CHUZE FITNESS

COORS BOULEVARD AND CENTRAL AVENUE

Traffic Impact Study (TIS)

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This report documents a Traffic Impact Study (TIS) for the proposed Chuze Fitness ("Project") located in the southern section of an existing shopping center that is located in Albuquerque, New Mexico. The shopping center is bounded by Central Avenue (US Route 66) to the north, Coors Boulevard to the east and south, and the Cielo Vista shopping mall to the west. The Project will consist of a 50,845 square-foot (SF) health/fitness center located in an existing shopping center at 6600 Central Avenue.

The Project will be served by two existing driveways along Central Avenue and two existing driveways along Coors Boulevard. No new access driveways are proposed to be constructed with the Project. The Project is anticipated to be opened by 2022 and will be completed in one phase.

The scoping document for this analysis can be found in **Appendix A**.

1.2 REPORT PURPOSE AND OBJECTIVES

Kimley-Horn and Associates, Inc. has been retained by Chuze Fitness to prepare a TIS for the proposed development. The analysis addresses traffic impacts of the proposed Chuze Fitness on surrounding streets and intersections. This traffic impact study was prepared to address the following objectives:

- Evaluate lane requirements on existing roadway links and at existing intersections within the study area;
- Determine future level of service (LOS) for existing study area intersections and recommend capacity improvement needs;
- Determine necessary lane configurations at driveways within the proposed development to provide acceptable future levels of service; and
- Evaluate the need for auxiliary lanes at study area intersections.

1.3 PRINCIPAL FINDINGS AND RECOMMENDATIONS

The proposed development is estimated to generate 1,466 daily trips, with 67 trips occurring in the AM peak hour, 100 trips occurring in the Midday peak hour, and 175 trips occurring in the PM peak hour. This analysis concludes that the proposed Project will be accommodated by the surrounding street network, with the following findings:

- The development will be accessed from existing driveway connections on Central Avenue (Driveway A and Driveway B) and Coors Boulevard (Driveway C and Driveway D).
- Study area intersections operate at acceptable LOS in each analysis scenario, including Existing (2022), Full Build (2022), Background (2032), and Full Build (2032) traffic scenarios with the following exceptions:
    - The left turn movement in all approaches at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E or LOS F in all study scenarios during the AM, Midday, and PM peak hours.

    - The westbound right turn movement at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E in all study scenarios during the Midday peak hour.
    - The westbound through movement at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E in the PM peak hour for the Full Build (2022), Background (2032), and Full Build (2032) conditions.
    - The left turn movement for the northbound and southbound approach at Driveway B and Central Avenue (Intersection 3) operates at LOS E and LOS F during the PM peak hour in all study scenarios. Note that the southbound left is a shared through/left turn lane in the existing conditions.
- The queue length of the southbound left turn, eastbound left turn, and westbound left turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in all conditions. The increase in queue length caused by the project is not significant.
- The queue length of the southbound right turn and westbound right turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in all conditions. The increase in queue length caused by the project is not significant.
- 310 crashes occurred on the segments of Central Avenue and Coors Boulevard in the Project site vicinity between 2016 and 2020.
- There is some limited southbound cut-through traffic that travels through the site from intersection #2 (Driveway A and Central Avenue) to intersection #5 (Coors Boulevard and Driveway D). The maximum number of vehicles using the route as a cut-through in a one-hour period is approximately 37 vehicles during the Midday peak hour.
- Deceleration lanes are currently provided for the southbound right-turn movements along Coors Boulevard at Driveways C and D. The existing deceleration lanes do not meet the NMDOT minimum requirements but are not recommended to be extended. Deceleration lanes are not recommended at any other intersections.
- An acceleration lane is currently provided for the southbound right-turn from Driveway C onto Coors Boulevard. NMDOT has indicated that the acceleration lane may be removed. Analysis for the Full Build (2022), Background (2032), and Full Build (2032) scenarios shows that the southbound right-turn would operate with an acceptable level of service with stop control if the acceleration lane were to be removed.
- Recommended lane configuration is shown in **Figure 10.**

2.0 PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The proposed Chuze Fitness ("Project") consists of a health/fitness center located in Albuquerque, New Mexico. The city of Albuquerque classifies the existing site's land use as mixed-use – moderate intensity (MX-M).

The project location is shown in **Figure 1**.

2.2 LAND USE AND SITE PLAN

The total site area is approximately 5.2-acres. The Project is proposed to consist of a 50,845 SF health/fitness center. The preliminary concept plan for the Project is shown in **Figure 2**.

2.3 SITE ACCESSIBILITY

The site is accessed via four existing driveways. Road users will enter the existing commercial development parking lot via Driveways A and B on Central Avenue and Driveways C and D on Coors Boulevard.

2.4 SITE CIRCULATION

Access to the site is provided by drive aisles from each of the four driveways. The primary parking area is located north of the Project. The parking area includes 169 parking stalls and 8 ADA parking spaces.

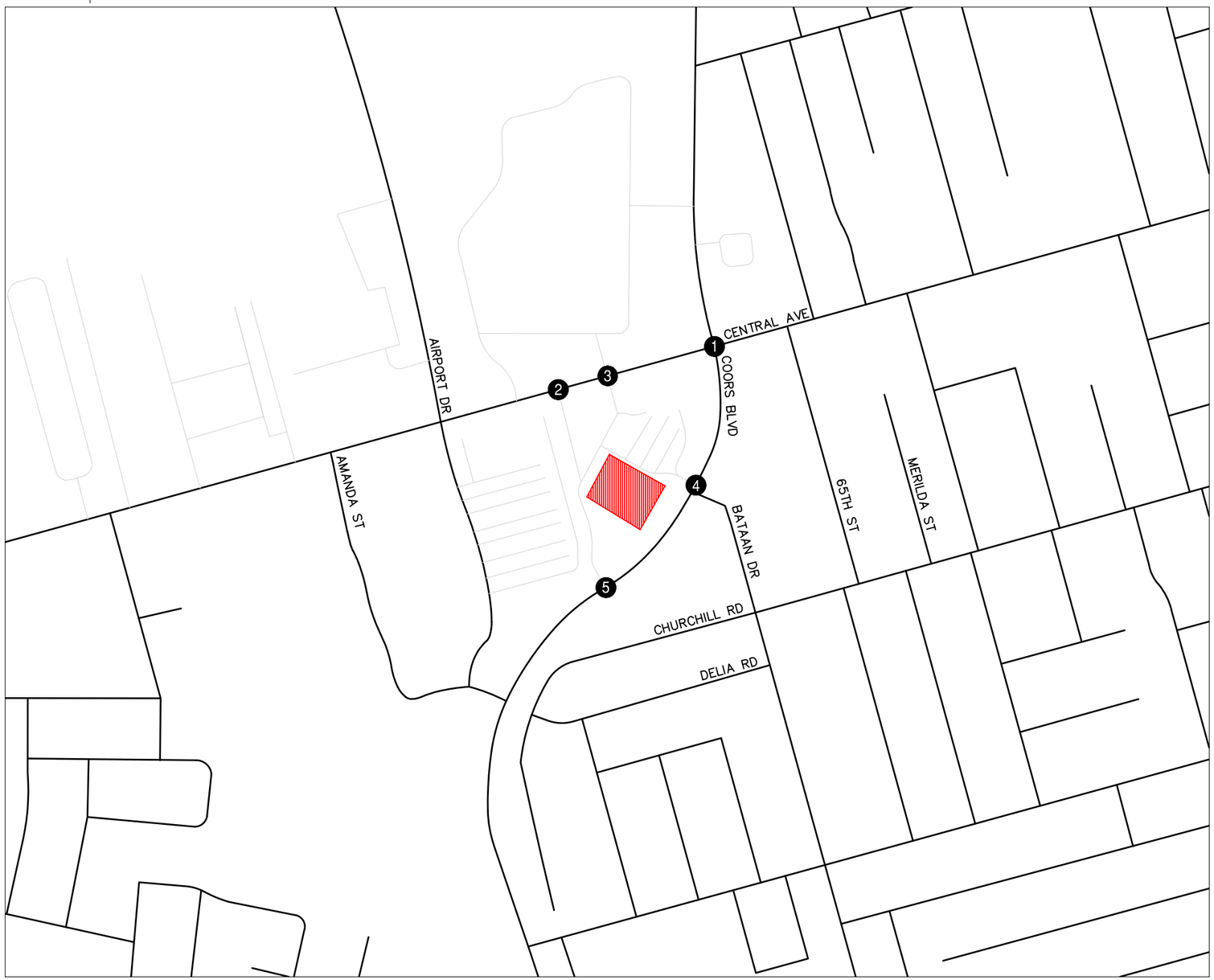
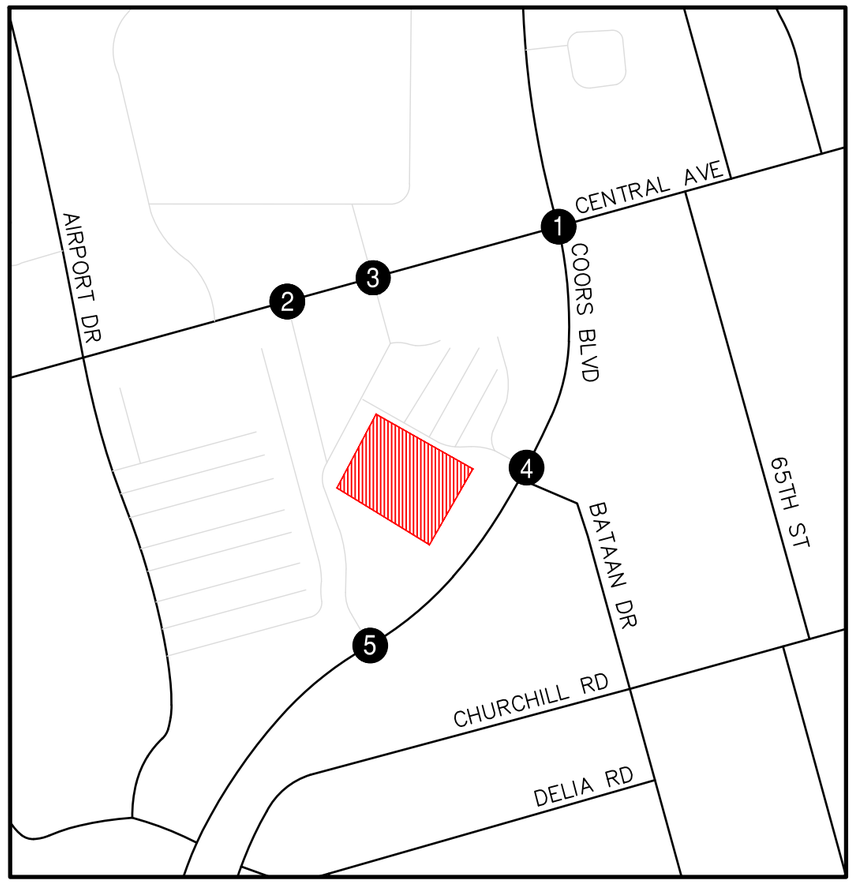


FIGURE 1
Albuquerque Chuze Fitness
Vicinity Map



Project Location

LEGEND
Intersection ID
Project Site

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NORTH

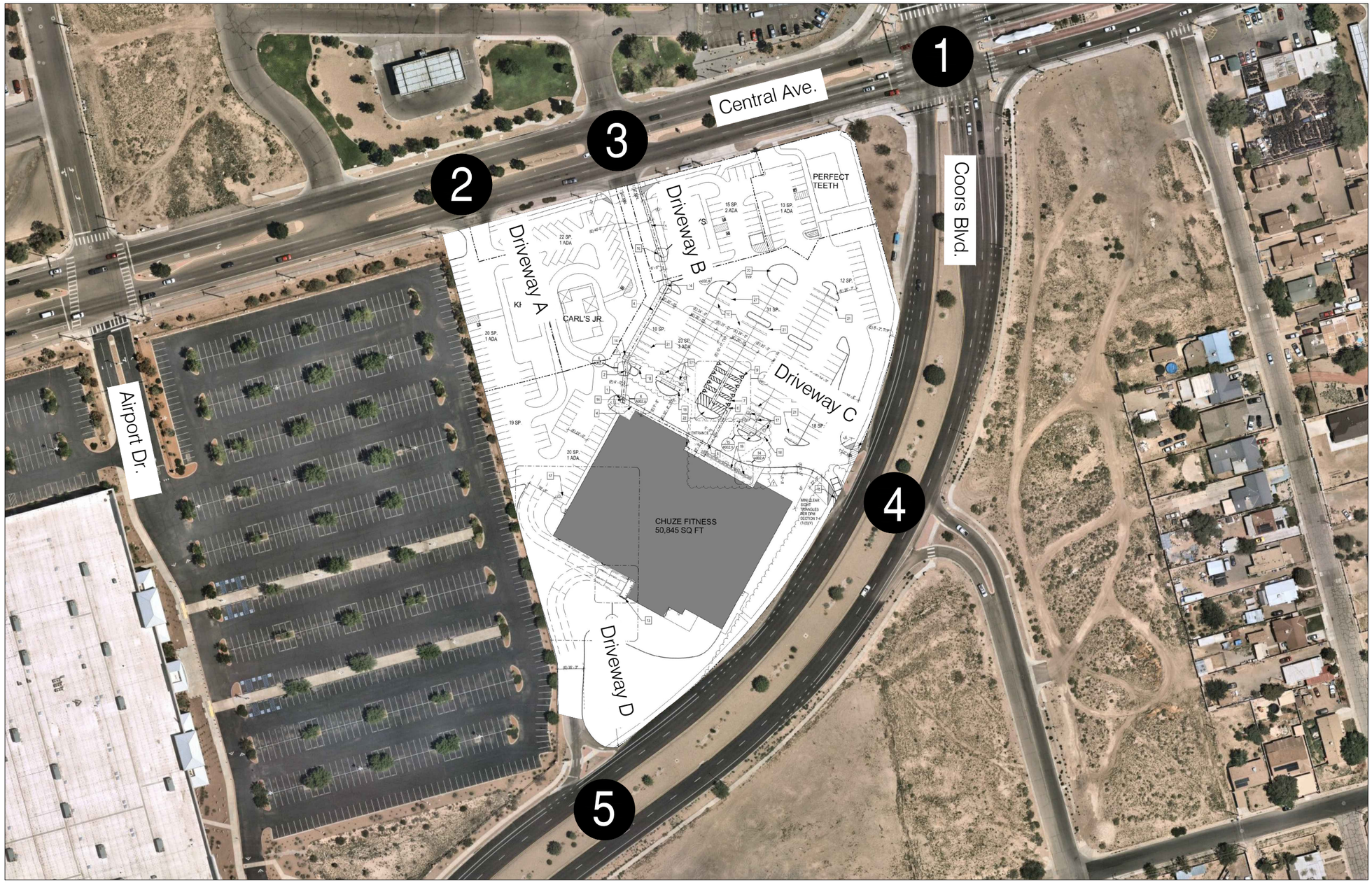

FIGURE 2
Albuquerque Chuze Fitness
Site Plan

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3.0 STUDY AREA

3.1 STUDY AREA

Per the TIS Scoping Meeting held virtually on September 8, 2022, with City of Albuquerque and New Mexico Department of Transportation (NMDOT) staff, the study area includes the following five study intersections:

1. Coors Boulevard and Central Avenue (signalized)
2. Driveway A and Central Avenue (unsignalized)
3. Driveway B and Central Avenue (unsignalized)
4. Coord Boulevard and Driveway C (unsignalized)
5. Coors Boulevard and Driveway D (unsignalized)

The signalized intersection of Coors Boulevard and Central Avenue was included in the analysis as an additional analysis Intersection due to its proximity to the site and the assumption that a portion of site generated trips will utilize that intersection to access the Project.

The study area intersections are shown in previously referenced **Figure 2**. The Scope of Traffic Impact Study (TIS) is contained in **Appendix A**.

3.2 ADJACENT LAND USE

The area directly surrounding the site consists of commercial land uses. The site is surrounded by primarily residential land uses further away in all directions and undeveloped land further west and south.

Interstate 40 (I-40) is located approximately 1.5 miles to the north and is accessed along Coors Boulevard.

4.0 EXISTING CONDITIONS

4.1 PHYSICAL CHARACTERISTICS

The primary existing roadway network within the study area includes Coors Boulevard, Central Avenue, Driveway A, Driveway B, Driveway C, and Driveway D. The existing lane configurations and intersection control types for the study intersections are shown in **Figure 3**.

Coors Boulevard (NM-45) is a north-south roadway within the study area, with two through travel lanes in each direction south of Central Avenue and three through lanes in each direction north of Central Avenue. The travel lanes are separated by a raised median.

Central Avenue is an east-west roadway within the study area, with two through travel lanes in each direction. There are back-to-back, opposing left turn lanes with a raised median separation ending at the intersection of Driveway B. West of Driveway B, a raised median separation begins and ends beyond Driveway A.

The Mid-Region Council of Governments (MRCOG) classifies Coors Boulevard and Central Avenue as a principal arterial.

It is noted that the two existing access points along Coors Boulevard meet partial right-in/out spacing requirements per the NMDOT *State Highway Access Management Manual* ("*SAMM*"). The existing access point along Central Avenue at Driveway B (study intersection #3) does not meet full access corner clearance access spacing from the signalized intersection of Coors Boulevard and Central Avenue. NMDOT staff have indicated that all may remain in place.

The posted speed limit for Coors Boulevard is 45 miles per hour (mph) and the posted speed limit for Central Avenue is 40 mph within the vicinity of the site.

