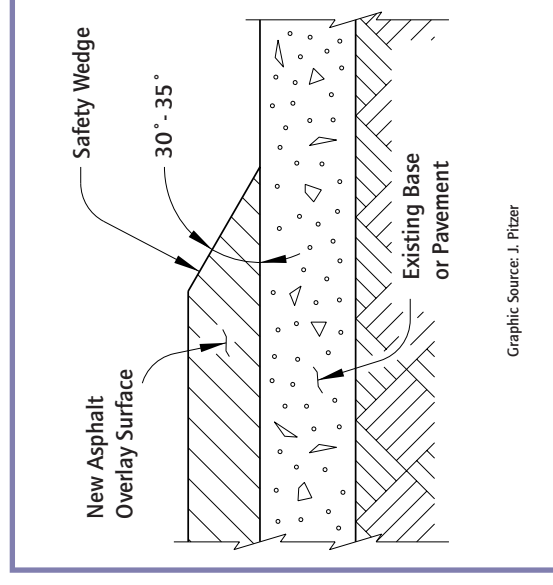
■ Require a 30° - 35° angle asphalt wedge "Safety Edge" at the graded shoulder interface in asphalt resurfacing projects.

■ Routinely resurface shoulders when roadways are resurfaced, and add the Safety Edge.

■ Many highway agencies aim to maintain edge dropoff depths at 2" or less on high-speed highways.

The asphalt wedge provides a safer roadway edge, and a stronger interface between the roadway and the graded shoulder. The additional cost of the asphalt wedge is minimal when included as part of resurfacing projects. Benefits include the avoided economic and social impacts of fatalities, injuries, and property damage.

The placement of the asphalt wedge during resurfacing operations mitigates the hazard posed by edge dropoffs as soon as the paving machine lays down the asphalt mat, allowing the highway agency reasonable time to restore the shoulder.



Graphic Source: J. Pitzer



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

12/29/2017

Job #: 20171229112920

Location: 70A **Begin: 242.00** **End: 248.00** **From: 01/01/2014** **To: 12/31/2016**

Severity

PDO:	265	
INJ:	79	124 :Injured
FAT:	1	1 :Killed
Total:	345	

Number of Vehicles

One Vehicle:	152
Two Vehicles:	166
Three or More:	27
Unknown:	0
Total:	345

Location

On Road:	220
Off Road Left:	68
Off Road Right:	56
Off Road at Tee:	1
Off in Median:	0
Unknown:	0
Total:	345

Lighting Conditions

Daylight:	235
Dawn or Dusk:	18
Dark - Lighted:	33
Dark - Unlighted:	59
Unknown:	0
Total:	345

Weather Conditions

None:	247
Rain:	23
Snow/Sleet/Hail:	64
Fog:	0
Dust:	0
Wind:	11
Unknown:	0
Total:	345

Crash Rates

PDO:	0.83 *	* MVMT
INJ:	0.25 *	** 100 MVMT
FAT:	0.31 **	
Total:	1.08 *	

Crash Type

Overturning:	9	Bridge Abutment:	0
Other Non Collision:	1	Column/Pier:	0
Pedestrians:	2	Culvert/Headwall:	0
Broadside:	1	Embankment:	6
Head On:	0	Curb:	0
Rear End:	115	Delineator Post:	0
Sideswipe (Same):	54	Fence:	0
Sideswipe (Opposite):	0	Tree:	0
Approach Turn:	0	Large Boulders or Rocks:	4
Overtaking Turn:	0	Barricade:	0
Parked Motor Vehicle:	4	Wall/Building:	3
Railway Vehicle:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	1
Domestic Animal:	1	Total Fixed Objects:	118
Wild Animal:	34	Rocks in Roadway:	0
Light/Utility Pole:	1	Vehicle Cargo/Debris:	4
Traffic Signal Pole:	0	Road Maintenance Equipment:	0
Sign:	2	Involving Other Object:	2
Bridge Rail:	0	Total Other Objects:	6
Guard Rail:	43	Unknown:	0
Cable Rail:	0	Total:	345
Concrete Barrier:	58		

Mainline/Ramps/Frontage Roads

Mainline:	337	Frontage/Ramp Intersections
Crossroad (A):	0	M: 0 N: 2 O: 1 P: 0
Ramps		
B: 0 F: 0 J: 0		Left Frontage Rd (L): 0
C: 1 G: 0 K: 0		Rt Frontage Rd (R): 0
D: 2 H: 0 L: 0		HOV Lanes (V): 0
E: 2 I: 0		Unknown: 0
		Total: 345

Road Description

At Intersection:	4
At Driveway Access:	0
Intersection Related:	3
Non Intersection:	333
In Alley:	0
Roundabout:	0
Ramp:	5
Parking Lot:	0
Unknown:	0
Total:	345

Road Conditions

Dry:	221
Wet:	36
Muddy:	0
Snowy:	14
Icy:	37
Slushy:	5
Foreign Material:	0
With Road Treatment:	0
Dry w/Icy Road Treatment:	4
Wet w/Icy Road Treatment:	3
Snowy w/Icy Road Treatment:	11
Icy w/Icy Road Treatment:	11
Slushy w/Icy Road Treatment:	3
Unknown:	0
Total:	345

ADT: 45,907 **Length: 6.36**



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

12/29/2017

Job #: 20171229112920

Location: 70A Begin: 242.00 End: 248.00 From: 01/01/2014 To: 12/31/2016

Vehicle Type	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	152	51	9
Passenger Car/Van w/Trl:	1	0	0
Pickup Truck/Utility Van:	54	30	5
Pickup Truck/Utility Van w/Trl:	3	4	0
SUV:	101	73	12
SUV w/Trl:	1	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	14	25	0
School Bus < 15 People:	0	1	0
Non School Bus < 15 People:	2	1	0
Motorhome:	2	1	1
Motorcycle:	4	3	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	10	3	0
Other:	1	1	0
Unknown:	0	0	0
Total:	345	193	27

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	168	84	10
Slowing:	23	51	9
Stopped in Traffic:	6	39	6
Making Right Turn:	1	1	0
Making Left Turn:	0	1	0
Making U-Turn:	0	0	0
Passing:	2	0	0
Backing:	1	0	0
Enter/Leave Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	4	0
Changing Lanes:	45	2	0
Avoiding Object/Veh in Road:	3	1	1
Weaving:	3	0	0
Other:	69	7	1
Unknown:	24	3	0
Total:	345	193	27

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	147	170	25
Asleep at the Wheel:	11	1	0
Illness:	1	0	0
Distracted by Passenger:	7	0	0
Driver Inexperience:	38	1	0
Driver Fatigue:	5	0	0
Driver Preoccupied:	22	0	0
Driver Unfamiliar with Area:	20	1	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	1	0	0
Physical Disability:	0	0	0
Unknown:	93	20	2
Total:	345	193	27

Direction	Veh 1	Veh 2	Veh 3
North:	3	1	1
Northeast:	0	0	0
East:	154	66	7
Southeast:	0	0	0
South:	2	3	0
Southwest:	0	0	0
West:	183	119	19
Northwest:	3	2	0
Unknown:	0	2	0
Total:	345	193	27

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	331	192	27
Alcohol Involved:	11	1	0
RX, Medication, or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	3	0	0
Driver/Pedestrian not Observed:	0	0	0
Unknown:	0	0	0
Total:	345	193	27

ADT: 45,907 Length: 6.36



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

12/29/2017

Job #: 20171229112527

Location: 70A Begin: 242.00 End: 248.00 From: 01/01/2014 To: 12/31/2014

Severity	
PDO:	88
INJ:	30 39 :Injured
FAT:	0 0 :Killed
Total:	118

Number of Vehicles	
One Vehicle:	69
Two Vehicles:	42
Three or More:	7
Unknown:	0
Total:	118

Location	
On Road:	63
Off Road:	55
Unknown:	0
Total:	118

Mainline/Ramps/Frontage Rds	
Mainline:	118
Ramps:	0
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	118

Lighting Conditions	
Daylight:	78
Dawn or Dusk:	7
Dark - Lighted:	8
Dark - Unlighted:	25
Unknown:	0
Total:	118

Crash Rates	
PDO:	0.82*
INJ:	0.28*
FAT:	0.00**
Total:	1.10*

* Per MVMT
** Per 100 MVMT

Crash Type	
Overtuning:	5
Other Non Collision:	0
Pedestrians:	1
Broadside:	0
Head On:	0
Rear End:	34
Sideswipe Same:	10
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	0
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	1
Wild Animal:	14
Fixed Objects:	51
Other Objects:	2
Unknown:	0
Total:	118

Weather Conditions	
None:	79
Rain:	6
Snow/Sleet/Hail:	29
Fog:	0
Dust:	0
Wind:	4
Unknown:	0
Total:	118

Road Conditions	
Dry:	70
Wet:	10
Muddy:	0
Snowy:	9
Icy:	17
Slushy:	1
Foreign Material:	0
With Road Treatment:	11
Unknown:	0
Total:	118

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	57	10	1
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	14	5	0
Pickup Truck/Utility Van w/Trailer:	0	2	0
SUV:	36	23	6
SUV w/Trailer:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	3	6	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	1	1	0
Motorhome:	2	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	1	0
Other:	1	0	0
Unknown:	0	0	0
Total:	118	49	7

ADT: 45,977 Length: 6.36



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

12/29/2017

Job #: 20171229112812

Location: 70A Begin: 242.00 End: 248.00 From: 01/01/2015 To: 12/31/2015

Severity	
PDO:	93
INJ:	34 61 :Injured
FAT:	1 1 :Killed
Total:	128

Number of Vehicles	
One Vehicle:	45
Two Vehicles:	73
Three or More:	10
Unknown:	0
Total:	128

Location	
On Road:	88
Off Road:	40
Unknown:	0
Total:	128

Mainline/Ramps/Frontage Rds	
Mainline:	123
Ramps:	5
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	128

Lighting Conditions	
Daylight:	92
Dawn or Dusk:	4
Dark - Lighted:	11
Dark - Unlighted:	21
Unknown:	0
Total:	128

Crash Rates	
PDO:	0.87 * * Per MVMT
INJ:	0.32 * ** Per 100 MVMT
FAT:	0.94 **
Total:	1.20 *