The signalized intersection of Coors Boulevard and Central Avenue is actuated-coordinated. The traffic signal operates with eight phases, with protected left-turn phases for all four directions. The coordination phases are phase 2 (southbound through) and phase 6 (northbound through). Traffic signals are coordinated along Coors Boulevard. The traffic signal runs on a coordinated system on weekdays from 6:30 AM to 8:00 PM, with dedicated plans in the morning (6:30 AM to 10:00 AM), midday (10:00 AM to 3:30 PM), and afternoon (3:30 PM to 8:00 PM). A coordination plan also runs on Saturday and Sunday from 6:30 AM to 8:00 PM. During periods of coordination, the traffic signal runs a 130 second cycle. The splits and offset vary between the morning (Action Plan 21), weekday midday and weekends (Action Plan 23), and weekday afternoon and evening (Action Plan 25). Detection is provided for all left turn lanes and for the through lanes along Coors Boulevard.

The Albuquerque Rapid Transit (ART) has a dedicated bus lane on the westbound approach to the intersection and on the eastbound receiving leg of the intersection. A dedicated signal head for the westbound bus lane is programmed on the same phase as the westbound through movement (phase 4). According to the City of Albuquerque, the traffic signal prioritizes transit along Central Avenue. The signal timing sheet is included in **Appendix K**.

4.2 TRAFFIC VOLUMES

AM, Midday, and PM peak hour turning movement counts (TMCs) were collected on Thursday, September 8, 2022 at the five study intersections. TMCs were collected between 7:00 AM and 9:00 AM, between 11:00 AM and 1:00 PM, and between 4:00 PM and 6:00 PM.

The existing AM and PM peak hour turning movement volumes are shown in **Figure 4A**. The existing Midday peak hour turning movements are shown in **Figure 4B**. Detailed reports with AM, Midday, and PM peak hour turning movement volumes are included in **Appendix B**.

4.3 EXISTING LEVEL OF SERVICE

The level of service (LOS) at the existing study area intersections was evaluated using traffic count data and existing intersection geometry and control, shown in **Figure 3**. The signalized study intersection, Coors Boulevard & Central Avenue, was evaluated using the existing signal timing data for the AM, Midday, and PM peak hours. Highway Capacity Manual (HCM) 6th Edition methodology is used to analyze intersection operations within Highway Capacity analysis software (HCS). For signalized intersections, LOS and delay are reported for each movement and the intersection as a whole. For unsignalized intersections, LOS and delay are reported for minor movements only and an overall intersection LOS or delay is not provided.

The analysis results are shown in **Table 1** and reported as "LOS/delay". Delay is rounded up to the nearest whole second. Note that an asterisk (*) denotes the movement had zero traffic volume during the peak hour. A dash (-) indicates a free movement. **Bolded** values indicate a movement is operating at a poor LOS. LOS analysis reports for the Existing (2022) condition are included in **Appendix C**.

Table 1. Existing Level of Service and Delay

	EB Approach			*WB Approach*			*NB Approach*			*SB Approach*			
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**E/76**	D/48	D/49	**E/67**	D/51	B/20	**E/62**	C/23	A/2	**E/75**	B/16	B/14	D/36
Midday Peak	**E/60**	D/41	D/41	**E/64**	D/47	**E/56**	**E/63**	C/26	C/22	**E/58**	C/20	B/20	D/39
PM Peak	**E/59**	D/37	D/37	**E/63**	D/54	B/10	**E/60**	C/35	C/28	**E/58**	C/31	C/27	D/41
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/12				
Midday Peak		-	-		-				B/11				
PM Peak		-	-		-				B/11				
3. Driveway B / Central Avenue													
AM Peak	A/8	-	-	B/11	-	-	C/21	B/11		C/17		A/10	
Midday Peak	B/10	-	-	A/9	-	-	C/21	B/10		C/25		B/11	
PM Peak	C/16	-	-	A/9	-	-	**E/47**	B/10		**F/77**		C/17	
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			-			-	
Midday Peak		-	-		-	-			-			-	
PM Peak		-	-		-	-			-			-	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday Peak		-			-	-						B/11	
PM Peak		-			-	-						B/14	

(-) Dash indicates a free movement

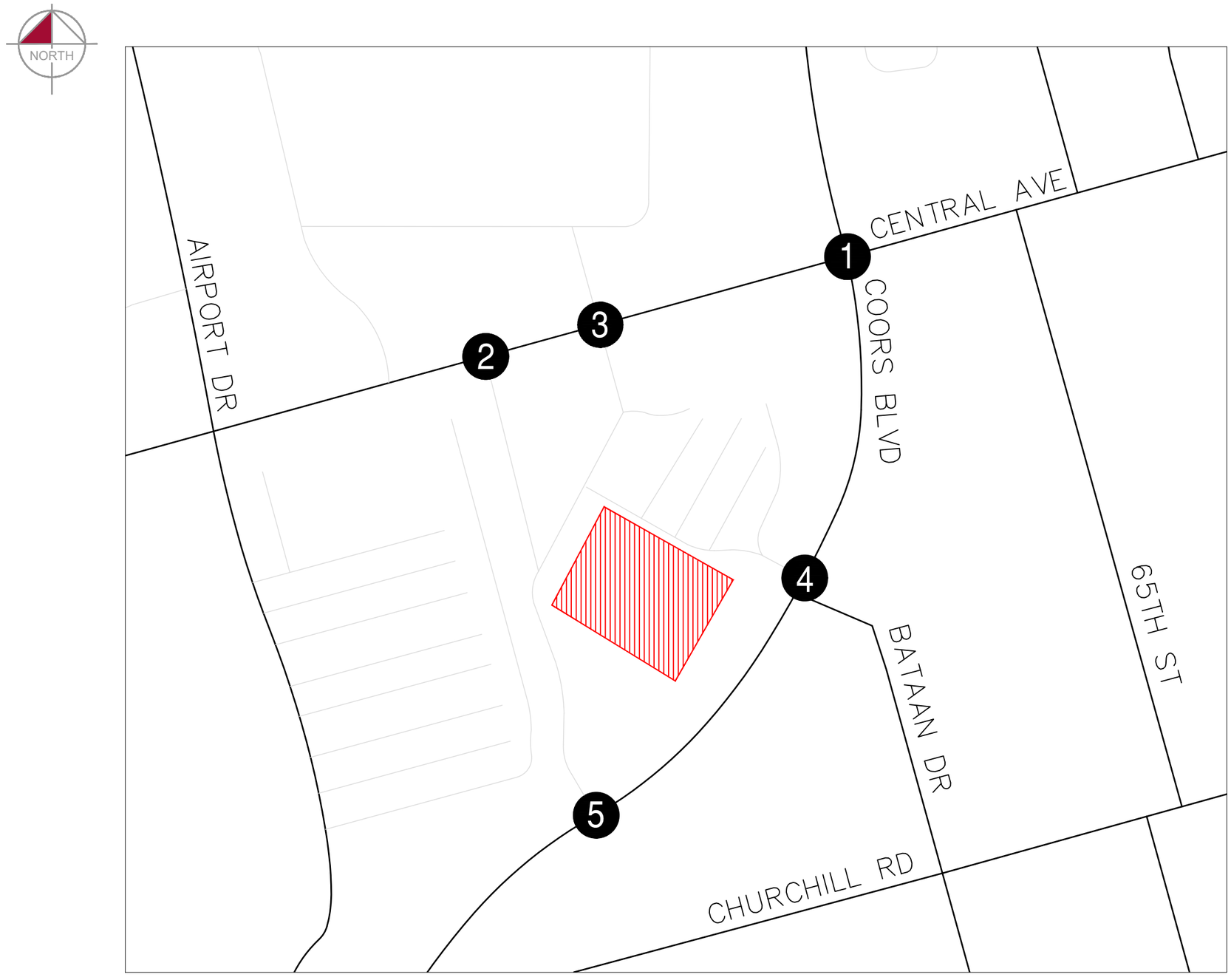
Bold values indicate movement is operating at poor LOS

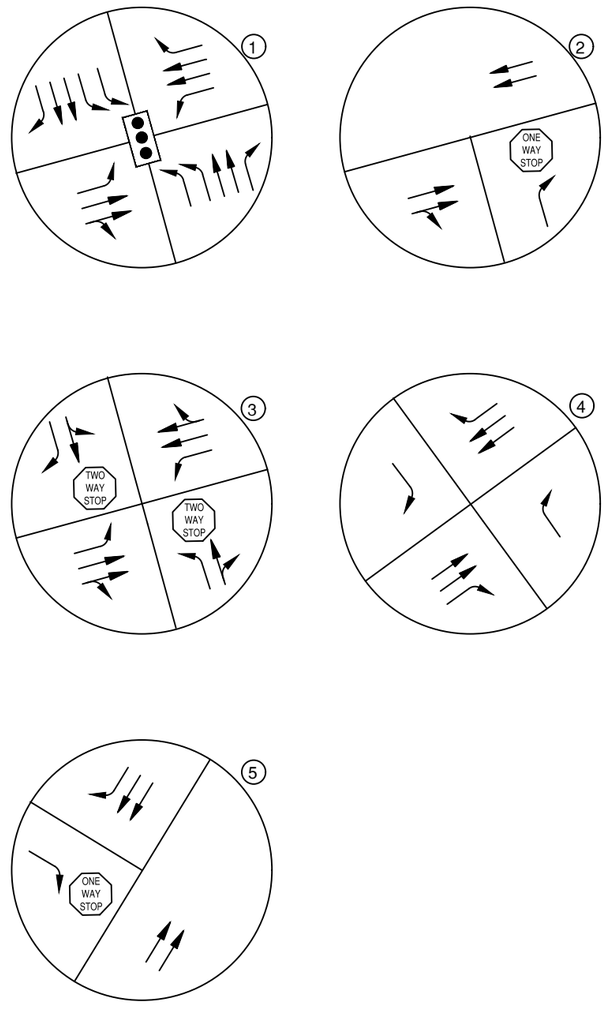
[1] Intersection 4 currently operates with free movements in all directions, so no delay or LOS are reported

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E during the existing AM, Midday, and PM peak hours. The westbound right (WBR) movement of Intersection 1 also operates at LOS E during the Midday peak hour.

The northbound left-turn (NBL) and southbound left-turn (SBL) movement of Driveway B/Central Avenue (Intersection 3) operates at LOS E and LOS F respectively during the PM peak hour.

All other movements operate at acceptable LOS D or better. All intersections operate at an acceptable overall LOS.





LEGEND

#	Intersection ID	STOP	Stop Controlled Intersection
	Project Site		Existing Traffic Signal
	Lane Use	*	Functional Right Turn

FIGURE 3
Albuquerque Chuze Fitness
Existing (2022) Project Intersection Lane Geometry and Control Type

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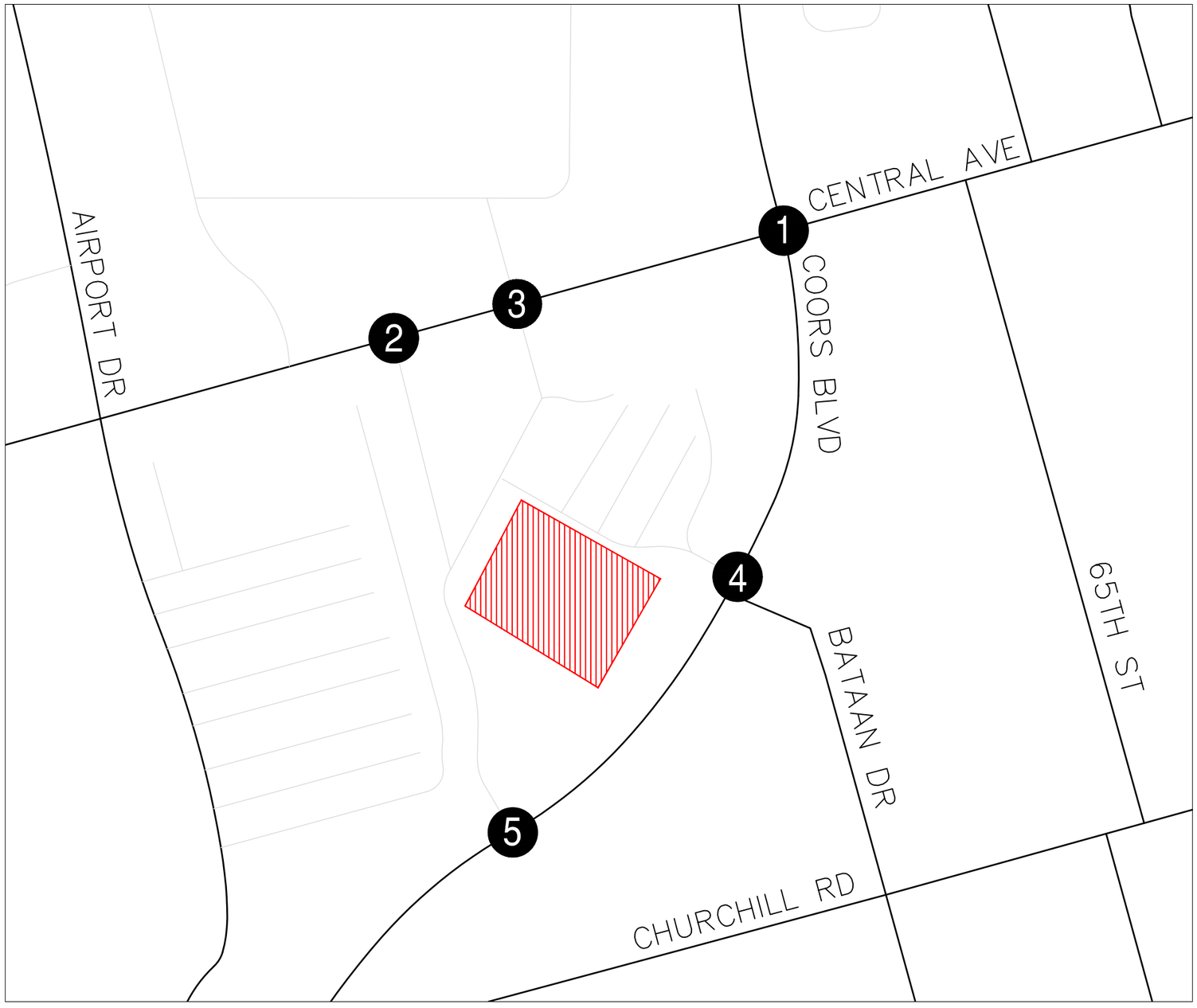

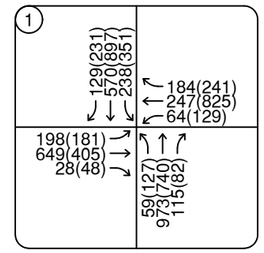

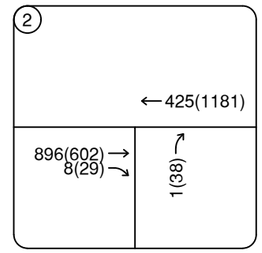

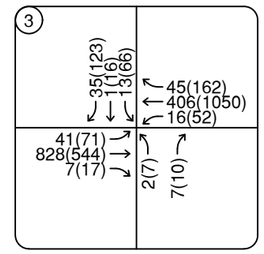

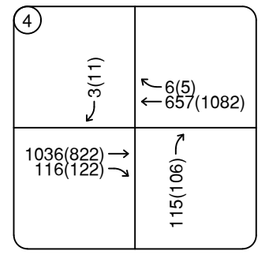

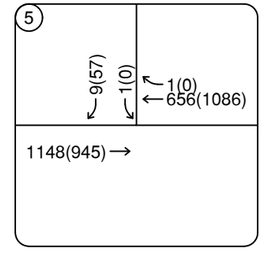

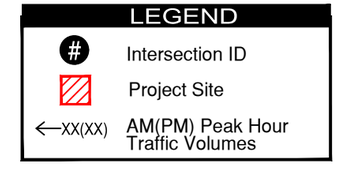

FIGURE 4a
Albuquerque Chuze Fitness
Existing (2022) Weekday Peak-Hour Turning Movement Volumes

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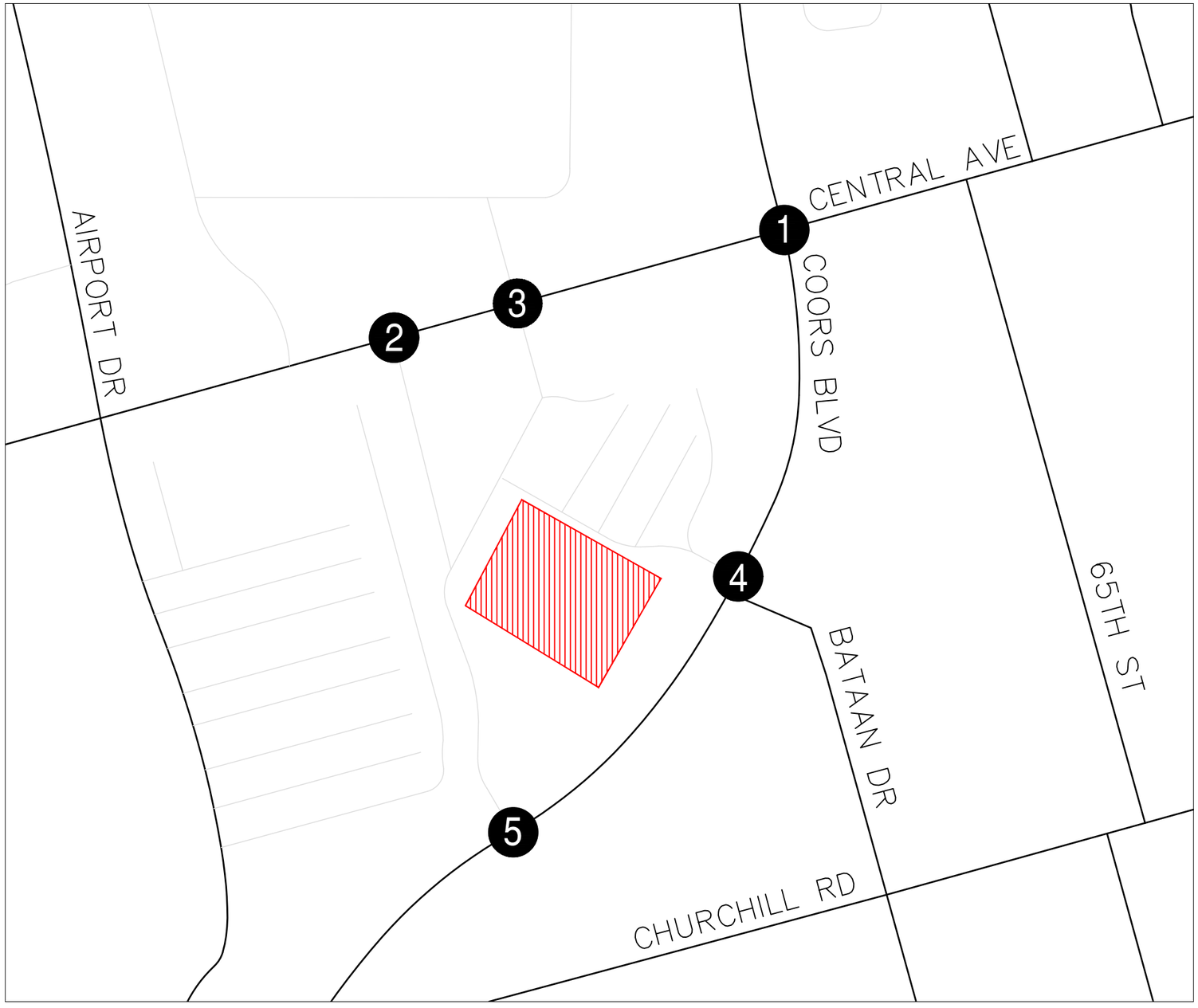

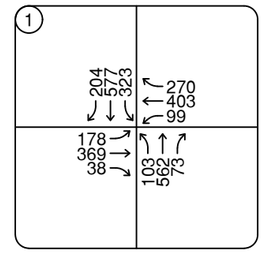

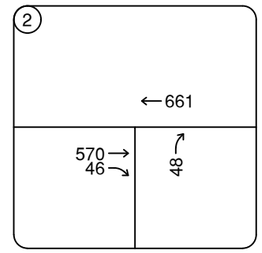

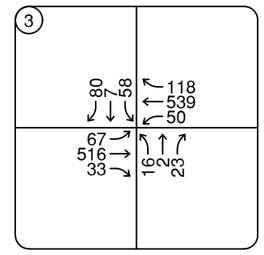

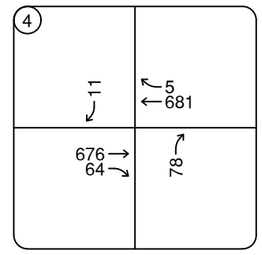

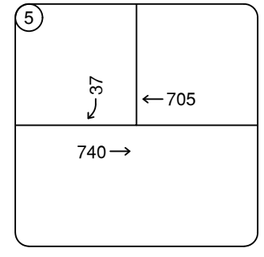

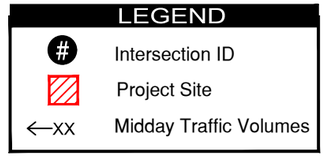

FIGURE 4b
Albuquerque Chuze Fitness
Existing (2022) Weekday Midday Peak-Hour Turning Movement Volumes

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5.0 PROJECTED TRAFFIC

5.1 SITE TRAFFIC FORECASTS

5.1.1 TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* was used to estimate the number of new trips that are anticipated to be generated by the Project. The ITE *Trip Generation Manual* is a widely accepted reference that contains a compilation of trip generation studies completed at sites throughout the country. Daily and peak hour trips, shown in **Table 2**, were calculated using the applicable regression equation/rates from the ITE *Trip Generation Manual*. The ITE *Trip Generation Manual* information is provided in **Appendix D.**

Table 2. Project Trip Generation

Land Use	Land Use Code	Size/ Qty	Units	Total Trips Weekday									
				Daily[1]	AM Peak Hour			Midday Peak Hour[2]			PM Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Health/Fitness Center	492	50.85	1,000 SF	1,466	34	33	67	57	43	100	100	75	175

[1] Daily trip generation rates is not provided for Health/Fitness Center. Daily trips were estimated using ITE LUC #495 for Recreational Community Center.

[2] Midday peak hour rates are not provided in the ITE Trip Generation Manual, 11th Edition. Trip generation for the Midday peak hour was estimated by comparing parking demand data from the ITE Parking Generation Manual for the Midday peak hour (48% of maximum demand) and PM peak hour (91% of maximum demand)

The proposed development is estimated to generate 1,466 daily trips, with 67 trips occurring in the AM peak hour, 100 trips occurring in the Midday peak hour, and 175 trips occurring in the PM peak hour.

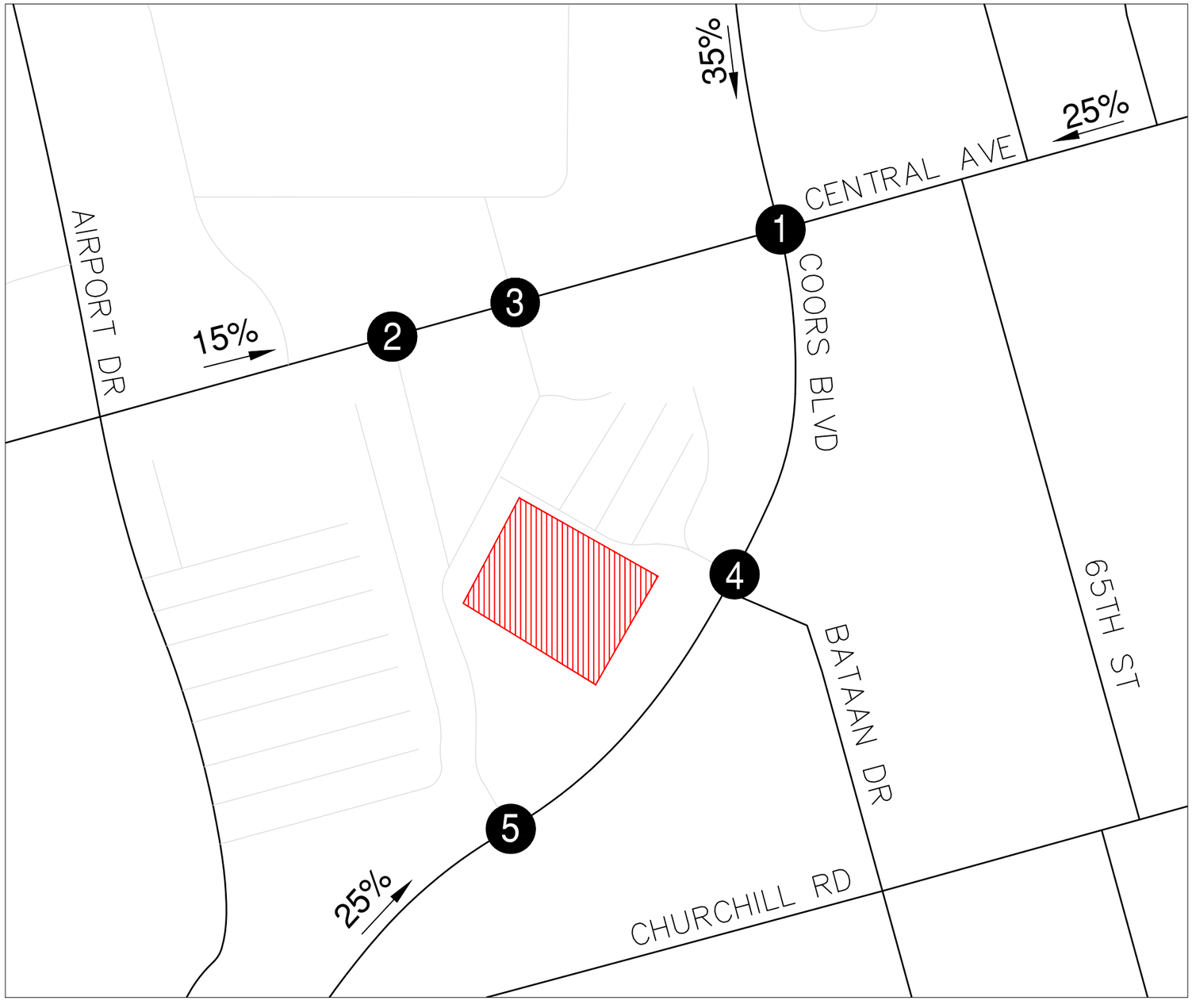
5.1.2 TRIP DISTRIBUTION

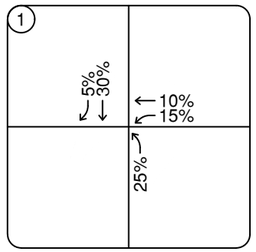
Project trips were distributed based on the surrounding roadway system using MRCOG population data projections for 2040. Based on analysis of population projects it is anticipated that 35% of trips will travel to/from the north, 28% to/from the south, 25% to/from the east, and 12% to/from the west. A map showing the basis of trip distribution estimates is included in **Appendix E**.

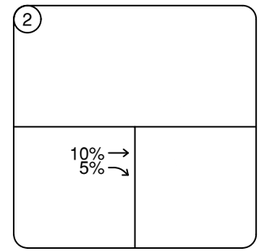
Figure 5a illustrates the proposed inbound trip distribution for the study area, and **Figure 5b** illustrates the proposed outbound trip distribution for the study area.

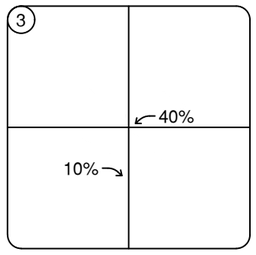
5.1.3 TRAFFIC ASSIGNMENT

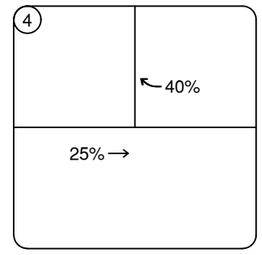
Trips generated by the proposed development were assigned to the roadway network based on the trip distribution and likely travel patterns to and from the site. **Figure 6a** shows the project development traffic assignment for the AM and PM peak hours, and **Figure 6b** shows the project development traffic assignment for the Midday peak hour.

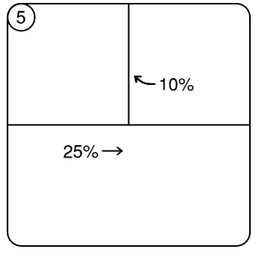












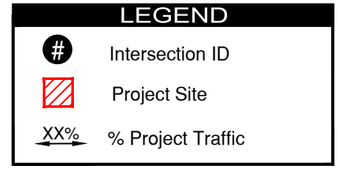


FIGURE 5a
Albuquerque Chuze Fitness
Project Trip Distribution Percentages (Inbound)

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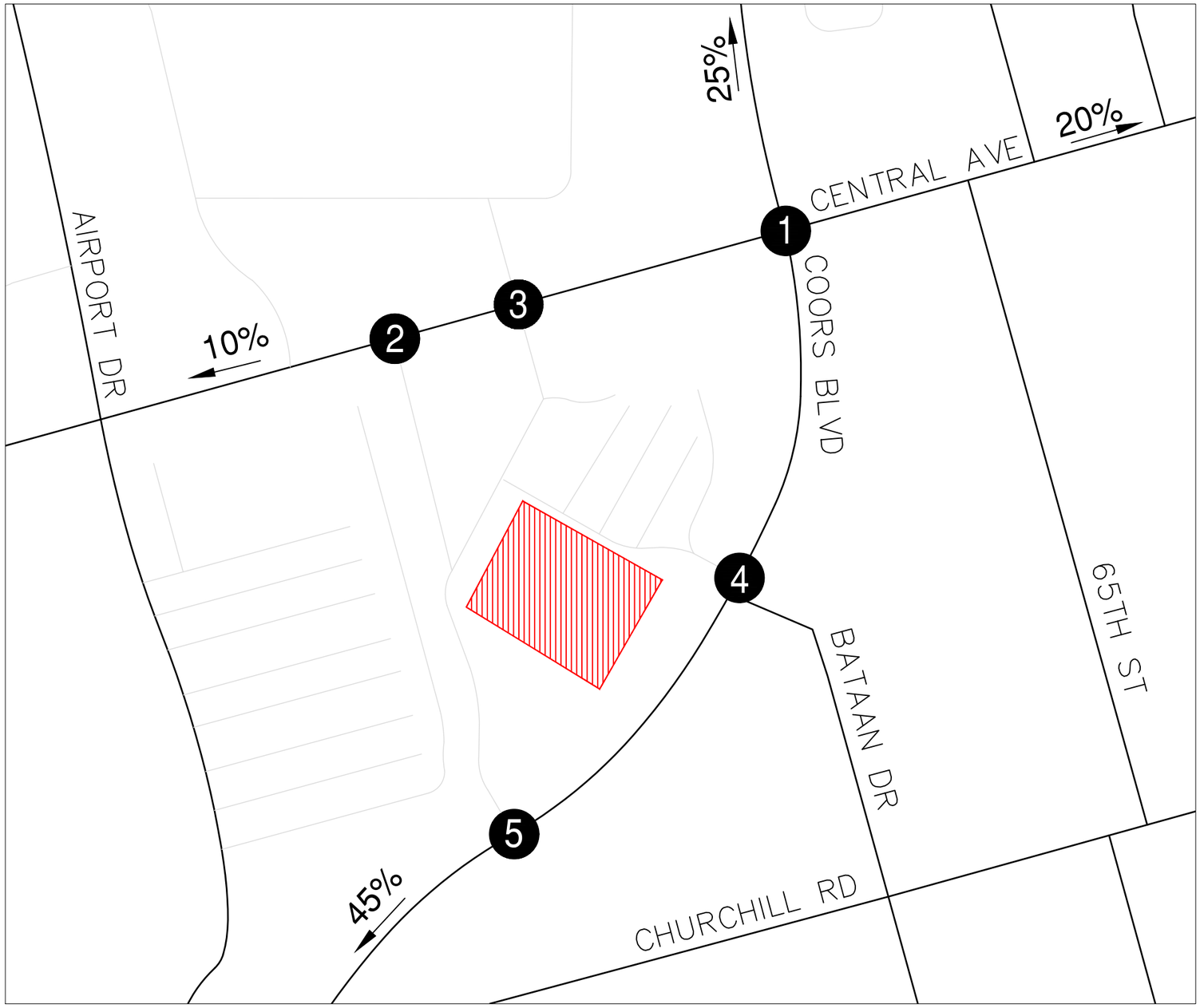

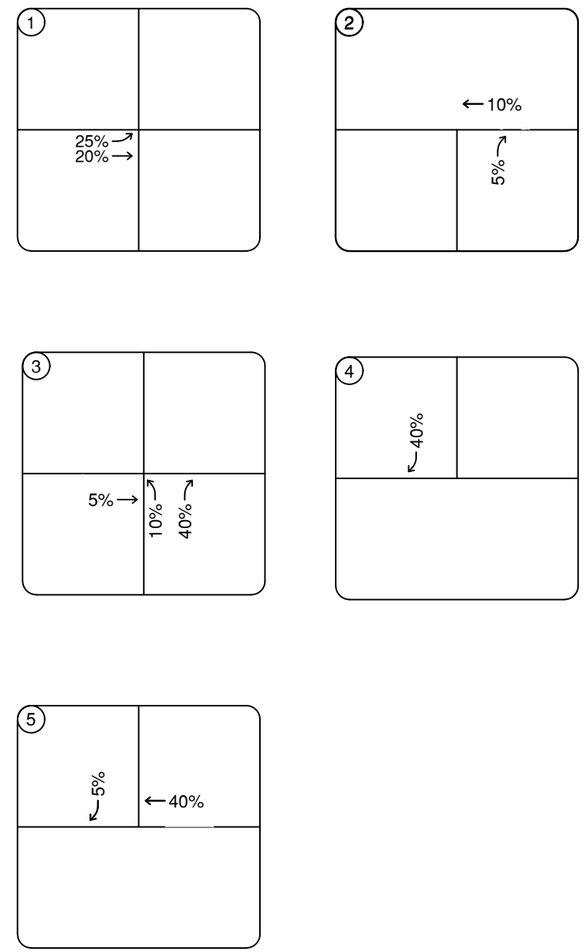

FIGURE 5b
Albuquerque Chuze Fitness
Project Trip Distribution Percentages (Outbound)