Crash Type	
Overtuning:	1
Other Non Collision:	0
Pedestrians:	0
Broadside:	1
Head On:	0
Rear End:	48
Sideswipe Same:	22
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	2
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	13
Fixed Objects:	39
Other Objects:	2
Unknown:	0
Total:	128

Weather Conditions	
None:	96
Rain:	13
Snow/Sleet/Hail:	17
Fog:	0
Dust:	0
Wind:	2
Unknown:	0
Total:	128

Road Conditions	
Dry:	86
Wet:	21
Muddy:	0
Snowy:	3
Icy:	6
Slushy:	3
Foreign Material:	0
With Road Treatment:	9
Unknown:	0
Total:	128

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	57	26	4
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	23	10	2
Pickup Truck/Utility Van w/Trailer:	2	0	0
SUV:	38	34	3
SUV w/Trailer:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	4	8	0
School Bus < 15 People:	0	1	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	1	1
Motorcycle:	2	2	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	2	1	0
Other:	0	0	0
Unknown:	0	0	0
Total:	128	83	10

ADT: 45,872 Length: 6.36



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

12/29/2017

Job #: 20171229110055

Location: 70A Begin: 242.00 End: 248.00 From: 01/01/2016 To: 12/31/2016

Severity	
PDO:	84
INJ:	15 24 :Injured
FAT:	0 0 :Killed
Total:	99

Number of Vehicles	
One Vehicle:	38
Two Vehicles:	51
Three or More:	10
Unknown:	0
Total:	99

Location	
On Road:	69
Off Road:	30
Unknown:	0
Total:	99

Mainline/Ramps/Frontage Rds	
Mainline:	96
Ramps:	3
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	99

Lighting Conditions	
Daylight:	65
Dawn or Dusk:	7
Dark - Lighted:	14
Dark - Unlighted:	13
Unknown:	0
Total:	99

Crash Rates	
PDO:	0.79* * Per MVMT
INJ:	0.14* ** Per 100 MVMT
FAT:	0.00**
Total:	0.93*

Crash Type	
Overtuning:	3
Other Non Collision:	1
Pedestrians:	1
Broadside:	0
Head On:	0
Rear End:	33
Sideswipe Same:	22
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	2
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	7
Fixed Objects:	28
Other Objects:	2
Unknown:	0
Total:	99

Weather Conditions	
None:	72
Rain:	4
Snow/Sleet/Hail:	18
Fog:	0
Dust:	0
Wind:	5
Unknown:	0
Total:	99

Road Conditions	
Dry:	65
Wet:	5
Muddy:	0
Snowy:	2
Icy:	14
Slushy:	1
Foreign Material:	0
With Road Treatment:	12
Unknown:	0
Total:	99

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	38	15	4
Passenger Car/Van w/Trailer:	1	0	0
Pickup Truck/Utility Van:	17	15	3
Pickup Truck/Utility Van w/Trailer:	1	2	0
SUV:	27	16	3
SUV w/Trailer:	1	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	7	11	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	1	0	0
Motorhome:	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:	5	1	0
Other:	0	1	0
Unknown:	0	0	0
Total:	99	61	10

ADT: 45,872 Length: 6.36

route	section	milepoint	descriptin	rucode	func_class	ptrucks	adt	county	city	terrain	lanes
70	A	242	MILEPOST 242	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.05	MINORSTR (070A241920BL) DRAINAGE	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.11	MINORSTR (070A242010BL) DRAINAGE	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.29	MAJOR STR (F-15-BN) WB AND (F-15-BO) EB TUNNEL TWIN TUNNEL	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.35	MINORSTR (070A242290BL) UNNAMED DRAINAGE	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.51	MINORSTR (070A242460BL) DRAINAGE	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.79	MAJOR STR (F-15-BR F-15-BH) CLEAR CREEK -- OVERPASS SEPARATION	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.82	RAMP OFF (TO CENTRAL CITY PKWY) EB	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.86	RAMP ON (FROM CENTRAL CITY PKWY RAMP D) EXIT 243	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.97	MINORSTR (070A243000EL) DRAINAGE	Rural	Interstate	6.5	50000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	242.98	HIDDEN VALLEY INTERCHANGE STR (F-15-CR) - RD S (CENTRAL CITY PY) (CO RD 314) -- OVERPASS SEPARATIONS -- REPLACED HISTORICAL STRIDS STRS (F-15-BQ) EB AND (F-15-BP) WB	Rural	Interstate	7.2	47000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	243	MILEPOST 243 (1.038 MILE LENGTH)	Rural	Interstate	7.2	47000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	243.04	MAJOR STRS (F-15-BZ) AND (F-15-BX) - CLEAR CREEK RIVER	Rural	Interstate	7.2	47000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	243.08	SIGN BRIDGE STR (SIGN-F-15-CL) - I-70 WBND ML	Rural	Interstate	7.2	47000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	243.22	RAMP ON (FROM CENTRAL CITY PKWY RAMP B) EXIT 243	Rural	Interstate	7.2	47000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	243.25	RAMP OFF (TO CENTRAL CITY PKWY EB RAMP C) EXIT 243	Rural	Interstate	7.2	47000	CLEAR CREEK	IDAHO SPRINGS	Mountainous	4
70	A	243.36	MINORSTR (070A243360BL) DRAINAGE	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	243.58	MINORSTR (070A243750BL) DRAINAGE	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	243.6	SIGN BRIDGE STR (SIGN-F-15-DE) - EBND ML	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	243.73	MINORSTR (070A243820BL) DRAINAGE	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	243.89	MINORSTR (070A243890EL) DRAINAGE	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	244	RAMP ON - MILEPOST 244	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	244.03	MINORSTR (070A244020EL) DRAINAGE	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	244.09	SIGN BRIDGE STR (F-15-DK) -- RAMP ON - (FROM US 006G WB TO I-70 WB) EXIT 257	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	4
70	A	244.18	SIGN BRIDGE STR (SIGN-F-15-DF) - 070A EBND ML	Rural	Interstate	7.2	47000	CLEAR CREEK		Mountainous	5
70	A	244.26	CLEAR CREEK / KERMIT'S INTERCHANGE STRS (F-15-BL) WB (F-15-CM) EB - JCT U.S. 006G - DIRECT CONNECTION ONTO U.S. 006G - OVERPASS SEPARATION	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	244.45	MINORSTR (070A244230EL) DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	244.46	MINORSTR (070A244340BR) DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	244.56	RAMP OFF (SECONDARY DIRECTION TO U.S. 006G) OVER - MAJOR STR (F-15-BM) CLEAR CREEK -- EXIT 244	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	244.59	MINORSTR (006G257630BL) UNNAMED DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	244.91	MINORSTR (070A244850EL) DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	244.95	MINORSTR (070A244920BR) JOHNSON GULCH	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	245	MILEPOST 245	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	245.29	MINORSTR (070A245140EL) DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	5
70	A	245.88	MINORSTR (070A245740BR) DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6
70	A	246	MILEPOST 246	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6
70	A	246.16	MINORSTR (070A246060BR) DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6
70	A	246.4	SIGN BRIDGE STR (F-15-AK) -- RAMP OFF	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6
70	A	246.45	RAMP ON	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6

route	section	milepoint	descriptin	rucode	func_class	ptrucks	adt	county	city	terrain	lanes
70	A	246.6	MINORSTR (070A246500BL) DRAINAGE	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6
70	A	246.6	HYLAND HILLS INTERCHANGE STR (F-15-CA) - RD N (TO SH 40) - RD S (CO RD 182.1) - UNDERPASS SEPARATION	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6
70	A	247	MILEPOST 247	Rural	Interstate	7.6	44000	CLEAR CREEK		Mountainous	6
70	A	247.24	CLEAR CREEK COUNTY - JEFFERSON COUNTY LINE	Rural	Interstate	7.6	44000	JEFFERSON		Mountainous	6
70	A	247.6	BEAVER BROOK INTERCHANGE STR (F-15-CB) - RD N (TO SH 40 BERGEN PARK) UNDERPASS SEPARATION	Rural	Interstate	6.9	47000	JEFFERSON		Mountainous	6
70	A	247.66	MINORSTR (070A247620BR) BEAVER BROOK	Rural	Interstate	6.9	47000	JEFFERSON		Mountainous	6
70	A	247.69	MINORSTR (070A247690BL) DRAINAGE	Rural	Interstate	6.9	47000	JEFFERSON		Mountainous	6
70	A	247.76	RAMP OFF - (TO BERGEN PARK RD RAMP C) EXIT 248	Rural	Interstate	6.9	47000	JEFFERSON		Mountainous	6
70	A	247.79	RAMP ON - (FROM BERGEN PARK RD RAMP B) EXIT 248	Rural	Interstate	6.9	47000	JEFFERSON		Mountainous	6
70	A	247.84	MINORSTR (070A247860BR) DRAINAGE	Rural	Interstate	6.9	47000	JEFFERSON		Mountainous	6
70	A	248	MILEPOST 248	Rural	Interstate	6.9	47000	JEFFERSON		Mountainous	6