LEGEND

#	Intersection ID
	Project Site
XX%	% Project Traffic

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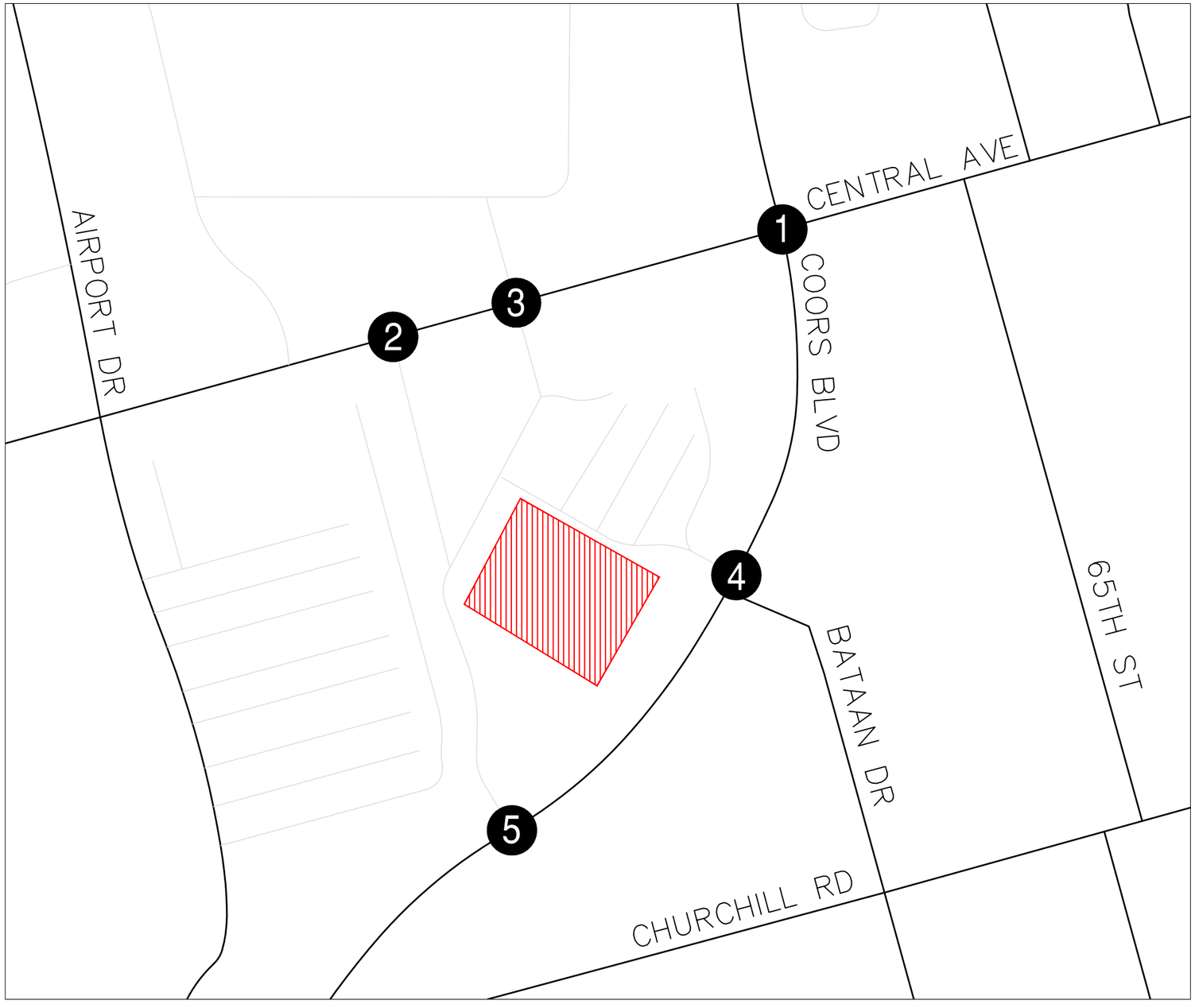

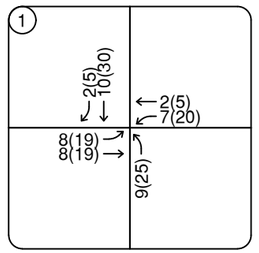

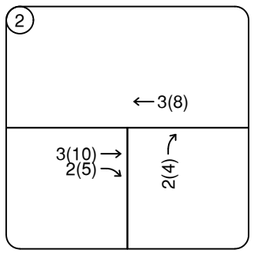

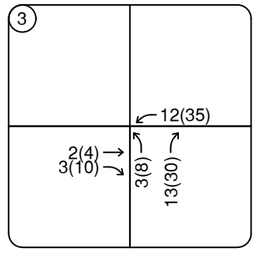

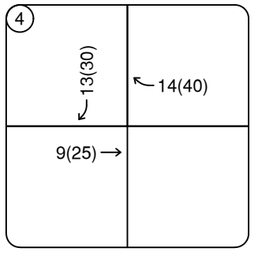

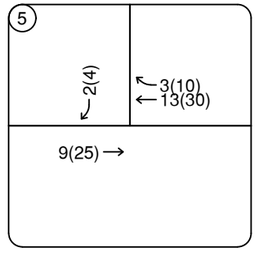

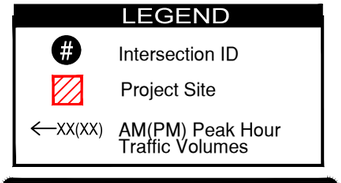

FIGURE 6a
Albuquerque Chuze Fitness
Traffic Assignment for Weekday Peak-Hour Volumes

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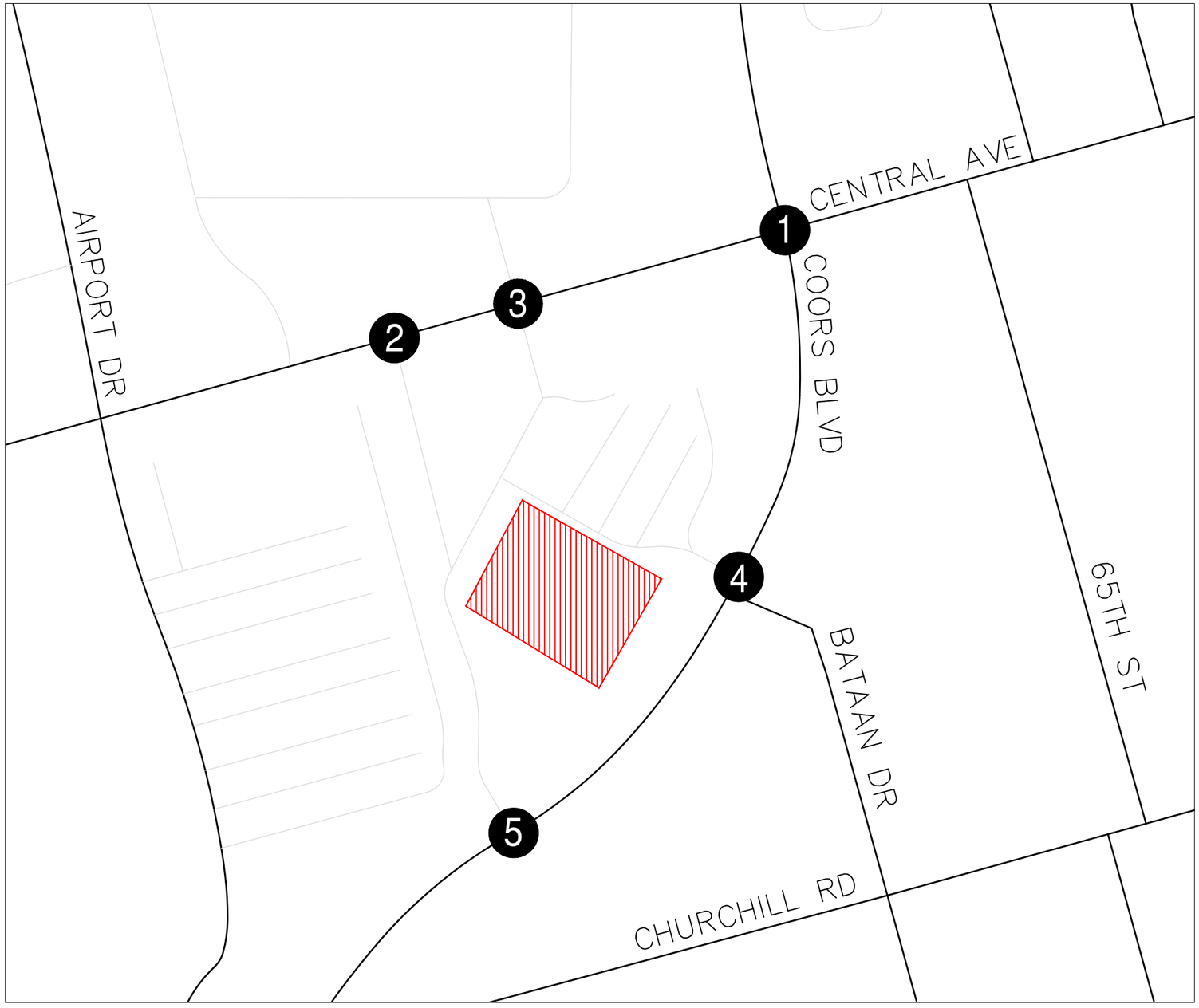

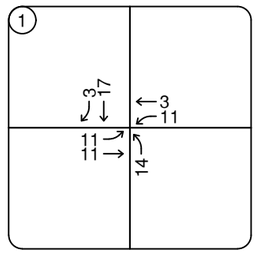

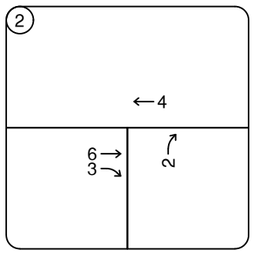

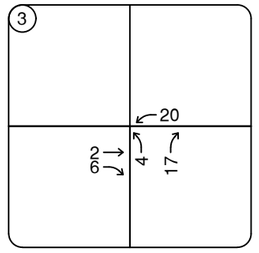

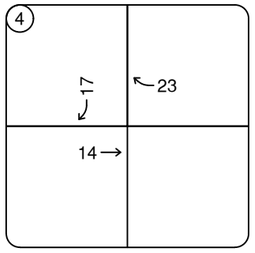

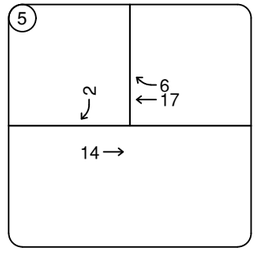

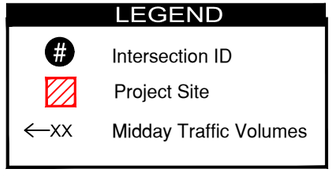

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FIGURE 6b
Albuquerque Chuze Fitness
Traffic Assignment for Weekday Midday Peak-Hour Volumes

5.3 FULL BUILD TRAFFIC (2022)

The results of the traffic assignment (**Figure 6a** and **Figure 6b**) for the project development were added to the existing traffic volumes (**Figure 4a** and **Figure 4b**) to produce Full Build (2022) traffic volumes for the study area, shown in **Figure 7a** and **Figure 7b.**

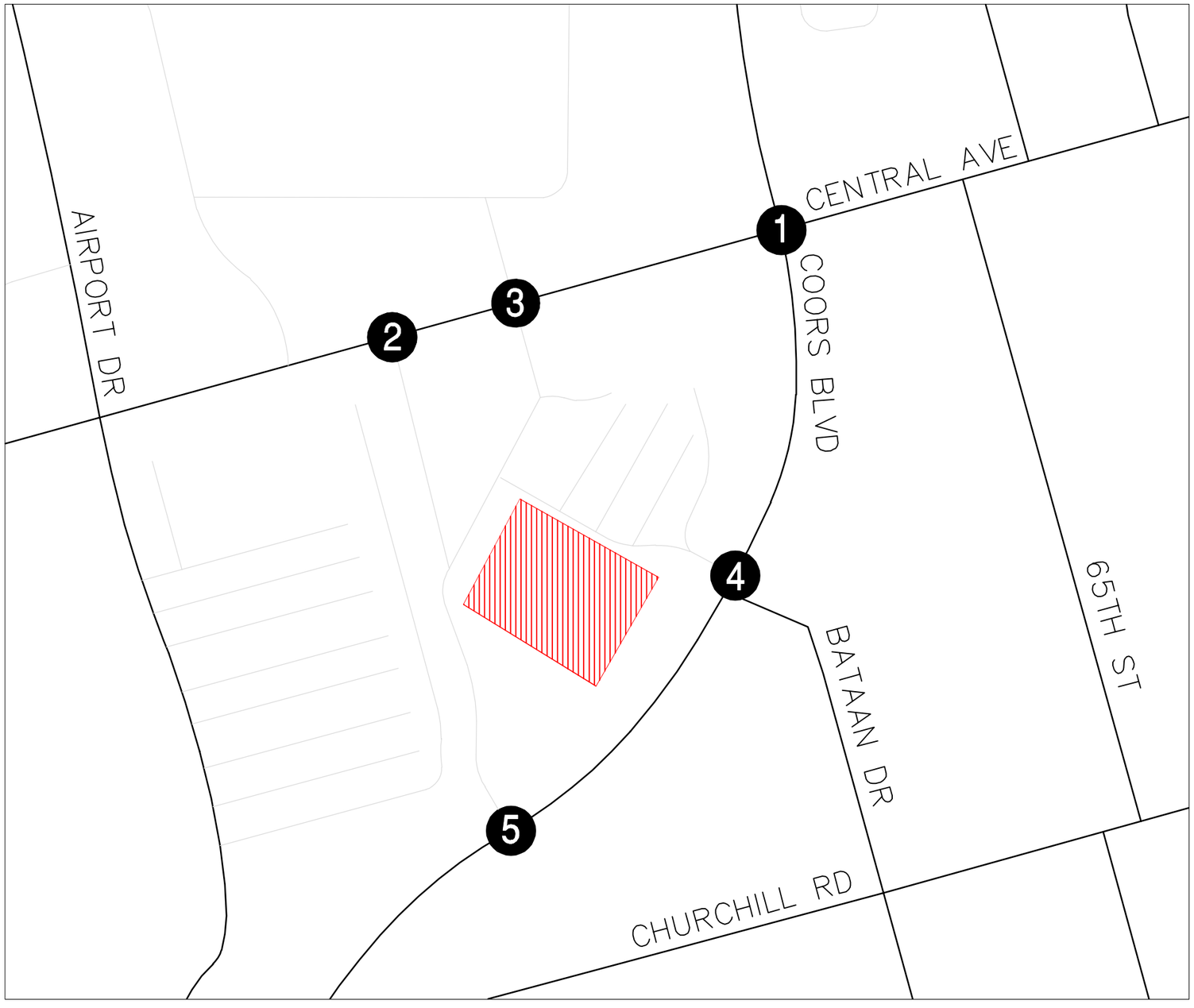
5.2 FUTURE TRAFFIC FORECASTING

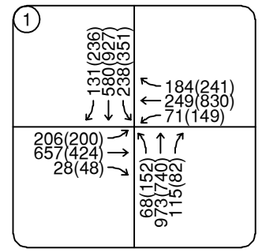
Background traffic volumes for the horizon year 2032 were estimated using the ten-year historical traffic growth rate from 2006 to 2016. Traffic data for this calculation was obtained from MRCOG traffic counts.

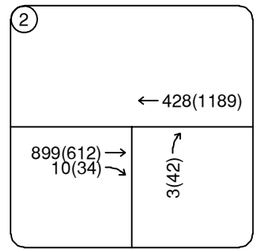
The historical growth rate from 2006 to 2016 of 1.1% was applied to existing traffic volumes to obtain background traffic volumes for the 2032 horizon year. The resulting background traffic volumes are shown in **Figure 8a** and **Figure 8b**, respectively.