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
1	70	A	242	8/5/2014	1818	INJ	14050865	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT
2	70	A	242	8/16/2014	0900	PDO	14050788	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
3	70	A	242	9/14/2014	1700	PDO	14056836	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
4	70	A	242	10/4/2014	1234	INJ	14059248	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
5	70	A	242	1/30/2015	1330	PDO	15008644	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
6	70	A	242	7/31/2015	1325	PDO	15050012	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
7	70	A	242	8/13/2015	1510	PDO	15050016	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
8	70	A	242	8/14/2015	1735	PDO	15050015	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
9	70	A	242	9/18/2015	0830	PDO	15061290	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
10	70	A	242	11/2/2015	1200	PDO	15085223	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
11	70	A	242	11/12/2015	1027	INJ	15073652	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
12	70	A	242	11/23/2015	0858	PDO	15073914	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
13	70	A	242	2/20/2016	0851	PDO	16008367	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
14	70	A	242	3/18/2016	1341	PDO	16011008	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
15	70	A	242	3/18/2016	1455	PDO	16011833	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
16	70	A	242	3/18/2016	1500	PDO	16011829	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
17	70	A	242	3/19/2016	1600	PDO	16012665	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
18	70	A	242	5/5/2016	1830	PDO	16020595	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
19	70	A	242	5/9/2016	0804	PDO	16022996	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
20	70	A	242	11/20/2016	1638	PDO	16060657	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
21	70	A	242	7/9/2015	1457	PDO	15041614	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
22	70	A	242	12/4/2015	2030	PDO	15079360	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
23	70	A	242	3/18/2016	1530	PDO	16012630	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
24	70	A	242	5/19/2016	1645	PDO	16022725	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
25	70	A	242	8/3/2016	2044	INJ	16032938	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
26	70	A	242	2/26/2014	0730	PDO	14013906	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DAWN OR DUSK
27	70	A	242	1/5/2015	1700	PDO	15003926	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED
28	70	A	242	1/26/2015	1840	PDO	15008645	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED
29	70	A	242	1/27/2015	2045	PDO	15006071	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED
30	70	A	242	6/12/2014	0515	PDO	14033610	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAWN OR DUSK
31	70	A	242	6/12/2014	2350	PDO	14033612	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED
32	70	A	242	6/28/2014	2326	INJ	14038230	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED
33	70	A	242	3/22/2014	1640	PDO	14019023	OFF LEFT	NON-INTERSECTION	6	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
34	70	A	242	2/10/2016	1108	INJ	16006679	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
35	70	A	242	2/20/2016	1500	PDO	16007683	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
36	70	A	242	9/2/2016	2045	PDO	16038820	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
37	70	A	242.1	9/18/2015	0830	PDO	15062053	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
38	70	A	242.1	12/30/2016	1205	PDO	16072065	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
39	70	A	242.1	2/1/2016	1618	PDO	16503840	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
40	70	A	242.1	7/20/2014	0220	INJ	14043770	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED
41	70	A	242.1	10/5/2014	0215	PDO	14062120	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
42	70	A	242.3	2/15/2015	2230	PDO	15010755	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DARK-LIGHTED
43	70	A	242.3	4/1/2015	1710	PDO	15020907	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
44	70	A	242.4	9/20/2014	0945	PDO	14054959	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
45	70	A	242.4	8/27/2015	0135	PDO	15057244	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-LIGHTED
46	70	A	242.5	2/15/2016	1853	PDO	16010745	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAWN OR DUSK

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
1	NONE	N	OVERTURNING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN
2	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
3	NONE	N	REAR-END	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
4	WIND	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
5	NONE	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
6	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
7	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
8	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
9	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
10	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER
11	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER
12	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
13	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
14	SNOW/SLEET/HAIL	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
15	SNOW/SLEET/HAIL	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
16	SNOW/SLEET/HAIL	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
17	NONE	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
18	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
19	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
20	NONE	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
21	NONE	N	SIDESWIPE SAME DIRECTION	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
22	NONE	N	SIDESWIPE SAME DIRECTION	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	UNKNOWN
23	SNOW/SLEET/HAIL	N	SIDESWIPE SAME DIRECTION	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
24	NONE	N	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
25	NONE	N	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
26	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
27	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
28	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
29	NONE	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	UNKNOWN
30	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE
31	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
32	NONE	N	CONCRETE BARRIER	E	MOTORCYCLE	ALCOHOL	UNKNOWN
33	SNOW/SLEET/HAIL	N	WALL/BUILDING	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
34	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	UNKNOWN
35	NONE	N	REAR-END	E	SUV	NO IMPAIRMENT	NONE APPARENT
36	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
37	NONE	N	SIDESWIPE SAME DIRECTION	W	SUV	NO IMPAIRMENT	UNKNOWN
38	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	UNKNOWN
39	SNOW/SLEET/HAIL	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
40	NONE	N	CONCRETE BARRIER	E	SUV	ALCOHOL	UNKNOWN
41	NONE	N	CONCRETE BARRIER	N	SUV	NO IMPAIRMENT	DRIVER FATIGUE
42	SNOW/SLEET/HAIL	N	REAR-END	E	SUV	NO IMPAIRMENT	NONE APPARENT
43	NONE	N	REAR-END	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
44	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
45	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
46	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
1	050	GOING STRAIGHT						
2	035	GOING STRAIGHT	W	PASS CAR/VAN	025	SLOWING		
3	UK	GOING STRAIGHT	W	SUV	035	GOING STRAIGHT		
4	045	SLOWING	W	SUV	045	SLOWING		
5	020	SLOWING	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
6	000	STOPPED IN TRAFFIC	W	PICKUP TRUCK/UTILITY VAN	020	SLOWING		
7	010	GOING STRAIGHT	W	PASS CAR/VAN	010	GOING STRAIGHT		
8	015	SLOWING	W	SUV	040	SLOWING		
9	035	GOING STRAIGHT	W	PASS CAR/VAN	015	SLOWING		
10	010	GOING STRAIGHT	W	PASS CAR/VAN	005	SLOWING		
11	020	SLOWING	W	PICKUP TRUCK/UTILITY VAN	010	SLOWING		
12	010	SLOWING	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	005	SLOWING		
13	003	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC		
14	040	SLOWING	W	PICKUP TRUCK/UTILITY VAN	035	GOING STRAIGHT		
15	050	SLOWING	E	PICKUP TRUCK/UTILITY VAN	050	GOING STRAIGHT		
16	015	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	015	GOING STRAIGHT		
17	030	GOING STRAIGHT	E	SUV	015	SLOWING		
18	070	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC		
19	072	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	005	GOING STRAIGHT		
20	055	GOING STRAIGHT	E	SUV	UK	AVOIDING OBJECT/VEHICLE IN ROAD		
21	055	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT		
22	065	PASSING	W	SUV	055	GOING STRAIGHT		
23	055	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT		
24	055	CHANGING LANES	W	PASS CAR/VAN	055	GOING STRAIGHT		
25	060	CHANGING LANES	W	HIT & RUN - UNKNOWN	060	CHANGING LANES		
26	055	OTHER						
27	030	SLOWING						
28	070	OTHER						
29	070	OTHER						
30	040	GOING STRAIGHT						
31	065	GOING STRAIGHT						
32	055	GOING STRAIGHT						
33	045	OTHER	W	SUV	020	GOING STRAIGHT	W	GOING STRAIGHT
34	055	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	030	SLOWING	W	GOING STRAIGHT
35	025	SLOWING	E	PASS CAR/VAN	025	SLOWING	E	SLOWING
36	005	SLOWING	W	PICKUP TRUCK/UTILITY VAN	025	SLOWING	W	STOPPED IN TRAFFIC
37	000	STOPPED IN TRAFFIC	W	PICKUP TRUCK/UTILITY VAN	040	SLOWING		
38	060	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	060	GOING STRAIGHT		
39	055	WRONG WAY						
40	080	GOING STRAIGHT						
41	050	GOING STRAIGHT						
42	030	GOING STRAIGHT	E	PASS CAR/VAN	040	GOING STRAIGHT		
43	030	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	010	SLOWING		
44	030	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC		
45	065	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	065	GOING STRAIGHT		
46	055	WRONG WAY	E	PASS CAR/VAN	055	GOING STRAIGHT		

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
47	70	A	242.5	7/8/2014	0820	PDO	14039544	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
48	70	A	242.5	8/2/2014	0815	PDO	14044843	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
49	70	A	242.5	8/9/2014	0845	INJ	14049320	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
50	70	A	242.5	9/26/2014	1105	INJ	14056837	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
51	70	A	242.5	10/18/2014	1400	PDO	14067820	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
52	70	A	242.5	6/3/2015	1140	PDO	15033364	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
53	70	A	242.5	10/14/2015	1432	PDO	15067272	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
54	70	A	242.5	10/14/2015	1626	INJ	15067270	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
55	70	A	242.5	3/18/2016	1540	PDO	16011830	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
56	70	A	242.5	3/23/2016	1045	PDO	16012688	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	SNOWY	DAYLIGHT
57	70	A	242.5	3/23/2016	1045	PDO	16013190	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT
58	70	A	242.5	11/5/2015	0010	PDO	15070473	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SLUSHY	DARK-UNLIGHTED
59	70	A	242.5	1/17/2016	2000	PDO	16003666	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED
60	70	A	242.5	3/26/2016	0005	PDO	16013032	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-LIGHTED
61	70	A	242.5	11/18/2016	1057	PDO	16056993	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT
62	70	A	242.5	1/27/2014	1445	PDO	14004191	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT
63	70	A	242.5	11/18/2016	1142	PDO	16060739	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT
64	70	A	242.6	1/24/2015	0116	PDO	15007088	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
65	70	A	242.6	2/21/2015	1428	INJ	15011953	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT
66	70	A	242.6	11/7/2015	0930	PDO	15070474	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT
67	70	A	242.6	1/10/2015	2020	PDO	15010748	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED
68	70	A	242.6	4/2/2015	1930	PDO	15020909	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
69	70	A	242.7	12/6/2015	1002	PDO	15533523	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
70	70	A	242.7	3/5/2014	0930	PDO	14013909	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT
71	70	A	242.7	3/7/2015	2125	PDO	15507556	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED
72	70	A	242.8	3/7/2015	2121	INJ	15018241	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED
73	70	A	242.8	5/5/2015	1345	PDO	15511324	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT
74	70	A	242.8	2/1/2014	1330	PDO	14008337	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT
75	70	A	242.84	12/26/2016	1045	PDO	00001336	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAYLIGHT
76	70	A	242.9	11/10/2014	1520	PDO	14528549	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT
77	70	A	242.9	3/23/2016	1045	INJ	16012631	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	ICY	DAYLIGHT
78	70	A	242.9	9/2/2015	1821	PDO	15055595	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
79	70	A	242.9	12/30/2014	0750	PDO	14078218	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT
80	70	A	242.9	9/21/2014	1720	PDO	14054958	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT
81	70	A	242.98	6/1/2015	1451	INJ	15040107	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
82	70	A	242.98	7/4/2015	1425	PDO	15524216	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
83	70	A	242.98	9/18/2015	1200	PDO	15061292	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
84	70	A	242.98	11/8/2015	1130	PDO	15070472	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
85	70	A	243	10/14/2015	1515	PDO	15067779	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT
86	70	A	243	8/4/2014	1555	PDO	14044839	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
87	70	A	243	3/11/2016	1735	PDO	16507947	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
88	70	A	243	6/24/2014	1605	PDO	14515319	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
89	70	A	243	7/16/2014	1411	INJ	14041948	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
90	70	A	243	9/25/2014	2000	PDO	14057555	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED
91	70	A	243	1/14/2016	2018	PDO	16501810	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DARK-LIGHTED
92	70	A	243	10/31/2016	1951	PDO	16059036	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
47	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
48	SNOW/SLEET/HAIL	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
49	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER
50	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
51	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
52	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
53	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
54	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
55	SNOW/SLEET/HAIL	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
56	SNOW/SLEET/HAIL	N	REAR-END	E	SUV	NO IMPAIRMENT	NONE APPARENT
57	SNOW/SLEET/HAIL	N	SIDESWIPE SAME DIRECTION	E	NON-SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT
58	SNOW/SLEET/HAIL	N	GUARD RAIL	E	SUV	ALCOHOL	UNKNOWN
59	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
60	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
61	NONE	N	GUARD RAIL	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT
62	SNOW/SLEET/HAIL	N	LARGE BOULDERS OR ROCKS	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
63	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	UNKNOWN
64	NONE	N	GUARD RAIL	E	SUV	ALCOHOL/DRUGS	UNKNOWN
65	SNOW/SLEET/HAIL	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
66	NONE	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	UNKNOWN
67	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
68	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	E	SUV	NO IMPAIRMENT	NONE APPARENT
69	WIND	N	REAR-END	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
70	NONE	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	NONE APPARENT
71	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
72	NONE	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
73	RAIN	N	SIDESWIPE SAME DIRECTION	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
74	NONE	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
75	NONE	N	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
76	SNOW/SLEET/HAIL	N	OVERTURNING	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
77	SNOW/SLEET/HAIL	N	OTHER NON-COLLISION	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
78	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
79	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
80	NONE	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
81	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
82	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	UNKNOWN
83	NONE	Y (N)	REAR-END	S	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
84	NONE	Y (O)	BROADSIDE	W	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER
85	NONE	N	SIDESWIPE SAME DIRECTION	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN
86	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
87	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
88	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	EVADING LAW ENFORCEMENT OFFICER
89	NONE	N	SIDESWIPE SAME DIRECTION	E	MOTOR HOME	NO IMPAIRMENT	UNKNOWN
90	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
91	WIND	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
92	NONE	N	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
47	000	STOPPED IN TRAFFIC	W	SUV	005	STOPPED IN TRAFFIC		
48	020	SLOWING	W	SUV	005	SLOWING		
49	025	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
50	035	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	025	SLOWING		
51	UK	SLOWING	W	SUV	010	GOING STRAIGHT		
52	030	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
53	000	STOPPED IN TRAFFIC	W	PASS CAR/VAN	010	SLOWING		
54	050	GOING STRAIGHT	W	PASS CAR/VAN	005	SLOWING		
55	040	SLOWING	E	PICKUP TRUCK/UTILITY VAN	040	SLOWING		
56	035	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	035	SLOWING		
57	015	WRONG WAY	E	PASS CAR/VAN	035	SLOWING		
58	055	GOING STRAIGHT						
59	075	WRONG WAY						
60	055	GOING STRAIGHT						
61	045	GOING STRAIGHT						
62	050	OTHER						
63	050	WRONG WAY	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	040	GOING STRAIGHT		
64	080	OTHER						
65	040	OTHER						
66	070	OTHER						
67	070	OTHER						
68	030	OTHER						
69	035	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
70	055	GOING STRAIGHT						
71	075	OTHER						
72	055	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT		
73	055	CHANGING LANES	E	SUV	055	GOING STRAIGHT		
74	055	GOING STRAIGHT						
75	050	CHANGING LANES						
76	045	OTHER						
77	000	STOPPED IN TRAFFIC	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	035	WRONG WAY		
78	020	GOING STRAIGHT	W	SUV	015	SLOWING		
79	055	CHANGING LANES						
80	035	AVOIDING OBJECT/VEHICLE IN ROAD						
81	025	GOING STRAIGHT	W	PASS CAR/VAN	015	GOING STRAIGHT		
82	050	PASSING	W	PICKUP TRUCK/UTILITY VAN	025	MAKING RIGHT TURN		
83	005	GOING STRAIGHT	S	SUV	005	MAKING LEFT TURN		
84	020	GOING STRAIGHT	S	PASS CAR/VAN	005	GOING STRAIGHT		
85	020	CHANGING LANES	E	MOTOR HOME	020	GOING STRAIGHT	E	GOING STRAIGHT
86	010	GOING STRAIGHT	W	SUV	005	SLOWING		
87	045	GOING STRAIGHT	W	SUV	040	SLOWING		
88	UK	OTHER	E	SUV	000	STOPPED IN TRAFFIC		
89	055	CHANGING LANES	E	MOTORCYCLE	055	GOING STRAIGHT		
90	030	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	060	GOING STRAIGHT		
91	050	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	050	GOING STRAIGHT		
92	055	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT		

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
93	70	A	243	1/23/2014	0750	PDO	14004187	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT
94	70	A	243	1/27/2014	1458	PDO	14004190	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT
95	70	A	243	12/24/2014	2100	PDO	14078215	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
96	70	A	243	12/29/2014	0840	PDO	14533701	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
97	70	A	243	2/3/2016	1700	PDO	16006672	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAWN OR DUSK
98	70	A	243	5/7/2014	0100	PDO	14031724	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED
99	70	A	243	11/15/2014	1248	PDO	14073553	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT
100	70	A	243	1/4/2014	1420	PDO	14002290	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	SNOWY	DAYLIGHT
101	70	A	243.05	2/13/2015	0930	PDO	15016666	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
102	70	A	243.1	3/19/2014	1745	PDO	14506542	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
103	70	A	243.23	2/14/2014	2130	PDO	14009616	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK-LIGHTED
104	70	A	243.25	1/12/2016	1645	PDO	16500789	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAWN OR DUSK
105	70	A	243.3	7/2/2015	1400	INJ	15517265	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
106	70	A	243.3	12/12/2015	0900	PDO	15537158	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
107	70	A	243.5	4/23/2014	1236	PDO	14509404	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
108	70	A	243.5	12/21/2016	1814	PDO	16547569	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
109	70	A	243.5	10/4/2014	1155	PDO	14525367	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT
110	70	A	243.5	9/3/2016	0630	PDO	16531084	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
111	70	A	243.5	1/31/2014	1930	PDO	14502775	ON	NON-INTERSECTION	3	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
112	70	A	243.6	11/25/2014	2000	PDO	14531317	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-LIGHTED
113	70	A	243.7	12/11/2014	1245	PDO	14531817	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
114	70	A	243.7	1/21/2016	1619	PDO	16502111	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK
115	70	A	243.8	3/22/2014	0651	PDO	14506911	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAWN OR DUSK
116	70	A	243.8	6/21/2014	1354	PDO	14515189	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
117	70	A	243.8	7/28/2016	1440	PDO	16527365	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
118	70	A	243.8	3/28/2015	1310	PDO	15508651	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
119	70	A	243.8	8/8/2014	1425	PDO	14519021	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
120	70	A	243.8	7/25/2015	1545	PDO	15524226	ON	RAMP	2	CURVE ON-LEVEL	DRY	DAYLIGHT
121	70	A	243.95	12/15/2014	0150	PDO	14532538	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED
122	70	A	243.96	6/15/2015	0405	PDO	15515231	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
123	70	A	243.99	7/19/2014	1900	INJ	14517042	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT
124	70	A	244	2/22/2014	1420	INJ	14504428	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
125	70	A	244	12/27/2014	1145	PDO	14534291	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
126	70	A	244	1/15/2016	1945	PDO	16502018	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
127	70	A	244	1/18/2015	1000	PDO	15501602	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
128	70	A	244	10/27/2015	0930	PDO	15529216	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
129	70	A	244	1/27/2014	1433	PDO	14502733	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SLUSHY	DAYLIGHT
130	70	A	244	8/10/2014	1355	PDO	14520508	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
131	70	A	244	4/16/2016	2158	PDO	16513637	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED
132	70	A	244	3/18/2014	1620	PDO	14506168	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT
133	70	A	244.02	3/1/2014	1039	PDO	14505103	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
134	70	A	244.09	3/22/2016	1850	PDO	16510570	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
135	70	A	244.1	2/8/2014	1730	PDO	14503825	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAWN OR DUSK

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
93	NONE	N	GUARD RAIL	W	SUV	NO IMPAIRMENT	NONE APPARENT
94	SNOW/SLEET/HAIL	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
95	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
96	SNOW/SLEET/HAIL	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	NONE APPARENT
97	WIND	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	NONE APPARENT
98	NONE	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
99	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
100	SNOW/SLEET/HAIL	N	REAR-END	E	SUV	NO IMPAIRMENT	NONE APPARENT
101	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
102	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
103	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
104	NONE	N	SIDESWIPE SAME DIRECTION	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
105	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
106	SNOW/SLEET/HAIL	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
107	NONE	N	SIDESWIPE SAME DIRECTION	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
108	NONE	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	ILLNESS
109	NONE	N	CONCRETE BARRIER	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED
110	NONE	N	INVOLVING OTHER OBJECT	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
111	SNOW/SLEET/HAIL	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
112	WIND	N	WALL/BUILDING	E	SUV	NO IMPAIRMENT	NONE APPARENT
113	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
114	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	NONE APPARENT
115	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
116	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
117	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
118	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
119	NONE	N	LARGE BOULDERS OR ROCKS	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
120	NONE	Y (E)	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
121	NONE	N	LARGE BOULDERS OR ROCKS	E	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL
122	NONE	N	GUARD RAIL	E	SUV	ALCOHOL	UNKNOWN
123	NONE	N	WALL/BUILDING	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
124	NONE	N	VEHICLE CARGO/DEBRIS	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
125	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
126	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
127	NONE	N	SIDESWIPE SAME DIRECTION	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT
128	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
129	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
130	NONE	N	CONCRETE BARRIER	E	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL
131	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
132	NONE	N	OTHER FIXED OBJECT	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
133	SNOW/SLEET/HAIL	N	GUARD RAIL	E	SUV	NO IMPAIRMENT	NONE APPARENT
134	NONE	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
135	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	UNKNOWN