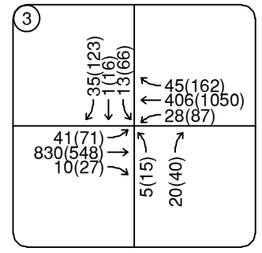
5.3 FULL BUILD TRAFFIC (2032)

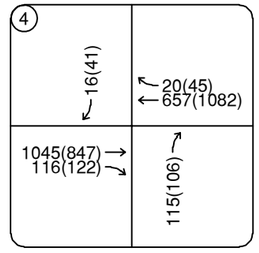
The traffic assignment (**Figure 6a** and **Figure 6b**) for the project development was added to the 2032 background traffic volumes (**Figure 8a** and **Figure 8b**) to produce Full Build (2032) traffic volumes for the study area, shown in **Figure 9a** and **Figure 9b.**

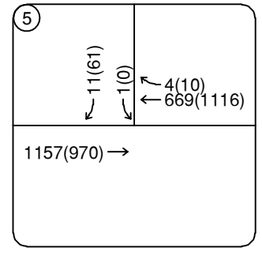












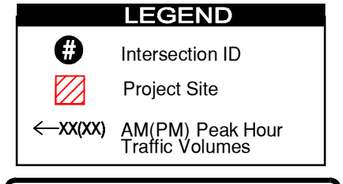
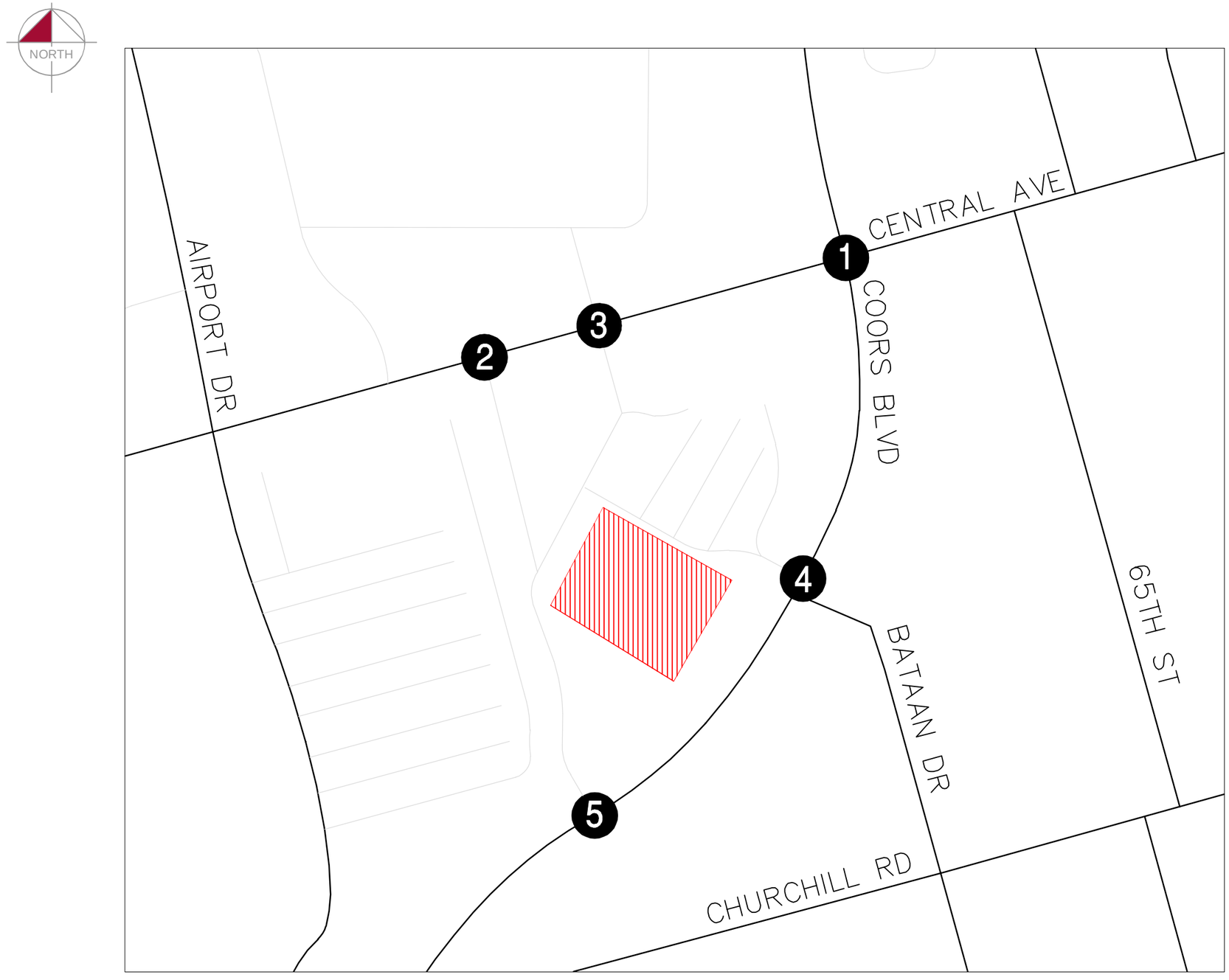
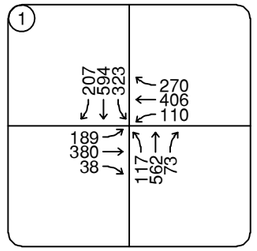
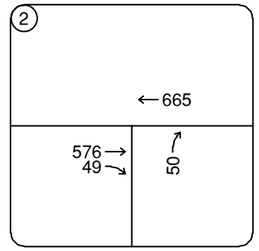
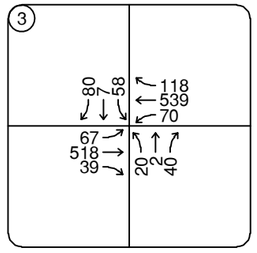


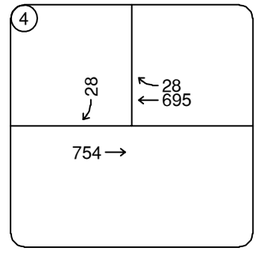
FIGURE 7a
Albuquerque Chuze Fitness
Full Build (2022) Peak-Hour Traffic Volume

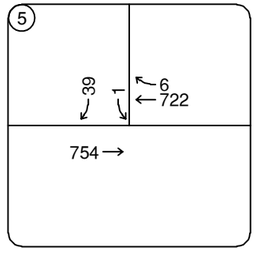












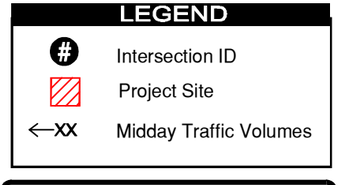


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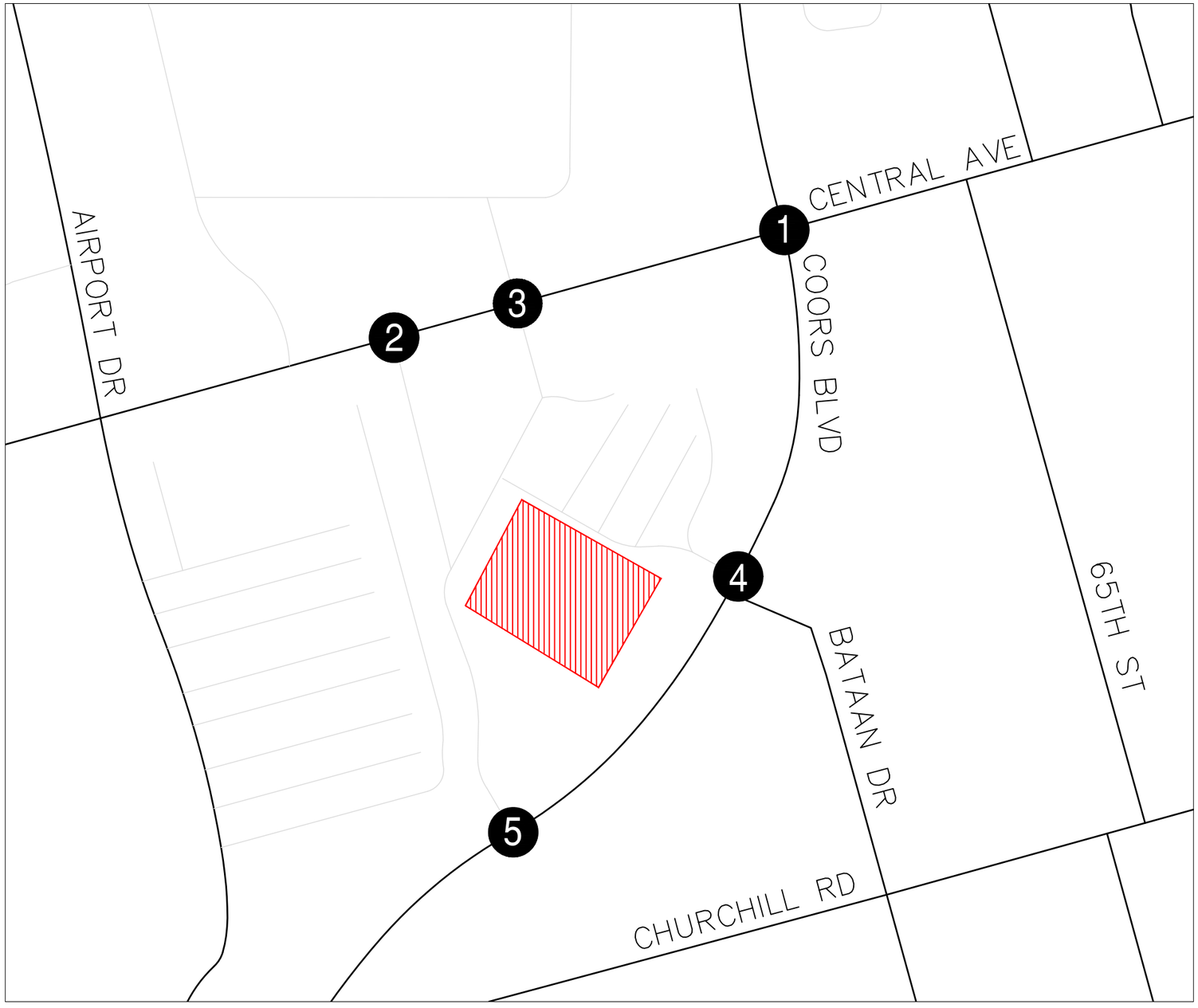
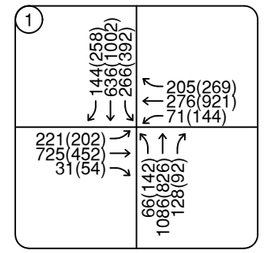
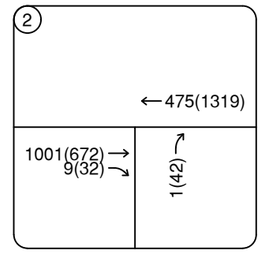
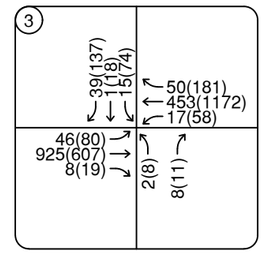
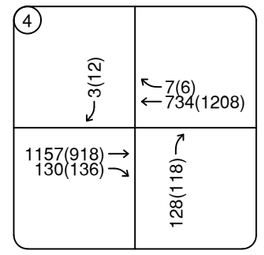
FIGURE 7b
Albuquerque Chuze Fitness
Full Build (2022) Midday Peak-Hour Traffic Volumes

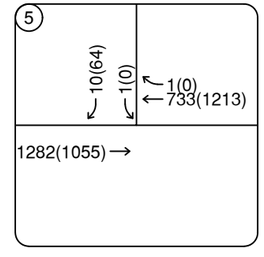












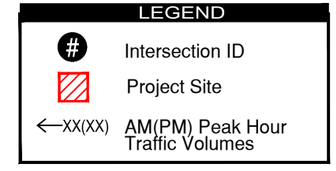


FIGURE 8a
Albuquerque Chuze Fitness
Background (2032) Peak-Hour Traffic Volume

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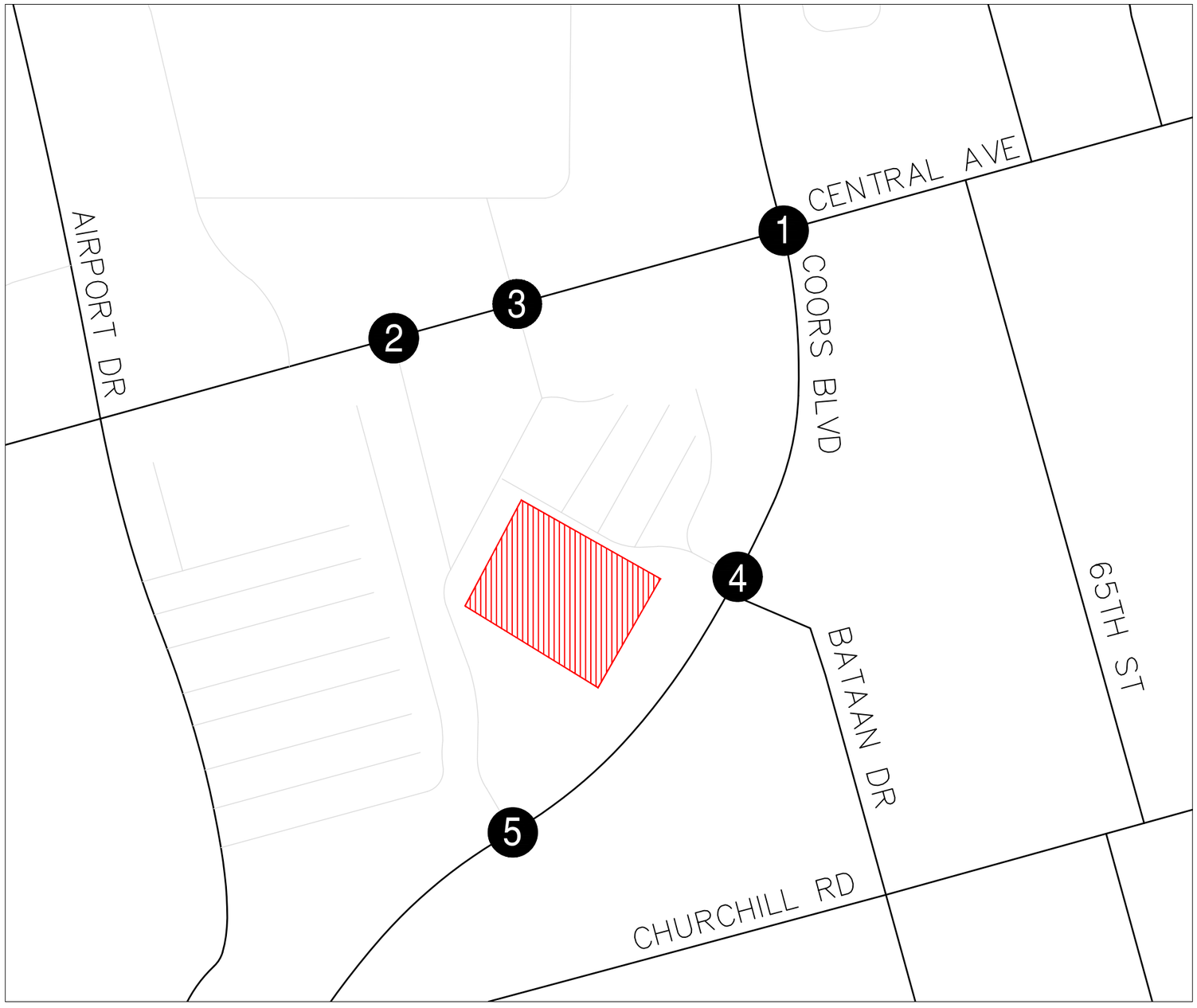
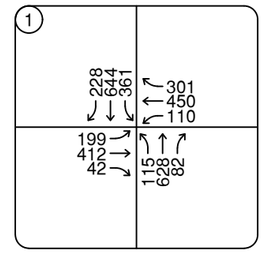
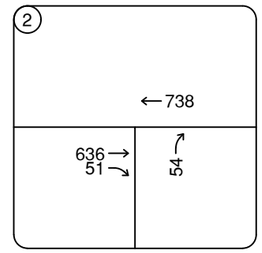
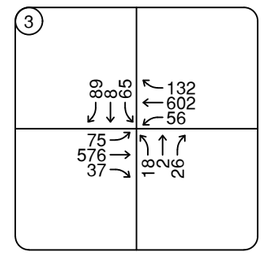
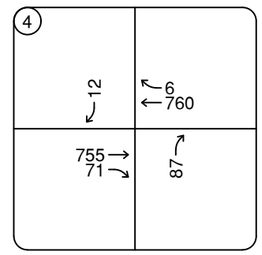
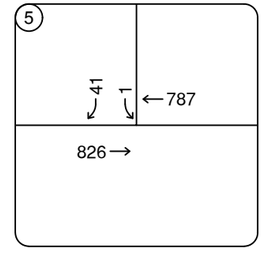












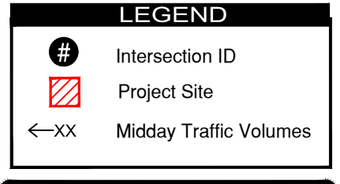
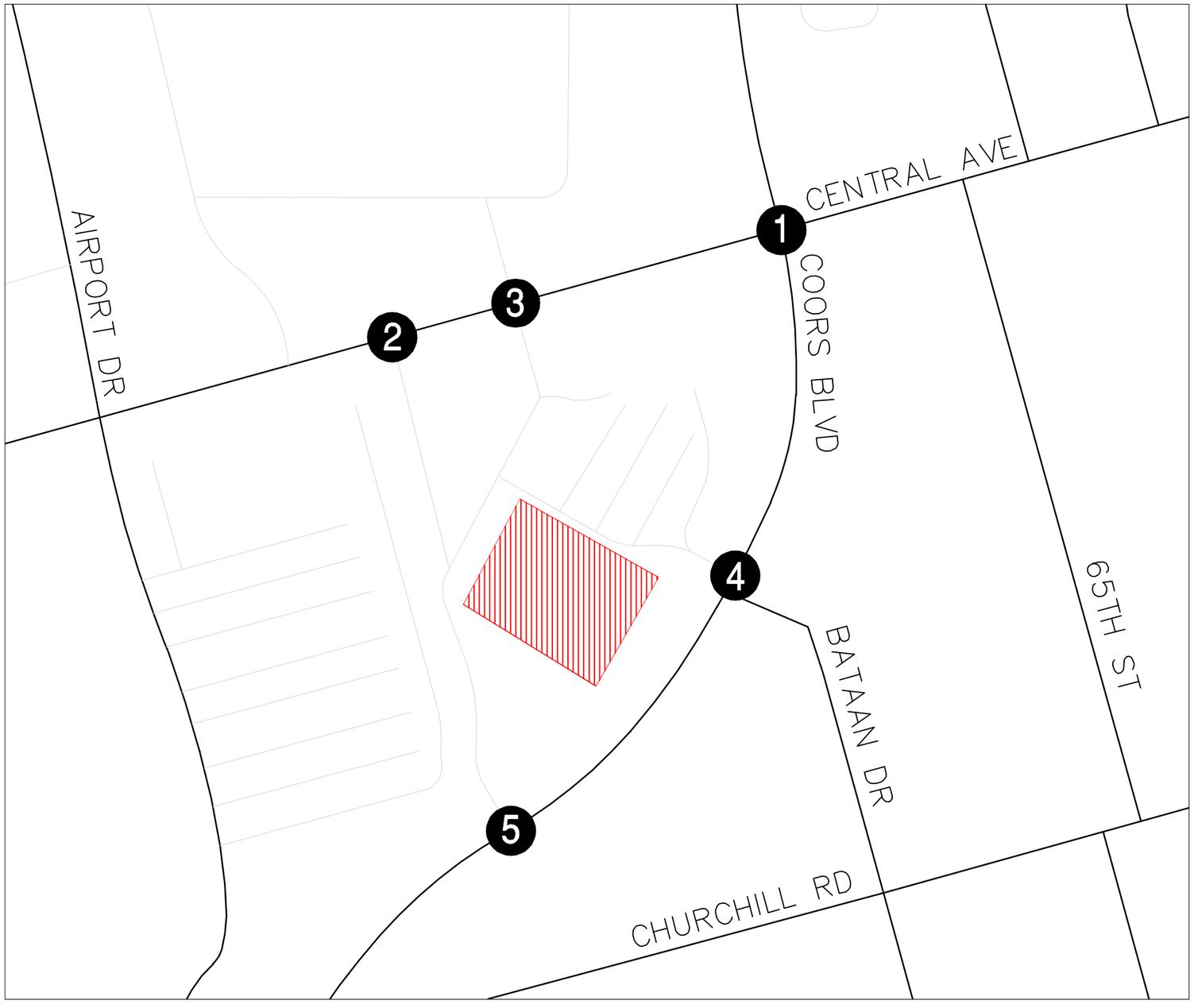
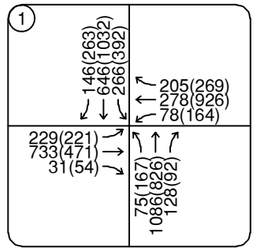
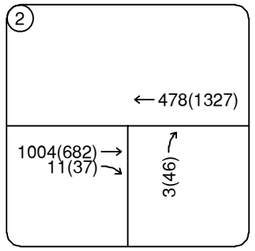
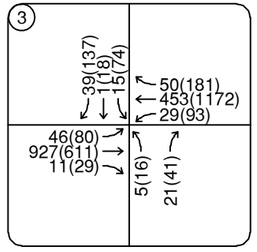


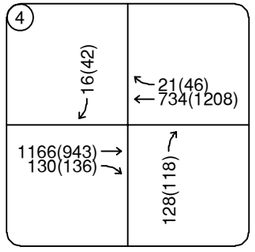
FIGURE 8b
Albuquerque Chuze Fitness
Background (2032) Midday Peak-Hour Traffic Volumes

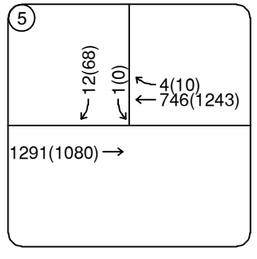












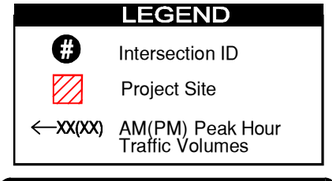


FIGURE 9a
Albuquerque Chuze Fitness
Full Build (2032) Peak-Hour Traffic Volumes

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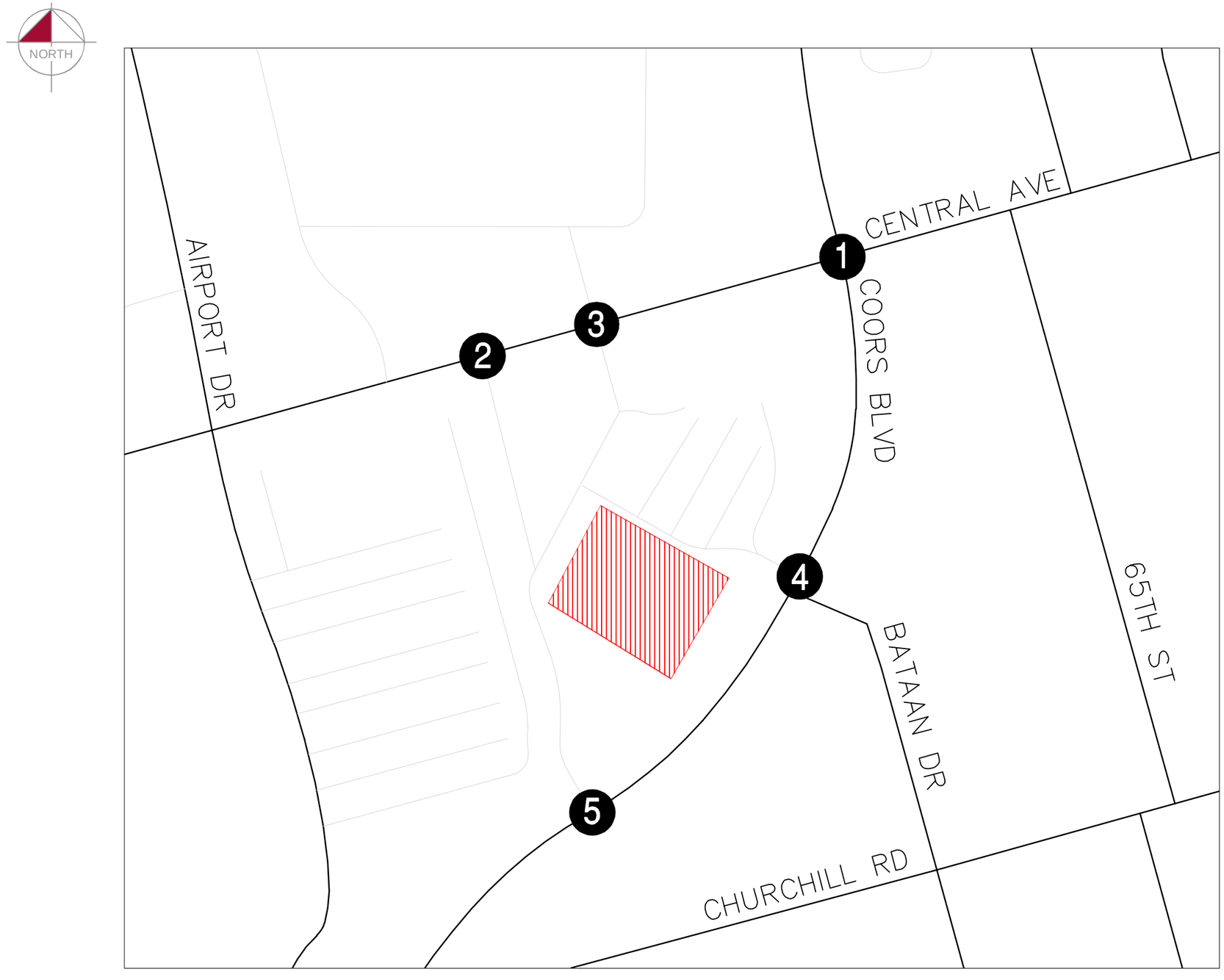

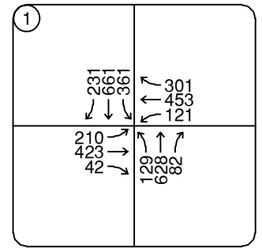

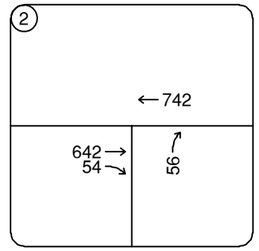

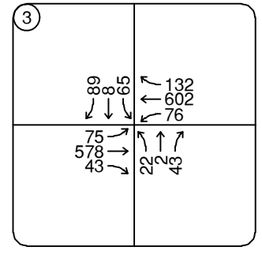

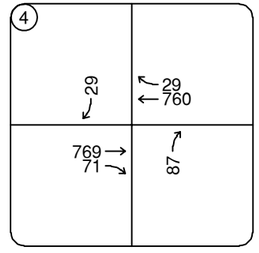

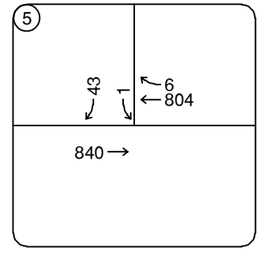

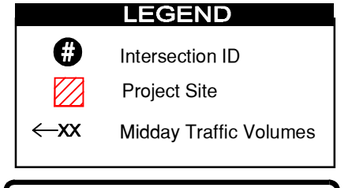

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FIGURE 9b
Albuquerque Chuze Fitness
Full Build (2032) Midday Peak-Hour Traffic Volumes

6.0 TRAFFIC AND IMPROVEMENT ANALYSIS

6.1 LEVEL OF SERVICE ANALYSIS

The LOS for the study area intersections were evaluated using HCM 6th Edition methodology and HCS. LOS analysis reports are included in **Appendix F** for Full Build (2022) scenario, **Appendix G** for Background (2032) scenario, and **Appendix H** for Full Build (2032) scenario.

6.1.1 FULL BUILD (2022) TRAFFIC LEVEL OF SERVICE ANALYSIS

The study area intersections were evaluated based on the Full Build (2022) traffic shown in **Figure 7a** and **Figure 7b** and the recommended intersection geometry shown in shown **Figure 10**. The results of the analysis for the intersection and site driveway are shown in **Table 3** for the Full Build (2022) conditions.

Table 3. Full Build (2022) Level of Service and Delay

	EB Approach			*WB Approach*			*NB Approach*			*SB Approach*			
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**E/77**	D/49	D/49	**E/66**	D/51	B/20	**E/62**	C/23	A/2	**E/75**	B/16	B/15	D/36
Midday	**E/61**	D/41	D/41	**E/64**	D/47	**E/56**	**E/62**	C/27	C/23	**E/58**	C/21	C/21	D/40
PM Peak	**E/58**	D/37	D/37	**E/62**	**E/55**	B/10	**E/59**	D/36	C/29	**E/58**	C/34	C/29	D/42
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/12				
Midday		-	-		-				B/11				
PM Peak		-	-		-				B/11				
3. Driveway B / Central Avenue													
AM Peak	A/8	-	-	B/11	-	-	C/22	B/12		C/18	A/10		
Midday	B/10	-	-	A/9	-	-	C/23	B/11		D/26	B/11		
PM Peak	C/16	-	-	A/9	-	-	**F/85**	B/10		**F/84**	C/17		
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			C/16			B/11	
Midday		-	-		-	-			B/12			B/11	
PM Peak		-	-		-	-			B/13			B/14	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday		-			-	-						B/11	
PM Peak		-			-	-						B/14	

(-) Dash indicates a free movement

Bold values indicate movement is operating at poor LOS

[1] Intersection 4 is recommended to operate with stop control on the side street in the Full Build (2022) scenario

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E in the Full Build (2022) conditions. The WBR movement of Intersection 1 operates at LOS E during the Midday peak hour. The westbound through (WBT) movement operates at LOS E during the PM peak hour.

The NBL and SBL movements of Driveway B/Central Avenue (Intersection 3) both operate at LOS F during the PM peak hour.

All other movements operate at acceptable LOS D or better. All intersections operate at an acceptable overall LOS.

6.1.2 BACKGROUND (2032) LEVEL OF SERVICE ANALYSIS

The study area intersections were evaluated based on the background traffic shown in **Figure 8a** and **Figure 8b** and the recommended intersection geometry shown in shown **Figure 10**. The results of the analysis for the intersection and site driveways are shown in **Table 4** for Background (2032) conditions.

Table 4. Background (2032) Traffic Level of Service and Delay

	EB Approach			*WB Approach*			*NB Approach*			*SB Approach*			
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**E/80**	D/48	D/48	**E/66**	D/49	C/20	**E/62**	C/28	A/2	**E/76**	B/18	B/17	D/38
Midday	**E/62**	D/39	D/39	**E/64**	D/45	**E/59**	**E/63**	C/31	C/26	**E/57**	C/24	C/23	D/41
PM Peak	**E/59**	C/35	C/35	**E/62**	**E/56**	B/11	**E/59**	D/44	C/33	**E/57**	D/39	C/33	D/44
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/12				
Midday		-	-		-				B/11				
PM Peak		-	-		-				B/11				
3. Driveway B / Central Avenue													
AM Peak	A/9	-	-	B/12	-	-	C/24	B/12		C/19	B/10		
Midday	B/11	-	-	A/9	-	-	D/25	B/11		D/30	B/12		
PM Peak	C/20	-	-	A/9	-	-	**F/51**	B/10		**F/118**	C/20		
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			C/18			B/11	
Midday		-	-		-	-			B/13			B/12	
PM Peak		-	-		-	-			B/15			B/14	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday		-			-	-						B/12	
PM Peak		-			-	-						C/15	

(-) Dash indicates a free movement

Bold values indicate movement is operating at poor LOS

[1] Intersection 4 is recommended to operate with stop control in the Background (2032) scenario

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E in the Background (2032) traffic conditions. The WBR movement of Intersection 1 operates at LOS E during the Midday hour. The WBT movement operates at LOS E during the PM peak hour.

The NBL and southbound shared through/left-turn movements of Driveway B/Central Avenue (Intersection 3) operate at LOS F during the PM peak hour.

All other movements operate at acceptable LOS D or better in the Background (2032) conditions.

6.1.3 FULL BUILD (2032) TRAFFIC LEVEL OF SERVICE ANALYSIS

The study area intersections were evaluated based on the Full Build (2032) traffic shown in **Figure 9a** and **Figure 9b** and the recommended intersection geometry shown in shown **Figure 10**. The results of the analysis for the intersection and site driveway are shown in **Table 5** for the Full Build (2032) conditions.

Table 5. Full Build (2032) Traffic Level of Service and Delay

	EB Approach			*WB Approach*			*NB Approach*			*SB Approach*			
Intersection	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	Overall
1. Coors Boulevard / Central Avenue													
AM Peak	**F/81**	D/49	D/49	**E/66**	D/49	C/20	**E/62**	C/28	A/2	**E/76**	B/19	B/17	D/38
Midday	**E/64**	D/39	D/39	**E/64**	D/45	**E/60**	**E/62**	C/32	C/27	**E/57**	C/25	C/24	D/42
PM Peak	**E/62**	C/35	C/35	**E/61**	**E/57**	B/11	**E/59**	D/46	C/34	**E/57**	D/43	C/35	D/46
2. Driveway A / Central Avenue													
AM Peak		-	-		-				B/11				
Midday		-	-		-				B/11				
PM Peak		-	-		-				B/11				
3. Driveway B / Central Avenue													
AM Peak	A/9	-	-	B/11	-	-	C/25		B/12	C/20		B/10	
Midday	B/11	-	-	A/9	-	-	D/27		B/11	D/33		B/12	
PM Peak	C/20	-	-	A/10	-	-	**F/79**		B/11	**F/177**		C/20	
4. Coors Boulevard / Driveway C[1]													
AM Peak		-	-		-	-			C/18			B/11	
Midday		-	-		-	-			B/13			B/12	
PM Peak		-	-		-	-			C/15			C/15	
5. Coors Boulevard / Driveway D													
AM Peak		-			-	-						B/11	
Midday		-			-	-						B/12	
PM Peak		-			-	-						C/16	

(-) Dash indicates a free movement

Bold values indicate movement is operating at poor LOS

[1] Intersection 4 is recommended to operate with stop control on the side street in the Full Build (2032) scenario

The left-turn movement of all approaches at the intersection of Coors Boulevard/Central Avenue (Intersection 1) operates at LOS E or LOS F in the Full Build (2032) conditions. The WBR movement of Intersection 1 operates at LOS E during the Midday hour. The WBT movement operates at LOS E during the PM peak hour.

The NBL and SBL turn movements of Driveway B/Central Avenue (Intersection 3) operate at LOS F during the PM peak hour.

All other movements operate at acceptable LOS D or better in the Full Build (2032) conditions.

6.2 LEFT-TURN QUEUE ANALYSIS

The queue analysis results for each impacted left-turn movement are summarized in **Table 6**. Existing left-turn lane storage lengths were obtained via satellite imagery measurements and are rounded to the nearest five-foot increment. There are no left turns at study intersection #2 (Driveway A and Central Avenue), study

intersection #4 (Coors Boulevard and Driveway C), or study intersection #5 (Coors Boulevard and Driveway D) so they do not appear in **Table 6**.

95th percentile queue lengths were calculated using HCM methodology for signalized and unsignalized intersections. Queues were calculated using HCS software. HCM reports queues as number of vehicles. An average vehicle length of 25 feet was utilized to estimate total queue length. Note that calculated values represent the movement's greatest 95th percentile queue length across the AM, Midday, and PM peak hours in the Existing (2022), Full Build (2022), Background (2032), and Full Build (2032) conditions. Detailed queueing results can be found in the HCS worksheets included in **Appendix C, Appendix F, Appendix G,** and **Appendix H**.

Table 6. Left Turn Queue Analysis

Intersection and Approach	*Existing Storage*	95th Percentile Queue			
		Existing (2022)	Full Build (2022)	Background (2032)	Full Build (2032)
1. Coors Boulevard / Central Avenue					
Northbound Approach	145 ft	95 ft	110 ft	105 ft	120 ft
Southbound Approach	160 ft	**240 ft**	**240 ft**	**265 ft**	**265 ft**
Eastbound Approach	120 ft	**305 ft**	**320 ft**	**345 ft**	**360 ft**
Westbound Approach	150 ft	**195 ft**	**220 ft**	**215 ft**	**235 ft**
3. Driveway B / Central Avenue					
Northbound Approach	115 ft	5 ft	25 ft	10 ft	25 ft
Southbound Approach	90 ft[1]	90 ft	80 ft	**105 ft**	**125 ft**
Eastbound Approach	105 ft	15 ft	15 ft	25 ft	25 ft
Westbound Approach	105 ft	5 ft	10 ft	5 ft	10 ft

Bold indicates calculated queue length is greater than existing storage length.