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
93	060	OTHER						
94	040	OTHER						
95	050	OTHER						
96	045	OTHER						
97	055	WRONG WAY						
98	065	GOING STRAIGHT						
99	050	SLOWING						
100	055	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT	E	GOING STRAIGHT
101	010	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
102	005	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
103	070	GOING STRAIGHT						
104	UK	WRONG WAY	E	SUV	050	GOING STRAIGHT		
105	045	CHANGING LANES	E	SUV	050	GOING STRAIGHT		
106	055	GOING STRAIGHT						
107	060	CHANGING LANES	E	PASS CAR/VAN	065	GOING STRAIGHT		
108	055	WEAVING						
109	055	OTHER						
110	055	GOING STRAIGHT						
111	045	OTHER	E	PASS CAR/VAN	045	GOING STRAIGHT	E	GOING STRAIGHT
112	005	BACKING						
113	015	SLOWING	W	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC		
114	080	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT		
115	UK	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
116	015	SLOWING	W	PASS CAR/VAN	005	SLOWING		
117	055	CHANGING LANES	E	PASS CAR/VAN	055	GOING STRAIGHT		
118	055	OTHER						
119	010	GOING STRAIGHT						
120	015	CHANGING LANES	W	SUV	020	GOING STRAIGHT		
121	055	GOING STRAIGHT						
122	055	GOING STRAIGHT						
123	055	GOING STRAIGHT						
124	UK	OTHER	W	SUV	065	GOING STRAIGHT		
125	030	GOING STRAIGHT	W	PASS CAR/VAN	025	SLOWING		
126	025	GOING STRAIGHT	W	SUV	035	SLOWING		
127	010	CHANGING LANES	W	SUV	007	GOING STRAIGHT		
128	060	CHANGING LANES	E	SUV	065	GOING STRAIGHT		
129	055	OTHER						
130	UK	GOING STRAIGHT						
131	040	GOING STRAIGHT						
132	055	OTHER						
133	060	OTHER						
134	055	GOING STRAIGHT						
135	065	CHANGING LANES	E	NON-SCHOOL BUS < 15 PEOPLE	055	GOING STRAIGHT		

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
136	70	A	244.1	4/3/2014	0650	PDO	14507182	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT
137	70	A	244.1	6/4/2014	0207	PDO	14512716	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
138	70	A	244.1	3/5/2014	0915	PDO	14505293	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT
139	70	A	244.2	7/9/2016	2200	INJ	16529754	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED
140	70	A	244.2	2/6/2016	2045	PDO	16505924	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-LIGHTED
141	70	A	244.2	6/8/2014	1500	PDO	14513023	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT
142	70	A	244.2	3/20/2014	1700	PDO	14506538	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
143	70	A	244.2	8/4/2016	1851	PDO	16527282	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
144	70	A	244.2	3/23/2016	0845	PDO	16509497	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SLUSHY	DAYLIGHT
145	70	A	244.26	5/21/2016	1508	PDO	16516951	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	DRY	DAYLIGHT
146	70	A	244.26	3/9/2016	1645	PDO	16508646	OFF AT TEE	RAMP	1	CURVE ON-GRADE	DRY	DAYLIGHT
147	70	A	244.26	11/14/2016	1015	PDO	16541226	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
148	70	A	244.27	5/8/2014	1810	PDO	14510929	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
149	70	A	244.3	2/15/2015	1630	PDO	15504234	OFF LEFT	NON-INTERSECTION	2	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT
150	70	A	244.3	7/10/2015	2120	PDO	15517748	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DARK-UNLIGHTED
151	70	A	244.3	7/30/2016	0301	PDO	16527146	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-LIGHTED
152	70	A	244.3	10/23/2016	1044	PDO	16539480	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
153	70	A	244.4	1/11/2014	1200	INJ	14500773	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
154	70	A	244.4	11/10/2014	1420	INJ	14529640	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT
155	70	A	244.4	2/23/2015	0854	PDO	15504927	OFF LEFT	NON-INTERSECTION	2	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT
156	70	A	244.4	12/29/2014	1445	INJ	14533928	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
157	70	A	244.4	9/3/2016	2320	PDO	16531248	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
158	70	A	244.47	6/23/2014	2141	PDO	14514642	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
159	70	A	244.5	9/1/2015	1115	INJ	15524127	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
160	70	A	244.5	8/4/2016	1431	PDO	16527159	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
161	70	A	244.5	7/26/2014	1100	PDO	14517703	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
162	70	A	244.5	11/10/2014	1420	PDO	14528548	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT
163	70	A	244.5	1/9/2015	0740	INJ	15500672	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT
164	70	A	244.5	1/10/2015	0644	PDO	15500676	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
165	70	A	244.5	1/10/2015	0644	INJ	15501554	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK
166	70	A	244.5	3/7/2015	1555	PDO	15507557	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
167	70	A	244.5	4/26/2016	1118	PDO	16514696	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
168	70	A	244.5	9/13/2014	1541	INJ	14524186	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
169	70	A	244.5	11/27/2016	0706	INJ	16544942	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT
170	70	A	244.5	2/16/2014	2330	INJ	14504503	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
171	70	A	244.5	8/4/2014	0525	PDO	14518491	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAWN OR DUSK
172	70	A	244.5	1/5/2015	1616	PDO	15500921	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
173	70	A	244.5	6/24/2015	1954	PDO	15524146	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DARK-UNLIGHTED
174	70	A	244.5	11/14/2016	0440	PDO	16542648	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
175	70	A	244.5	12/14/2014	1035	INJ	14532405	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT
176	70	A	244.5	1/22/2016	1720	PDO	16502024	ON	NON-INTERSECTION	4	CURVE ON-GRADE	DRY	DAWN OR DUSK
177	70	A	244.52	1/13/2016	0137	PDO	16501032	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-LIGHTED
178	70	A	244.54	10/19/2015	1355	INJ	15528051	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
136	SNOW/SLEET/HAIL	N	SIGN	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
137	NONE	N	SIGN	E	SUV	NO IMPAIRMENT	NONE APPARENT
138	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
139	NONE	N	PEDESTRIAN	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN
140	WIND	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
141	RAIN	N	WILD ANIMAL	W	SUV	NO IMPAIRMENT	NONE APPARENT
142	NONE	N	GUARD RAIL	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
143	RAIN	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
144	SNOW/SLEET/HAIL	N	EMBANKMENT CUT/FILL SLOPE	W	SUV	NO IMPAIRMENT	NONE APPARENT
145	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
146	NONE	Y (D)	OVERTURNING	N	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT
147	NONE	Y (N)	REAR-END	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
148	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
149	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
150	RAIN	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
151	NONE	N	CONCRETE BARRIER	W	PASS CAR/VAN	ALCOHOL	UNKNOWN
152	NONE	N	CONCRETE BARRIER	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
153	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	NONE APPARENT
154	SNOW/SLEET/HAIL	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
155	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
156	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	E	SUV	NO IMPAIRMENT	NONE APPARENT
157	NONE	N	CONCRETE BARRIER	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER FATIGUE
158	NONE	N	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
159	NONE	N	OVERTURNING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN
160	NONE	N	VEHICLE CARGO/DEBRIS	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
161	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED
162	SNOW/SLEET/HAIL	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
163	NONE	N	REAR-END	E	SUV	NO IMPAIRMENT	NONE APPARENT
164	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
165	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
166	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
167	NONE	N	SIDESWIPE SAME DIRECTION	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
168	NONE	N	GUARD RAIL	E	MOTOR HOME	NO IMPAIRMENT	NONE APPARENT
169	SNOW/SLEET/HAIL	N	GUARD RAIL	W	SUV	NO IMPAIRMENT	UNKNOWN
170	WIND	N	CONCRETE BARRIER	NW	SUV	NO IMPAIRMENT	NONE APPARENT
171	NONE	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
172	WIND	N	CONCRETE BARRIER	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
173	RAIN	N	CONCRETE BARRIER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN
174	WIND	N	CONCRETE BARRIER	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
175	SNOW/SLEET/HAIL	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
176	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
177	WIND	N	CONCRETE BARRIER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
178	NONE	N	CONCRETE BARRIER	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
136	050	GOING STRAIGHT						
137	090	OTHER						
138	055	OTHER						
139	015	CHANGING LANES	E	OTHER - SEE REPORT	UK	WRONG WAY		
140	065	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	058	GOING STRAIGHT		
141	050	GOING STRAIGHT						
142	030	GOING STRAIGHT						
143	070	WRONG WAY						
144	055	WRONG WAY						
145	002	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
146	045	MAKING RIGHT TURN						
147	005	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
148	065	GOING STRAIGHT						
149	045	OTHER	E	PASS CAR/VAN	035	GOING STRAIGHT		
150	065	OTHER						
151	060	GOING STRAIGHT						
152	060	GOING STRAIGHT						
153	065	CHANGING LANES	E	PASS CAR/VAN	065	OTHER		
154	020	GOING STRAIGHT	E	PASS CAR/VAN	030	GOING STRAIGHT		
155	045	OTHER	E	SUV	040	GOING STRAIGHT		
156	050	OTHER						
157	055	GOING STRAIGHT						
158	065	GOING STRAIGHT						
159	055	OTHER						
160	UK	WRONG WAY	W	SUV	065	GOING STRAIGHT		
161	020	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC		
162	035	OTHER	W	SUV	010	OTHER		
163	050	GOING STRAIGHT	E	SUV	040	SLOWING		
164	030	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
165	025	GOING STRAIGHT	W	PASS CAR/VAN	010	SLOWING		
166	040	CHANGING LANES	E	PASS CAR/VAN	055	GOING STRAIGHT		
167	UK	WRONG WAY	W	PASS CAR/VAN	UK	GOING STRAIGHT		
168	055	GOING STRAIGHT						
169	045	WRONG WAY						
170	065	OTHER						
171	055	OTHER						
172	UK	OTHER						
173	055	OTHER						
174	065	GOING STRAIGHT						
175	040	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	040	GOING STRAIGHT		
176	055	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	025	SLOWING	W	SLOWING
177	045	GOING STRAIGHT						
178	055	GOING STRAIGHT						

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
179	70	A	244.54	10/19/2015	1357	INJ	15528040	OFF LEFT	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DAYLIGHT
180	70	A	244.56	10/16/2015	2010	INJ	15528718	ON	RAMP	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
181	70	A	244.6	7/8/2014	1148	INJ	14515870	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
182	70	A	244.6	3/13/2015	1456	INJ	15506804	OFF LEFT	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
183	70	A	244.6	12/27/2016	1050	INJ	16548780	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT
184	70	A	244.63	8/1/2015	1631	FAT	15520215	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
185	70	A	244.67	5/23/2016	0030	PDO	16517253	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
186	70	A	244.7	8/29/2014	1730	INJ	14521365	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
187	70	A	244.8	2/6/2015	1800	INJ	15503408	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
188	70	A	244.8	7/2/2015	2331	PDO	15517461	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
189	70	A	244.8	2/6/2015	1800	INJ	15503324	OFF LEFT	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
190	70	A	244.8	1/18/2016	1030	INJ	16502338	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT
191	70	A	244.9	1/17/2014	2015	PDO	14501772	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
192	70	A	244.9	1/2/2016	0700	PDO	16500591	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
193	70	A	244.9	7/25/2014	0945	PDO	14517564	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
194	70	A	244.9	7/8/2015	1705	PDO	15517452	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT
195	70	A	244.95	5/16/2016	1200	PDO	16516521	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT
196	70	A	244.96	10/22/2014	1525	PDO	14526692	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
197	70	A	244.96	10/22/2014	1525	PDO	14526693	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
198	70	A	245	2/1/2014	0100	PDO	14502777	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
199	70	A	245	1/25/2014	1020	INJ	14501837	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
200	70	A	245	2/15/2015	1608	INJ	15505960	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT
201	70	A	245	7/18/2015	1600	INJ	15518401	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT
202	70	A	245	12/27/2015	1312	PDO	15536318	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT
203	70	A	245	1/29/2016	1750	PDO	16503830	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
204	70	A	245	12/30/2016	1115	PDO	16548860	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
205	70	A	245	2/23/2014	1150	PDO	14504903	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
206	70	A	245	7/17/2014	1029	PDO	14517569	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
207	70	A	245	2/24/2015	1200	PDO	15504926	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
208	70	A	245	12/5/2015	0827	PDO	15533406	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
209	70	A	245	6/13/2016	1445	PDO	16522571	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAYLIGHT
210	70	A	245	9/29/2014	1945	PDO	14524560	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DARK-UNLIGHTED
211	70	A	245	8/21/2016	0215	PDO	16530203	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
212	70	A	245	11/26/2016	1134	PDO	16544121	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
213	70	A	245	8/17/2015	2000	PDO	15521472	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
214	70	A	245	2/15/2015	1600	INJ	15505962	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	ICY	DAYLIGHT
215	70	A	245	1/15/2016	1720	PDO	16501673	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
216	70	A	245.07	11/28/2016	0500	PDO	16543984	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
217	70	A	245.1	3/5/2014	0948	PDO	14505289	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT
218	70	A	245.1	11/3/2014	0535	PDO	14527719	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY	DARK-LIGHTED
219	70	A	245.2	2/15/2015	1600	PDO	15505884	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAWN OR DUSK
220	70	A	245.2	5/18/2015	1730	PDO	15512752	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
221	70	A	245.2	2/15/2014	0625	INJ	14503835	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK
222	70	A	245.2	2/15/2015	1600	PDO	15504769	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	ICY	DAWN OR DUSK
223	70	A	245.2	2/15/2015	1600	PDO	15505885	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	ICY	DAYLIGHT
224	70	A	245.3	4/27/2014	0510	INJ	14509419	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
225	70	A	245.3	1/18/2015	0700	PDO	15501555	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
226	70	A	245.3	10/28/2014	0823	PDO	14527799	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
179	NONE	N	CONCRETE BARRIER	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL
180	NONE	Y (D)	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
181	NONE	N	GUARD RAIL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
182	NONE	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED
183	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
184	NONE	N	SIDESWIPE SAME DIRECTION	E	MOTORCYCLE	ALCOHOL	UNKNOWN
185	NONE	N	WILD ANIMAL	W	SUV	NO IMPAIRMENT	NONE APPARENT
186	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
187	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
188	NONE	N	WILD ANIMAL	W	SUV	NO IMPAIRMENT	NONE APPARENT
189	NONE	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
190	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
191	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
192	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
193	NONE	N	SIDESWIPE SAME DIRECTION	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
194	RAIN	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
195	RAIN	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
196	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
197	NONE	N	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
198	SNOW/SLEET/HAIL	N	OVERTURNING	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
199	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
200	SNOW/SLEET/HAIL	N	REAR-END	W	SUV	NO IMPAIRMENT	UNKNOWN
201	RAIN	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER
202	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
203	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
204	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED
205	NONE	N	SIDESWIPE SAME DIRECTION	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
206	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	UNKNOWN
207	NONE	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER
208	NONE	N	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
209	RAIN	N	SIDESWIPE SAME DIRECTION	NW	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
210	RAIN	N	DOMESTIC ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
211	NONE	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT
212	NONE	N	CONCRETE BARRIER	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
213	NONE	N	INVOLVING OTHER OBJECT	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
214	SNOW/SLEET/HAIL	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
215	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
216	NONE	N	LARGE BOULDERS OR ROCKS	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER INEXPERIENCE
217	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
218	SNOW/SLEET/HAIL	N	GUARD RAIL	W	NON-SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT
219	SNOW/SLEET/HAIL	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
220	RAIN	N	CONCRETE BARRIER	NW	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
221	NONE	N	REAR-END	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
222	SNOW/SLEET/HAIL	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
223	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
224	WIND	N	PEDESTRIAN	W	OTHER - SEE REPORT	ALCOHOL/DRUGS	NONE APPARENT
225	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
226	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
179	055	GOING STRAIGHT	E	SUV	060	GOING STRAIGHT	E	GOING STRAIGHT
180	005	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
181	060	CHANGING LANES						
182	065	GOING STRAIGHT	W	SUV	060	GOING STRAIGHT		
183	015	SLOWING	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC	W	SLOWING
184	065	CHANGING LANES	E	MOTORCYCLE	065	GOING STRAIGHT		
185	068	GOING STRAIGHT						
186	010	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	010	GOING STRAIGHT		
187	010	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
188	065	GOING STRAIGHT						
189	055	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC	W	STOPPED IN TRAFFIC
190	015	GOING STRAIGHT	W	PASS CAR/VAN	010	SLOWING	W	SLOWING
191	015	GOING STRAIGHT	W	SUV	010	SLOWING		
192	058	GOING STRAIGHT	W	PASS CAR/VAN	030	SLOWING		
193	065	CHANGING LANES	S	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	050	CHANGING LANES		
194	050	OTHER						
195	055	GOING STRAIGHT						
196	065	GOING STRAIGHT						
197	045	GOING STRAIGHT						
198	035	OTHER						
199	010	SLOWING	W	SUV	000	STOPPED IN TRAFFIC		
200	030	GOING STRAIGHT	W	HIT & RUN - UNKNOWN	UK	OTHER		
201	002	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
202	035	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
203	045	GOING STRAIGHT	W	SUV	010	SLOWING		
204	010	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	005	SLOWING		
205	065	CHANGING LANES	E	SUV	060	GOING STRAIGHT		
206	055	CHANGING LANES	E	SUV	055	GOING STRAIGHT		
207	065	CHANGING LANES	E	SUV	055	GOING STRAIGHT		
208	015	CHANGING LANES	W	SUV	015	GOING STRAIGHT		
209	055	WRONG WAY	NW	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	045	GOING STRAIGHT		
210	065	GOING STRAIGHT						
211	035	GOING STRAIGHT						
212	065	WRONG WAY						
213	055	GOING STRAIGHT						
214	040	OTHER	W	PASS CAR/VAN	010	SLOWING	W	SLOWING
215	015	SLOWING	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC	W	STOPPED IN TRAFFIC
216	030	GOING STRAIGHT						
217	050	OTHER						
218	015	GOING STRAIGHT						
219	040	SLOWING	W	SUV	030	SLOWING		
220	060	OTHER						
221	030	GOING STRAIGHT	N	PASS CAR/VAN	000	STOPPED IN TRAFFIC	N	STOPPED IN TRAFFIC
222	060	GOING STRAIGHT	W	PASS CAR/VAN	020	SLOWING	W	SLOWING
223	040	SLOWING	W	SUV	040	SLOWING	W	SLOWING
224	UK	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	045	GOING STRAIGHT		
225	030	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
226	055	GOING STRAIGHT						