[1] Additional storage provided within internal roadway network

The 95th percentile queues for the SBL, EBL, and WBL movements at Intersection 1 exceed the existing striped storage length in the Existing (2022), Full Build (2022), Background (2032), and Full Build (2032) scenarios. The turn pockets for the SBL and WBL movements are constrained by raised medians and cannot be extended. It would be feasible to extend the EBL left turn pocket by modifying the raised median. The increase in 95th percentile queues caused by the Project is not significant.

The 95th percentile queue for the SBL movement at Intersection 3 exceeds the existing striped storage length in the Background (2032) and Full Build (2032) scenarios. Additional queueing can be accommodated by the private roadways connecting to the north leg of Intersection 3.

6.3 RIGHT-TURN QUEUE ANALYSIS

The queue analysis results for each impacted right turn movement are summarized in **Table 7**. Detailed queueing results can be found in **Appendix C**, **Appendix F**, **Appendix G,** and **Appendix H**.

Table 7. Right-Turn Queue Analysis

Intersection and Approach	*Existing Storage*	95th Percentile Queue			
		Existing (2022)	Full Build (2022)	Background (2032)	Full Build (2032)
1. Coors Boulevard / Central Avenue					
Northbound Approach	200 ft	80 ft	85 ft	100 ft	100 ft
Southbound Approach	55 ft	**225 ft**	**235 ft**	**265 ft**	**280 ft**
Eastbound Approach	^	^	^	^	^
Westbound Approach	140 ft	**360 ft**	**360 ft**	**405 ft**	**405 ft**
2. Driveway A / Central Avenue					
Northbound Approach	350 ft	5 ft	5 ft	10 ft	10 ft
Eastbound Approach	^	^	^	^	^
Westbound Approach	-	-	-	-	-
3. Driveway B / Central Avenue					
Northbound Approach	115 ft	5 ft	5 ft	5 ft	5 ft
Southbound Approach	90 ft	30 ft	35 ft	40 ft	40 ft
Eastbound Approach	^	^	^	^	^
Westbound Approach	^	^	^	^	^

A dash (-) indicates a free-flowing movement.
^ Represents a shared through and right turn movement.
Bold indicates calculated queue length is greater than existing storage length.

The 95th percentile queues for the SBR and WBR movements at Intersection 1 exceed the existing striped storage length in all scenarios. The turn pockets for these two movements are constrained by existing sidewalks. The increase in 95th percentile queues caused by the Project is not significant.

6.4 DECELERATION LANE REVIEW

Criteria for deceleration lanes on urban multi-lane highways are provided in the NMDOT *SAMM*. Deceleration lanes may be warranted based on the speed of the street and the number of through and left-turn volumes. The criteria are shown in *SAMM* Table 17.B-2, which is provided in **Appendix I** for reference.

Based on the criteria in *SAMM* Table 17.B-2, right-turn deceleration lanes are required for the SBR movements along Coors Boulevard at study intersection #4 (Driveway C) and study intersection #5 (Driveway D) but not required for the EBR turn movements along Central Avenue at either study intersection #2 (Driveway A) or study intersection #3 (Driveway B).

Existing deceleration lanes are currently provided at two study intersections, including at study intersection #4 (Coors Boulevard and Driveway C) and at study intersection #5 (Coors Boulevard and Driveway D). The deceleration lanes are provided for the southbound right (SBR) turn movements along Coors Boulevard at both intersections.

The minimum required length for a deceleration lane is provided in Table 18.K-1 of the *SAMM.* For deceleration lanes along roadways with posted speeds of 45 mph and no stop control, the minimum

deceleration distance is 370 feet and the minimum taper length is 150 feet. The deceleration lane for study intersection #4 has a length of 230 feet with a taper of 80 feet and does not meet *SAMM* requirements. The deceleration lane for study intersection #5 has a length of 130 feet and a taper length of 95 feet and does not meet *SAMM requirements*. It is noted that queue storage is not needed for either study intersection because neither intersection has stop control.

Although the minimum required length for the deceleration lane exceeds the existing storage, it is not recommended that the storage length be increased.

6.5 ACCELERATION LANE REVIEW

Criteria for acceleration lanes on urban multi-lane highways are provided in the *SAMM*. According to *SAMM* requirements, "right-turn acceleration lanes may be required at unsignalized at-grade access points on urban two-lane and multi-lane state highways with posted speed limits greater than 40 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions."

An existing acceleration lane is currently provided at study intersection #4 (Coors Boulevard and Driveway C) for eastbound to southbound right turning traffic. No additional right turn acceleration lanes are recommended. During the Project scoping meeting, NMDOT staff indicated that the existing acceleration lane at study intersection #4 (Coors Boulevard and Driveway C) for eastbound to southbound right turning traffic would be removed. As a result, the intersection was analyzed with stop control for the EBR movement for the Full Build (2022), Background (2032), and Full Build (2032) scenarios. As shown in the intersection analysis, the southbound right movement would operate at an acceptable level of service with stop control.

6.6 ON-SITE CIRCULATION ANALYSIS

Access to the site is provided via four driveways including Driveway A and Driveway B from Central Avenue and Driveway C and Driveway D from Coors Boulevard. A series of internal drive aisles provide access from the external roadways to the parking lot in front of the Project site.

It was noted by City staff that the internal drive aisle between Driveway A and Driveway D is occasionally used as a cut-through route for road users traveling eastbound on Central Avenue to southbound on Coors Boulevard. The route is a shorter distance than the alternative route (making an eastbound right (EBR) turn at the intersection of Central Avenue and Coors Boulevard). Intersection turning movement counts were collected at Driveway A and Driveway D during the AM, Midday, and PM peak hours. The traffic counts show that a limited number of road users are currently using the drive aisle as a cut-through route. The EBR turn volumes at study intersection #2 and southbound right (SBR) turn volumes at study intersection #5 are shown in **Table 8.**

Table 8. Driveway Cut-Through Data

Intersection		Movement	AM Peak Hour	Midday Peak Hour	PM Peak Hour
2	Central Avenue & Driveway A	Eastbound Right	8	46	29
5	Driveway D & Coors Boulevard	Southbound Right	9	37	57
Maximum Possible Cut-Through Volume			8	37	29

As shown in **Table 8**, the maximum possible number of peak hour cut-through vehicles is 37, which occurred during the Midday peak hour, when 46 vehicles make an EBR turn at Driveway A and 37 vehicles

make a SBR turn at Driveway D. However, it is likely that the cut-through volume is significantly less than 37 volumes because both driveways are used by road users accessing Taco Bell and Carl's Jr and potentially other businesses in the shopping center. It is likely that the maximum peak hour cut-through volume is less than 20 vehicles during a peak hour, which is not significant.

6.7 CRASH ANALYSIS

Crash data (2016-2020) was obtained from the NMDOT for Coors Boulevard and Central Avenue within the Project site's vicinity. Available data is provided in **Appendix J**.

During the five-year period, there were 310 crashes within the project site's vicinity of Coors Boulevard and Central Avenue. Crash data is summarized in **Table 9**.

Table 9. Crash Data

Coors Boulevard and Central Avenue					
	Number of Related Crashes				
Crash Severity	**2016**	**2017**	**2018**	**2019**	**2020**
Property Damage Only Crash	58	46	47	35	37
Injury Crash	27	18	23	12	5
Fatal Crash	1	0	0	1	0
Crash Event					
Non-Fixed Object	0	1	0	0	0
Fixed Object	4	2	2	1	2
Other Motor Vehicle	67	61	58	30	34
Pedestrian	4	0	3	5	0
Lighting					
Dark-Not Lighted	2	2	4	0	0
Dark-Lighted	26	12	7	9	9
Daylight	35	34	42	24	18

Based on the available data, the following patterns from 2016 to 2020 are noted:

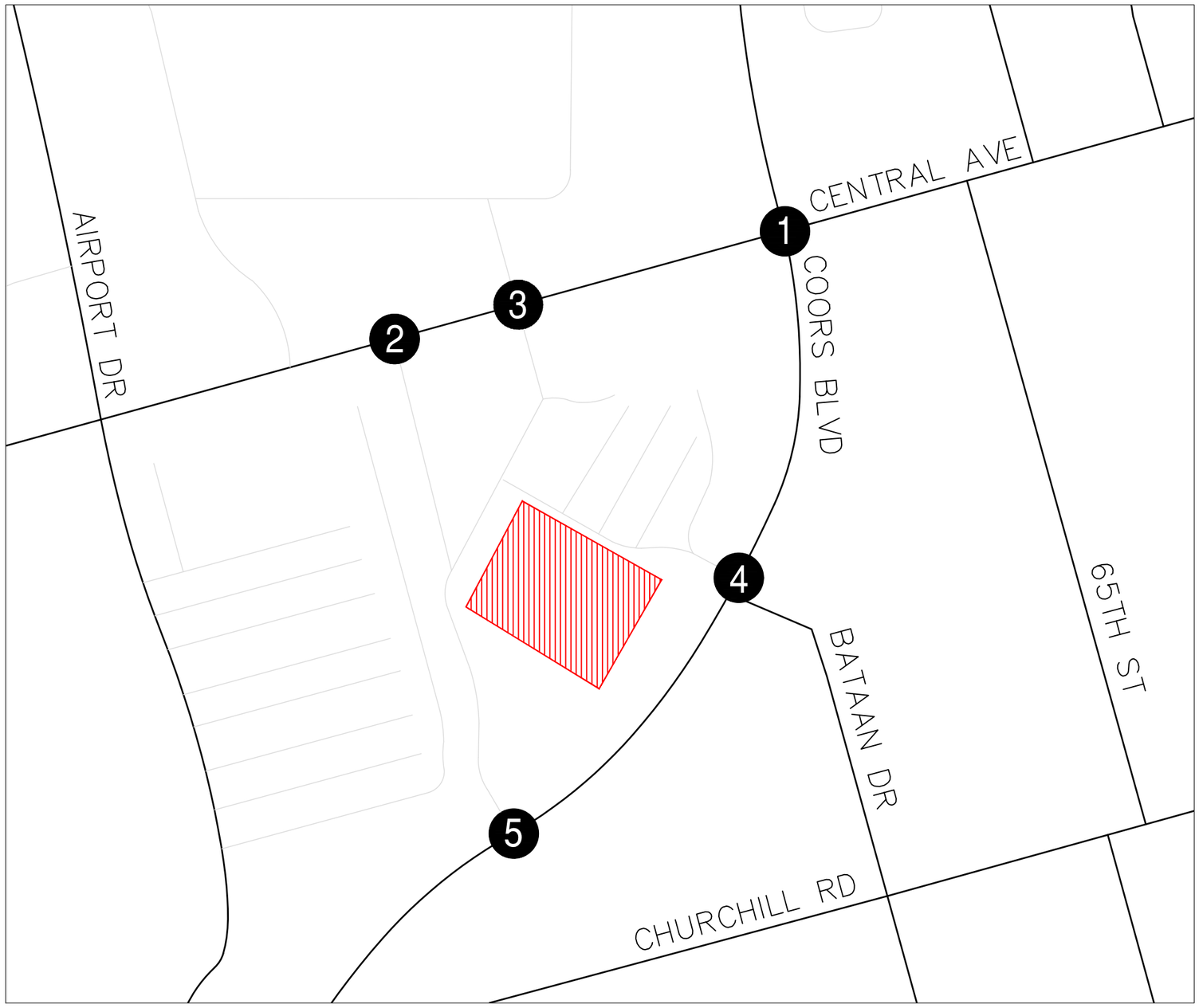
- Crash severity: crashes included 223 property damage only crashes, 85 injury crashes, and 2 fatal crashes.
- Twelve of the crashes involved a pedestrian and two crashes resulted in pedestrian fatalities.
- Twelve of the total crashes were attributed to alcohol.
- Lighting: 63 crashes occurred during dark-lighted conditions, 8 of the crashes occurred in dark-not lighted conditions, and 153 of the crashes occurred during day-lighted conditions.
- Crash direction:
    - Along Coors Boulevard, 56 of the crashes occurred in the northbound direction and 103 crashes occurred in the southbound direction.
    - Along Central Avenue, 47 crashes occurred in the westbound direction and 42 crashes occurred in the eastbound direction.

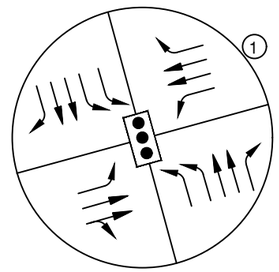
6.8 RECOMMENDED INTERSECTION MODIFICATIONS

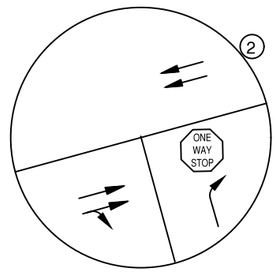
Intersection modifications are recommended to improve access to the Project site. The following modifications are recommended:

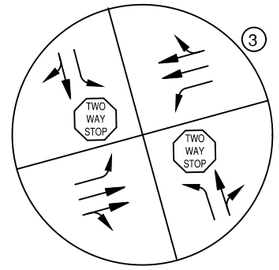
- Intersection #3 – Central Avenue and Driveway B
    - Add striping to south leg to provide left turn pocket and shared through/right lane
    - Re-stripe north leg to provide left turn pocket and shared through/right lane
- Intersection #4 – Driveway C and Coors Boulevard
    - Install stop control for eastbound approach exiting shopping center
    - Install stop control for westbound approach

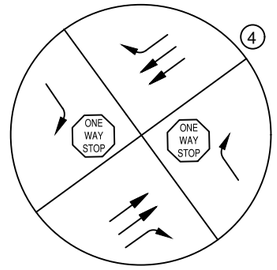
The recommended lane configuration is shown in **Figure 10**.

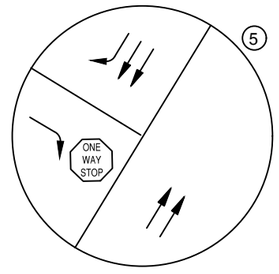












LEGEND

#	Intersection ID	STOP	Stop Controlled Intersection
	Project Site		Existing Traffic Signal
	Lane Use	*	Functional Right Turn

FIGURE 10
Albuquerque Chuze Fitness
Recommended Lane Configuration and Control

Kimley»Horn

7.0 CONCLUSION

The proposed development is estimated to generate 1,466 daily trips, with 67 trips occurring in the AM peak hour, 100 trips occurring in the Midday peak hour, and 175 trips occurring in the PM peak hour. This analysis concludes that the proposed Project will be accommodated by the surrounding street network, with the following findings:

- The development will be accessed from existing driveway connections on Central Avenue (Driveway A and Driveway B) and Coors Boulevard (Driveway C and Driveway D).
- Study area intersections operate at acceptable LOS in each analysis scenario, including Existing (2022), Full Build (2022), Background (2032), and Full Build (2032) traffic scenarios with the following exceptions:
    - The left turn movement in all approaches at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E or LOS F in all study scenarios during the AM, Midday, and PM peak hours.
    - The westbound right turn movement at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E in all study scenarios during the Midday peak hour.
    - The westbound through movement at Coors Boulevard and Central Avenue (Intersection 1) operates at LOS E in the PM peak hour for the Full Build (2022), Background (2032), and Full Build (2032) conditions.
    - The left turn movement for the northbound and southbound approach at Driveway B and Central Avenue (Intersection 3) operates at LOS E and LOS F during the PM peak hour in all study scenarios. Note that the southbound left is a shared through/left turn lane in the existing conditions.
- The queue length of the southbound left turn, eastbound left turn, and westbound left turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in all conditions. The increase in queue length caused by the project is not significant.
- The queue length of the southbound right turn and westbound right turn approaches on Coors Boulevard and Central Avenue (Intersection 1) exceeds the existing striped storage length in all conditions. The increase in queue length caused by the project is not significant.
- 310 crashes occurred on the segments of Central Avenue and Coors Boulevard in the Project site vicinity between 2016 and 2020.
- There is some limited southbound cut-through traffic that travels through the site from intersection #2 (Driveway A and Central Avenue) to intersection #5 (Coors Boulevard and Driveway D). The maximum number of vehicles using the route as a cut-through in a one-hour period is approximately 37 vehicles during the Midday peak hour.
- Deceleration lanes are currently provided for the southbound right-turn movements along Coors Boulevard at Driveways C and D. The existing deceleration lanes do not meet the NMDOT minimum requirements but are not recommended to be extended. Deceleration lanes are not recommended at any other intersections.

- An acceleration lane is currently provided for the eastbound to southbound right-turning traffic from Driveway C onto Coors Boulevard. NMDOT has indicated that the acceleration lane may be removed. Analysis for the Full Build (2022), Background (2032), and Full Build (2032) scenarios shows that the eastbound right-turn would operate with an acceptable level of service with stop control if the acceleration lane were to be removed.
- Recommended lane configuration is shown in **Figure 10.**

APPENDIX

- Appendix A: Scope of Traffic Impact Study (TIS)
- Appendix B: Traffic Count Data
- Appendix C: Existing (2022) HCS Reports
- Appendix D: *Trip Generation Manual* Data
- Appendix E: Trip Distribution Map
- Appendix F: Full Build (2022) HCS Reports
- Appendix G: Background (2032) HCS Reports
- Appendix H: Full Build (2032) HCS Reports
- Appendix I: NMDOT Deceleration Lane Thresholds
- Appendix J: Crash Data
- Appendix K: Signal Timing Sheet

APPENDIX A

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Matthew Grush and Margaret Haynes

MEETING DATE: September 8, 2022 (2:00 PM)

ATTENDEES: Matthew Grush (City of Albuquerque), Margaret Haynes (NMDOT), Matt Stewart, Vanessa Wong (Kimley-Horn), Darren Hackett, Ramiro Gomez (Elevated Entitlements)

PROJECT: Chuze Fitness (Central Ave. / Coors Blvd.)