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
227	70	A	245.3	1/30/2016	0950	INJ	16504350	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
228	70	A	245.3	12/20/2014	0715	PDO	14532757	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK
229	70	A	245.4	8/8/2015	1510	INJ	15520499	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
230	70	A	245.4	7/30/2014	1620	INJ	14518754	OFF RIGHT	NON-INTERSECTION	5	CURVE ON-GRADE	WET	DAYLIGHT
231	70	A	245.4	6/5/2016	1630	PDO	16520680	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DAYLIGHT
232	70	A	245.46	2/22/2014	0130	INJ	14504790	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DARK-UNLIGHTED
233	70	A	245.5	6/27/2015	1045	PDO	15516212	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
234	70	A	245.5	10/15/2015	1126	PDO	15527424	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
235	70	A	245.5	4/16/2016	1740	PDO	16513648	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
236	70	A	245.5	7/18/2015	1116	PDO	15518525	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
237	70	A	245.5	7/15/2016	1820	PDO	16526340	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
238	70	A	245.5	6/2/2015	0210	PDO	15513752	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
239	70	A	245.5	3/25/2015	1510	PDO	15507914	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
240	70	A	245.5	7/6/2015	1825	PDO	15517896	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
241	70	A	245.5	7/6/2015	1830	PDO	15517895	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
242	70	A	245.5	9/7/2015	1415	PDO	15524131	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT
243	70	A	245.5	12/18/2015	0845	PDO	15535183	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT
244	70	A	245.5	1/18/2016	0704	PDO	16502336	ON	NON-INTERSECTION	5	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK
245	70	A	245.6	7/5/2016	1535	PDO	16523762	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
246	70	A	245.6	4/16/2015	0845	INJ	15509653	OFF RIGHT	NON-INTERSECTION	7	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT
247	70	A	245.6	8/17/2015	1445	PDO	15522480	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
248	70	A	245.7	1/3/2016	0750	PDO	16500076	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT
249	70	A	245.7	8/25/2014	1803	PDO	14520751	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
250	70	A	245.75	8/25/2014	1630	INJ	14520755	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
251	70	A	245.8	1/18/2015	0730	PDO	15501661	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
252	70	A	245.8	10/14/2016	2030	PDO	16538066	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED
253	70	A	245.8	6/6/2015	1720	INJ	15524197	OFF RIGHT	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAYLIGHT
254	70	A	245.8	7/4/2016	1940	PDO	16524225	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT
255	70	A	245.9	1/2/2014	0905	PDO	14500500	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
256	70	A	245.9	12/5/2015	0845	PDO	15533379	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
257	70	A	245.9	12/16/2015	0740	INJ	15534963	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAYLIGHT
258	70	A	245.9	12/28/2015	0818	INJ	15535931	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT
259	70	A	245.9	7/17/2015	1145	PDO	15518932	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
260	70	A	245.9	7/17/2015	1205	PDO	15520951	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
261	70	A	245.96	12/3/2016	0730	INJ	16544409	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT
262	70	A	245.96	12/3/2016	0735	INJ	16544502	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT
263	70	A	245.97	2/1/2016	1548	PDO	16503842	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
264	70	A	245.98	3/9/2016	0915	INJ	16508643	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT
265	70	A	246	3/13/2014	0912	PDO	14506266	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
266	70	A	246	7/18/2014	1417	INJ	14517570	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
227	NONE	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
228	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
229	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
230	RAIN	N	GUARD RAIL	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
231	NONE	N	REAR-END	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
232	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
233	NONE	N	REAR-END	W	MOTORCYCLE	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
234	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER
235	SNOW/SLEET/HAIL	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
236	NONE	N	SIDESWIPE SAME DIRECTION	W	SUV	NO IMPAIRMENT	DRIVER FATIGUE
237	NONE	N	SIDESWIPE SAME DIRECTION	W	SUV	NO IMPAIRMENT	NONE APPARENT
238	NONE	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
239	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
240	RAIN	N	CONCRETE BARRIER	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
241	RAIN	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	NONE APPARENT
242	RAIN	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
243	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
244	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	UNKNOWN
245	NONE	N	SIDESWIPE SAME DIRECTION	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT
246	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
247	RAIN	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
248	NONE	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
249	RAIN	N	GUARD RAIL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
250	RAIN	N	GUARD RAIL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
251	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
252	NONE	N	SIDESWIPE SAME DIRECTION	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED
253	RAIN	N	GUARD RAIL	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
254	RAIN	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
255	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	UNKNOWN
256	NONE	N	REAR-END	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
257	NONE	N	REAR-END	E	SUV	NO IMPAIRMENT	UNKNOWN
258	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
259	NONE	N	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
260	NONE	N	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT
261	NONE	N	REAR-END	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
262	NONE	N	PARKED MOTOR VEHICLE	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
263	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
264	NONE	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
265	NONE	N	REAR-END	E	PASS CAR/VAN	ALCOHOL	UNKNOWN
266	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
227	045	GOING STRAIGHT						
228	020	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN	006	SLOWING	W	SLOWING
229	020	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
230	060	OTHER	W	SUV	060	GOING STRAIGHT	W	AVOIDING OBJECT/VEHICLE IN ROAD
231	UK	WRONG WAY	W	PICKUP TRUCK/UTILITY VAN	045	GOING STRAIGHT	W	GOING STRAIGHT
232	050	GOING STRAIGHT						
233	020	GOING STRAIGHT	W	PASS CAR/VAN	015	SLOWING		
234	003	OTHER	W	SUV	000	STOPPED IN TRAFFIC		
235	035	WRONG WAY	E	PASS CAR/VAN	045	GOING STRAIGHT		
236	020	WEAVING	W	SUV	020	GOING STRAIGHT		
237	025	CHANGING LANES	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	025	GOING STRAIGHT		
238	060	GOING STRAIGHT						
239	055	OTHER						
240	045	OTHER						
241	055	OTHER						
242	050	OTHER						
243	060	GOING STRAIGHT	W	PASS CAR/VAN	060	SLOWING	W	GOING STRAIGHT
244	050	GOING STRAIGHT	W	SUV	005	SLOWING	W	STOPPED IN TRAFFIC
245	UK	WRONG WAY	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	025	GOING STRAIGHT		
246	020	OTHER	W	PICKUP TRUCK/UTILITY VAN	045	OTHER	W	OTHER
247	055	GOING STRAIGHT						
248	060	GOING STRAIGHT	E	SUV	040	SLOWING		
249	055	OTHER						
250	050	OTHER						
251	005	SLOWING	W	SUV	005	STOPPED IN TRAFFIC		
252	065	CHANGING LANES	W	PASS CAR/VAN	055	GOING STRAIGHT		
253	065	OTHER	W	PICKUP TRUCK/UTILITY VAN	060	GOING STRAIGHT		
254	065	WRONG WAY	W	SUV	060	GOING STRAIGHT		
255	050	GOING STRAIGHT	W	SUV	005	SLOWING		
256	025	GOING STRAIGHT	W	SCHOOL BUS < 15 PEOPLE	010	SLOWING		
257	050	GOING STRAIGHT	E	SUV	030	GOING STRAIGHT		
258	035	GOING STRAIGHT	W	SUV	UK	SLOWING		
259	005	CHANGING LANES	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	002	GOING STRAIGHT		
260	002	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC		
261	045	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	010	SLOWING		
262	055	GOING STRAIGHT	UK	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	PARKED		
263	045	WRONG WAY						
264	045	WRONG WAY						
265	060	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	040	GOING STRAIGHT		
266	010	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
267	70	A	246	7/15/2016	1925	PDO	16525200	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
268	70	A	246	12/20/2015	0820	INJ	15535947	OFF RIGHT	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
269	70	A	246	3/18/2014	2021	INJ	14506171	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
270	70	A	246	4/26/2015	0705	INJ	15510474	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
271	70	A	246	4/26/2015	0719	INJ	15510345	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SLUSHY	DAYLIGHT
272	70	A	246	3/9/2016	0820	PDO	16508642	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT
273	70	A	246	4/2/2015	1840	PDO	15509162	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
274	70	A	246.2	2/6/2016	1410	PDO	16505929	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
275	70	A	246.2	2/22/2014	0135	PDO	14504794	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK-UNLIGHTED
276	70	A	246.2	4/17/2016	0200	PDO	16513624	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DARK-LIGHTED
277	70	A	246.3	12/7/2016	0715	PDO	16545008	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT
278	70	A	246.4	6/20/2014	1924	PDO	14514705	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
279	70	A	246.4	10/2/2015	0701	PDO	15525983	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT
280	70	A	246.4	9/5/2015	1732	INJ	15523850	OFF RIGHT	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
281	70	A	246.48	4/16/2016	2030	PDO	16513626	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED
282	70	A	246.5	5/17/2014	0945	INJ	14510934	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
283	70	A	246.5	4/16/2015	0911	PDO	15524248	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
284	70	A	246.5	7/22/2015	1025	PDO	15519064	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
285	70	A	246.5	7/25/2015	1425	PDO	15519071	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
286	70	A	246.5	8/8/2015	1508	PDO	15520530	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
287	70	A	246.5	7/16/2016	1405	PDO	16524665	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
288	70	A	246.5	10/25/2015	2130	PDO	15529327	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
289	70	A	246.5	10/25/2015	2130	PDO	15529329	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
290	70	A	246.5	1/23/2015	1950	INJ	15502032	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
291	70	A	246.5	2/22/2015	1200	PDO	15505321	ON	RAMP	2	CURVE ON-GRADE	SLUSHY	DAYLIGHT
292	70	A	246.6	5/12/2014	0830	PDO	14511046	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT
293	70	A	246.6	7/15/2015	0945	PDO	15518208	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
294	70	A	246.6	8/15/2016	1645	PDO	16528611	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
295	70	A	246.6	8/14/2015	2119	INJ	15523696	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED
296	70	A	246.6	8/31/2014	1755	PDO	14521164	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT
297	70	A	246.7	3/7/2014	1930	PDO	14505981	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
298	70	A	246.8	7/23/2015	2130	PDO	15524209	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
299	70	A	246.88	11/6/2014	2330	PDO	14528119	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
300	70	A	246.9	6/18/2016	1015	INJ	16521074	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
301	70	A	246.9	7/24/2015	1550	INJ	15524215	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
302	70	A	246.9	6/4/2014	2145	PDO	14512718	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
303	70	A	246.9	8/22/2015	1552	INJ	15524294	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
304	70	A	246.93	7/9/2016	1911	INJ	16524650	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT
305	70	A	246.95	8/7/2015	1353	INJ	15521306	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
306	70	A	247	2/20/2016	0900	PDO	16506495	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT
307	70	A	247	6/22/2014	2051	PDO	14515322	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
267	NONE	N	REAR-END	W	SUV W/TRAILER	NO IMPAIRMENT	UNKNOWN
268	NONE	N	PARKED MOTOR VEHICLE	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
269	SNOW/SLEET/HAIL	N	GUARD RAIL	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
270	RAIN	N	CONCRETE BARRIER	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED
271	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
272	NONE	N	CONCRETE BARRIER	W	PASS CAR/VAN W/TRAILER	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
273	SNOW/SLEET/HAIL	N	SIDESWIPE SAME DIRECTION	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
274	NONE	N	SIDESWIPE SAME DIRECTION	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
275	SNOW/SLEET/HAIL	N	CONCRETE BARRIER	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
276	NONE	N	REAR-END	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER INEXPERIENCE
277	SNOW/SLEET/HAIL	N	PARKED MOTOR VEHICLE	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
278	NONE	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT
279	NONE	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT
280	NONE	N	LIGHT/UTILITY POLE	E	PASS CAR/VAN	ALCOHOL/DRUGS	UNKNOWN
281	SNOW/SLEET/HAIL	N	EMBANKMENT CUT/FILL SLOPE	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
282	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
283	SNOW/SLEET/HAIL	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
284	NONE	N	REAR-END	E	SUV	NO IMPAIRMENT	UNKNOWN
285	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
286	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
287	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
288	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
289	NONE	N	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
290	NONE	N	REAR-END	W	SUV	NO IMPAIRMENT	NONE APPARENT
291	SNOW/SLEET/HAIL	Y (E)	PARKED MOTOR VEHICLE	W	SUV	NO IMPAIRMENT	NONE APPARENT
292	SNOW/SLEET/HAIL	N	OVERTURNING	E	SUV	NO IMPAIRMENT	NONE APPARENT
293	NONE	N	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT
294	NONE	N	SIDESWIPE SAME DIRECTION	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT
295	NONE	N	CONCRETE BARRIER	W	PASS CAR/VAN	ALCOHOL	UNKNOWN
296	SNOW/SLEET/HAIL	N	EMBANKMENT CUT/FILL SLOPE	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA
297	SNOW/SLEET/HAIL	N	REAR-END	E	PASS CAR/VAN	ALCOHOL	UNKNOWN
298	NONE	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	UNKNOWN
299	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
300	NONE	N	OVERTURNING	W	MOTORCYCLE	NO IMPAIRMENT	NONE APPARENT
301	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
302	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
303	NONE	N	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN
304	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN
305	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
306	NONE	N	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	UNKNOWN
307	NONE	N	REAR-END	W	PASS CAR/VAN	ALCOHOL	UNKNOWN

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
267	020	GOING STRAIGHT	W	PASS CAR/VAN	010	SLOWING		
268	050	CHANGING LANES	E	PASS CAR/VAN	000	PARKED		
269	045	OTHER						
270	055	OTHER						
271	060	OTHER						
272	065	WRONG WAY						
273	050	OTHER	E	PASS CAR/VAN	050	GOING STRAIGHT		
274	050	CHANGING LANES	E	SUV	055	GOING STRAIGHT		
275	050	OTHER						
276	030	WRONG WAY	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	UK	WRONG WAY		
277	040	GOING STRAIGHT	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	PARKED		
278	060	GOING STRAIGHT						
279	060	GOING STRAIGHT						
280	080	GOING STRAIGHT	E	PASS CAR/VAN	050	GOING STRAIGHT		
281	045	WRONG WAY						
282	065	GOING STRAIGHT	W	SUV	055	SLOWING		
283	050	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC		
284	060	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	035	GOING STRAIGHT		
285	035	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
286	010	SLOWING	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
287	020	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC		
288	065	GOING STRAIGHT						
289	065	GOING STRAIGHT						
290	030	GOING STRAIGHT	W	SUV	055	GOING STRAIGHT	W	STOPPED IN TRAFFIC
291	025	OTHER	UK	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	PARKED		
292	045	GOING STRAIGHT						
293	050	CHANGING LANES	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	035	GOING STRAIGHT		
294	065	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	065	GOING STRAIGHT		
295	090	CHANGING LANES						
296	005	GOING STRAIGHT						
297	060	GOING STRAIGHT	E	HIT & RUN - UNKNOWN	UK	OTHER		
298	060	GOING STRAIGHT						
299	065	GOING STRAIGHT						
300	015	AVOIDING OBJECT/VEHICLE IN ROAD						
301	010	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
302	060	GOING STRAIGHT						
303	055	GOING STRAIGHT						
304	065	GOING STRAIGHT	E	PASS CAR/VAN	065	GOING STRAIGHT		
305	UK	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC		
306	015	WEAVING	W	SUV	010	GOING STRAIGHT	W	SLOWING
307	065	GOING STRAIGHT	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	035	GOING STRAIGHT		

#	rte	sec	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting
308	70	A	247	6/29/2014	0220	INJ	14515593	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
309	70	A	247	7/19/2014	2055	INJ	14517238	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
310	70	A	247	11/13/2014	1740	PDO	14528958	ON	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK-LIGHTED
311	70	A	247	6/26/2015	2057	PDO	15524145	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED
312	70	A	247	7/25/2016	0100	PDO	16526334	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
313	70	A	247	11/10/2014	2130	PDO	14528542	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DARK-UNLIGHTED
314	70	A	247	4/18/2015	1204	PDO	15513013	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT
315	70	A	247.04	10/23/2016	1910	PDO	16538365	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
316	70	A	247.06	4/30/2016	2015	PDO	16516495	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
317	70	A	247.1	4/3/2014	0806	PDO	14507302	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT
318	70	A	247.1	4/2/2015	2255	PDO	15508560	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DARK-UNLIGHTED
319	70	A	247.1	9/27/2015	1450	PDO	15525538	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
320	70	A	247.1	12/13/2015	1550	INJ	15534673	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DAYLIGHT
321	70	A	247.1	7/19/2014	2055	PDO	14517041	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
322	70	A	247.1	6/18/2016	0445	PDO	16520642	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
323	70	A	247.2	7/31/2014	1535	PDO	14518198	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT
324	70	A	247.2	1/31/2014	1820	PDO	14502294	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
325	70	A	247.2	10/3/2015	1845	INJ	15526865	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAWN OR DUSK
326	70	A	247.27	4/16/2016	1742	PDO	16513632	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK
327	70	A	247.3	7/23/2015	0500	PDO	15518945	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
328	70	A	247.33	4/8/2015	1940	PDO	15508931	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
329	70	A	247.33	4/8/2015	1941	PDO	15508929	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED
330	70	A	247.4	7/1/2016	1200	INJ	16523361	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
331	70	A	247.5	1/27/2014	1830	PDO	14502780	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DARK-UNLIGHTED
332	70	A	247.5	1/14/2015	0345	PDO	15501149	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED
333	70	A	247.6	3/22/2014	1615	PDO	14506559	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT
334	70	A	247.61	6/25/2016	1330	PDO	16521575	ON	RAMP	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
335	70	A	247.7	1/4/2016	1230	INJ	16500589	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT
336	70	A	247.8	10/2/2015	1737	PDO	15525985	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT
337	70	A	247.9	3/22/2014	1642	PDO	14506571	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT
338	70	A	247.92	7/20/2015	0622	PDO	15518431	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
339	70	A	248	5/28/2014	1545	PDO	14512472	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT
340	70	A	248	8/30/2014	1945	INJ	14521941	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DARK-LIGHTED
341	70	A	248	7/20/2015	0622	PDO	15518432	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
342	70	A	248	8/14/2015	2330	PDO	15524185	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED
343	70	A	248	3/5/2016	1714	PDO	16507177	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT
344	70	A	248	2/4/2014	1324	INJ	14503404	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT
345	70	A	248	8/2/2014	1445	PDO	14518439	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DAYLIGHT

#	weather	ramp	acctype	dir_1	vehicle_1	driver_1	factor_1
308	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
309	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
310	NONE	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
311	NONE	N	WILD ANIMAL	W	SUV	NO IMPAIRMENT	UNKNOWN
312	NONE	N	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
313	SNOW/SLEET/HAIL	N	GUARD RAIL	W	SUV	NO IMPAIRMENT	UNKNOWN
314	NONE	N	CONCRETE BARRIER	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
315	NONE	N	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
316	SNOW/SLEET/HAIL	N	OVERTURNING	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER FATIGUE
317	SNOW/SLEET/HAIL	N	OVERTURNING	W	SUV	NO IMPAIRMENT	UNKNOWN
318	SNOW/SLEET/HAIL	N	SIDESWIPE SAME DIRECTION	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
319	NONE	N	VEHICLE CARGO/DEBRIS	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
320	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
321	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
322	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
323	NONE	N	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT
324	SNOW/SLEET/HAIL	N	EMBANKMENT CUT/FILL SLOPE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
325	RAIN	N	EMBANKMENT CUT/FILL SLOPE	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
326	SNOW/SLEET/HAIL	N	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED
327	NONE	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
328	NONE	N	WILD ANIMAL	W	SUV	NO IMPAIRMENT	NONE APPARENT
329	NONE	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
330	NONE	N	REAR-END	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE
331	SNOW/SLEET/HAIL	N	REAR-END	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN
332	NONE	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
333	SNOW/SLEET/HAIL	N	GUARD RAIL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
334	NONE	Y (C)	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
335	NONE	N	GUARD RAIL	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE
336	NONE	N	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
337	NONE	N	REAR-END	E	SUV	NO IMPAIRMENT	NONE APPARENT
338	NONE	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT
339	NONE	N	VEHICLE CARGO/DEBRIS	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT
340	RAIN	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	NONE APPARENT
341	NONE	N	WILD ANIMAL	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
342	NONE	N	WILD ANIMAL	E	SUV	NO IMPAIRMENT	UNKNOWN
343	NONE	N	WILD ANIMAL	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
344	NONE	N	EMBANKMENT CUT/FILL SLOPE	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT
345	NONE	N	REAR-END	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	UNKNOWN

#	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2	dir_3	veh_move_3
308	065	GOING STRAIGHT						
309	065	GOING STRAIGHT						
310	065	GOING STRAIGHT						
311	050	GOING STRAIGHT						
312	065	GOING STRAIGHT						
313	045	OTHER						
314	UK	OTHER						
315	060	GOING STRAIGHT						
316	060	WRONG WAY						
317	040	OTHER						
318	030	CHANGING LANES	E	SUV	025	OTHER		
319	065	GOING STRAIGHT	W	SUV	060	GOING STRAIGHT		
320	055	OTHER	E	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT	E	GOING STRAIGHT
321	055	AVOIDING OBJECT/VEHICLE IN ROAD						
322	060	GOING STRAIGHT						
323	065	GOING STRAIGHT						
324	055	GOING STRAIGHT						
325	045	OTHER						
326	040	GOING STRAIGHT						
327	050	GOING STRAIGHT	NW	MOTORCYCLE	065	GOING STRAIGHT		
328	065	GOING STRAIGHT						
329	065	GOING STRAIGHT						
330	020	CHANGING LANES	W	SUV	000	STOPPED IN TRAFFIC		
331	040	OTHER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	030	GOING STRAIGHT		
332	065	OTHER						
333	065	OTHER						
334	045	GOING STRAIGHT						
335	065	GOING STRAIGHT						
336	065	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	060	GOING STRAIGHT		
337	000	STOPPED IN TRAFFIC	E	PASS CAR/VAN	065	GOING STRAIGHT		
338	060	GOING STRAIGHT						
339	045	CHANGING LANES	E	SUV	065	SLOWING		
340	040	GOING STRAIGHT						
341	055	GOING STRAIGHT						
342	065	GOING STRAIGHT						
343	030	GOING STRAIGHT						
344	065	OTHER						
345	065	GOING STRAIGHT	E	SUV	065	OTHER	E	GOING STRAIGHT