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

___ Subdivision __X__ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: Proposed 50,845 s.f. Health / Fitness Club

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   ITE LUC #492 – Health/Fitness Club
   67 AM peak hour trips (34 inbound, 33 outbound)
   175 PM peak hour trips (100 inbound, 75 outbound)

2. Appropriate study area:
   Signalized Intersections;
   a. Central & Coors
   Unsignalized Intersections;
   a. None

   Driveway Intersections:
   a) all site drives. (4 driveways)

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 11 a.m. to 1 p.m., 4-6 p.m. peak hour
   Consultant to provide for all intersections listed above.

4. Type of intersection progression and factors to be used.
   Type III arrival type (see “Highway Capacity Manual, current edition” or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.

City Wide - residential, office or industrial;
3 mile radius – commercial; (consultant to proposed preliminary trip distribution criteria for approval by City of Albuquerque)
Interstate or to be determined by consultant – motel/hotel APS district boundary mapping for each school and bus routes)

6. Basis for trip distribution.

   Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

   Commercial -
   Ts = (Tt) (Sp) / (Sp)
   Ts = Development to Individual Subarea Trips
   Tt = Total Trips
   Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. None

9. Method of intersection capacity analysis - planning or operational (see "2016 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   a. HCS 7th Edition for signalized an unsignalized intersections (as requested by NMDOT)

   Implementation Year: 2022
   Horizon Year: 2032

10. Traffic conditions for analysis:
    a. Existing analysis _X_ yes __ no - year (2022);
    b. Phase implementation year(s) without proposed development – 2022
    c. Phase implementation year(s) with proposed development – 2022
    d. Project completion year without proposed development – 2032
    e. Project completion year with proposed development – 2032
    f. Other –

11. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.
    Rate: 1.1% growth based on data on Central from 2006 to 2016

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. None

13. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
    c. Arterial LOS analysis;
    d. Recommended street, intersection and signal improvements.
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures. Address cut-through traffic (Central to Coors SB)
    h. Accident analyses _X_ yes __ no; Location(s): Entire Study Area
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
    a. 1 digital copy (City)
    b. 1 hard copy (NMDOT)
2. Submittal Fee – $1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3362.

9/21/2022

Matt Grush, P.E., PTOE
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section

Date

via: email

C: TIS Task Force Attendees, file

Additional Meeting Notes

- Traffic data collection
  - KH noted that counts were being collected during meeting. Matt Grush requested that analysis review whether there is southbound cut-through on-site.
- Mitigation Measures
  - Matt Grush noted that traffic signal timing cannot be easily modified, and that intersection is fully built out. Phasing and timing may need to be modified. Margaret noted that any recommendations should consider what could actually be allowed within operations. The Albuquerque Rapid Transit (ART) line terminates at the intersection. Coors is currently coordinated.
  - Margaret noted that the intersection of Coors/Central is the end of the corridor with Automated Traffic Signal Performance Measures (ATSPM)
- NMDOT TIA Guidelines
  - NMDOT has an outline (State Access Management Manual shows the TIA Outline)
  - Queue Turn lane summaries
  - Level of Service should be summarized by each lane group, not just approach
- Additional Items to be Considered in Analysis
  - Review cut-through on site
  - Matt Grush asked whether property being purchased or leased. Darren noted the property is being leased by Chuze Fitness. Matt Grush noted the property owner would need to sign access
  - NMDOT requested a deceleration lane warrant analysis (SBR) - does not seem to be needed
  - Safety Study – Margaret noted that fences were installed on median on Coors south of Central – curious to see whether that has led to a reduction in pedestrian crashes
  - Intersection 4 – the acceleration lane will likely be removed by DOT at a later date because it does not meet the NMDOT design criteria. May be noted in the TIA.
  - Turn bay criteria – Matt Grush noted that City requirements for turn bays have gotten longer over the years and the turn bays for the project site may need to be extended.
- Report Timeline
  - KH noted they are aiming to submit report by end of September (hard copy to be provided to NMDOT)
  - NMDOT will aim to review and provide comments in 2-3 weeks and City review will begin following NMDOT review.

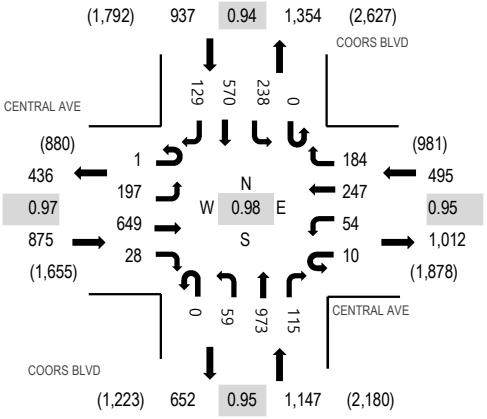
APPENDIX B

TRAFFIC COUNT DATA

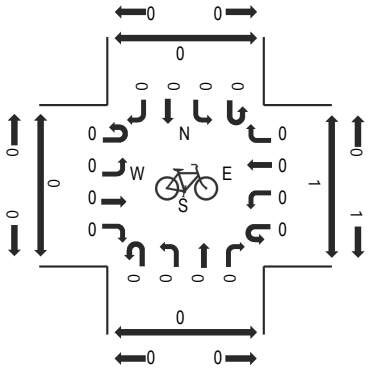
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COORS BLVD & CENTRAL AVE AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

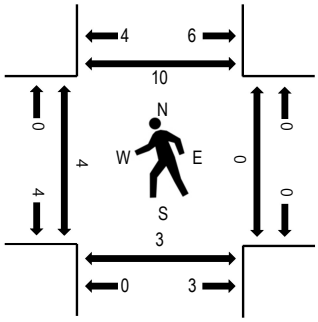
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

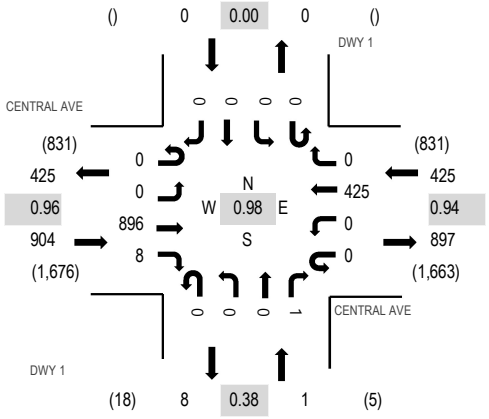
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				COORS BLVD Northbound				COORS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	58	158	2	1	11	47	49	0	5	242	30	0	43	135	21	802	3,412	0	1	1	3
7:15 AM	1	50	175	6	3	16	59	56	0	11	251	40	0	50	134	33	885	3,454	0	0	0	4
7:30 AM	0	44	179	3	1	12	55	43	0	11	242	27	0	64	158	35	874	3,410	3	0	3	3
7:45 AM	0	51	163	7	2	10	68	45	0	11	247	30	0	58	138	21	851	3,323	1	0	0	3
8:00 AM	0	52	132	12	4	16	65	40	0	26	233	18	0	66	140	40	844	3,196	0	0	0	0
8:15 AM	0	51	144	8	1	9	65	46	0	23	219	24	0	65	150	36	841		2	0	3	2
8:30 AM	0	46	134	11	2	10	72	49	0	18	225	14	0	59	114	33	787		0	0	1	2
8:45 AM	0	42	120	6	5	8	73	38	0	13	208	12	0	54	107	38	724		0	0	0	2
Count Total	1	394	1,205	55	19	92	504	366	0	118	1,867	195	0	459	1,076	257	6,608		6	1	8	19
Peak Hour	1	197	649	28	10	54	247	184	0	59	973	115	0	238	570	129	3,454		4	0	3	10

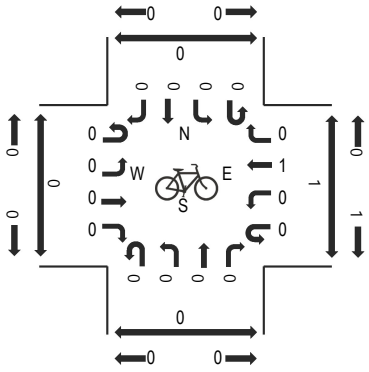
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DWY 1 & CENTRAL AVE AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

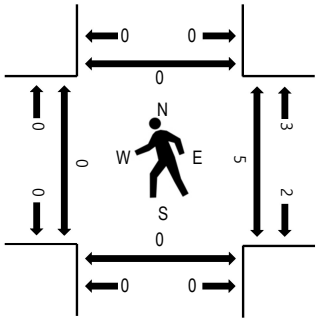
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

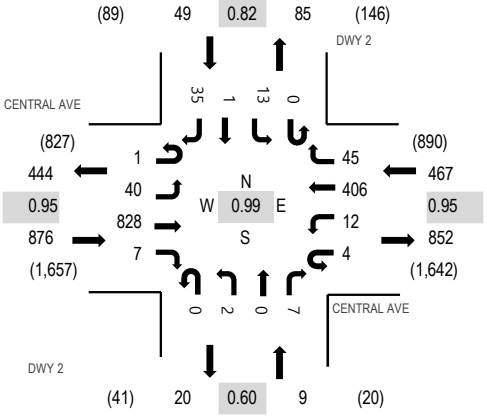
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 1 Northbound				DWY 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	217	2	0	0	69	0	0	0	0	1	0	0	0	0	289	1,284	0	1	1	0
7:15 AM	0	0	222	2	0	0	97	0	0	0	0	1	0	0	0	0	322	1,330	0	2	0	0
7:30 AM	0	0	237	0	0	0	103	0	0	0	0	0	0	0	0	0	340	1,329	0	0	0	0
7:45 AM	0	0	227	3	0	0	103	0	0	0	0	0	0	0	0	0	333	1,289	0	1	0	0
8:00 AM	0	0	210	3	0	0	122	0	0	0	0	0	0	0	0	0	335	1,228	0	2	0	0
8:15 AM	0	0	200	5	0	0	115	0	0	0	0	1	0	0	0	0	321		0	2	1	0
8:30 AM	0	0	181	3	0	0	114	0	0	0	0	2	0	0	0	0	300		0	1	1	0
8:45 AM	0	0	164	0	0	0	108	0	0	0	0	0	0	0	0	0	272		0	1	0	0
Count Total	0	0	1,658	18	0	0	831	0	0	0	0	5	0	0	0	0	2,512		0	10	3	0
Peak Hour	0	0	896	8	0	0	425	0	0	0	0	1	0	0	0	0	1,330		0	5	0	0

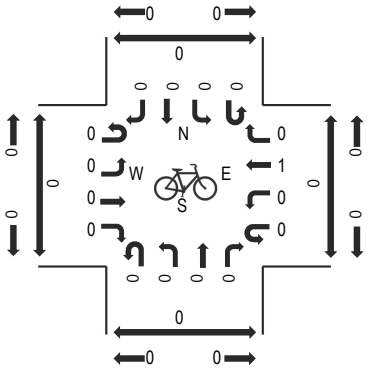
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 DWY 2 & CENTRAL AVE AM
Date: Thursday, September 8, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

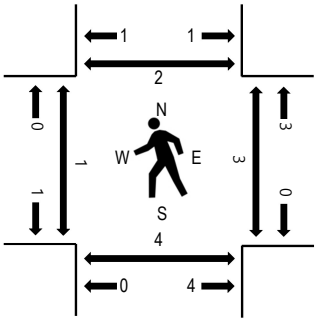
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

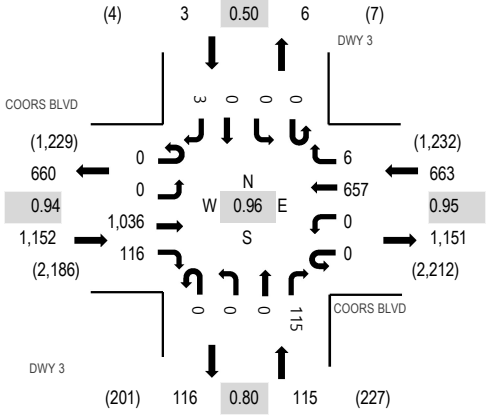
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 2 Northbound				DWY 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	215	2	0	5	65	3	0	0	0	2	0	1	1	4	299	1,333	0	0	0	1
7:15 AM	0	4	216	1	0	3	93	4	0	0	0	5	0	4	0	1	331	1,386	0	1	0	1
7:30 AM	0	15	221	2	0	2	96	6	0	0	0	2	0	4	0	7	355	1,401	0	0	0	2
7:45 AM	1	11	216	3	1	0	93	9	0	2	0	1	0	2	0	9	348	1,368	1	0	1	0
8:00 AM	0	8	199	1	0	4	112	18	0	0	0	0	0	2	0	8	352	1,323	0	1	2	0
8:15 AM	0	6	192	1	3	6	105	12	0	0	0	4	0	5	1	11	346		0	2	1	0
8:30 AM	0	7	172	1	1	3	105	13	0	0	0	3	0	9	1	7	322		0	0	1	0
8:45 AM	0	5	156	1	0	3	101	24	0	0	0	1	0	5	0	7	303		1	0	1	0
Count Total	1	57	1,587	12	5	26	770	89	0	2	0	18	0	32	3	54	2,656		2	4	6	4
Peak Hour	1	40	828	7	4	12	406	45	0	2	0	7	0	13	1	35	1,401		1	3	4	2

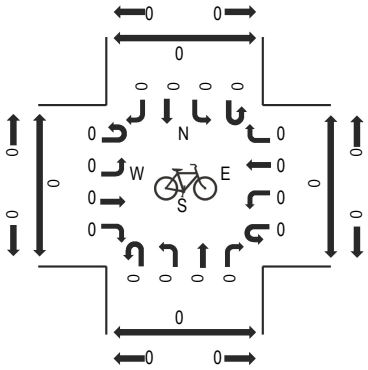
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 DWY 3 & COORS BLVD AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

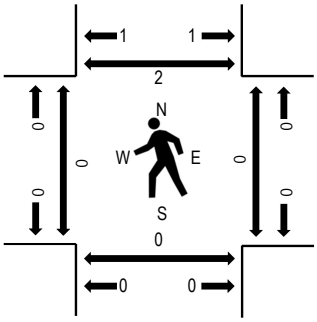
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

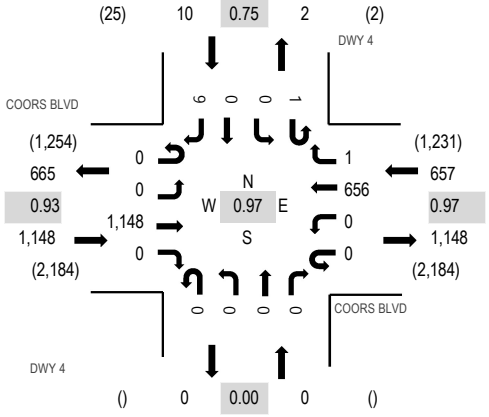
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 3 Northbound				DWY 3 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	255	23	0	0	151	1	0	0	0	37	0	0	0	0	467	1,913	0	0	0	0
7:15 AM	0	0	276	32	0	0	159	1	0	0	0	33	0	0	0	0	501	1,933	0	0	0	0
7:30 AM	0	0	254	27	0	0	170	0	0	0	0	25	0	0	0	0	476	1,882	0	0	0	0
7:45 AM	0	0	258	29	0	0	153	5	0	0	0	23	0	0	0	1	469	1,831	0	0	0	0
8:00 AM	0	0	248	28	0	0	175	0	0	0	0	34	0	0	0	2	487	1,736	0	0	0	2
8:15 AM	0	0	255	11	0	0	158	0	0	0	0	25	0	0	0	1	450		0	0	0	0
8:30 AM	0	0	239	18	0	0	142	0	0	0	0	26	0	0	0	0	425		0	0	0	2
8:45 AM	0	0	200	33	0	0	117	0	0	0	0	24	0	0	0	0	374		0	0	0	0
Count Total	0	0	1,985	201	0	0	1,225	7	0	0	0	227	0	0	0	4	3,649		0	0	0	4
Peak Hour	0	0	1,036	116	0	0	657	6	0	0	0	115	0	0	0	3	1,933		0	0	0	2

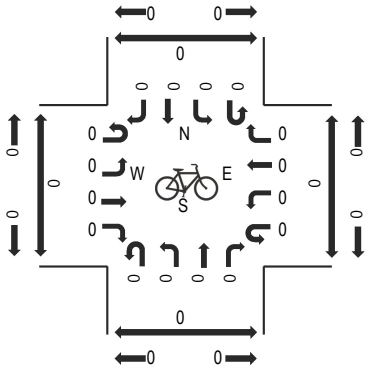
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 DWY 4 & COORS BLVD AM
Date: Thursday, September 8, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

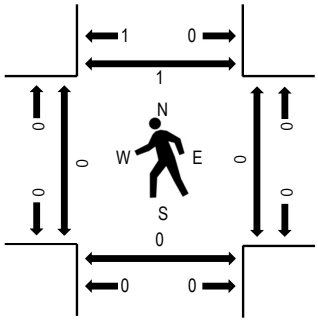
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

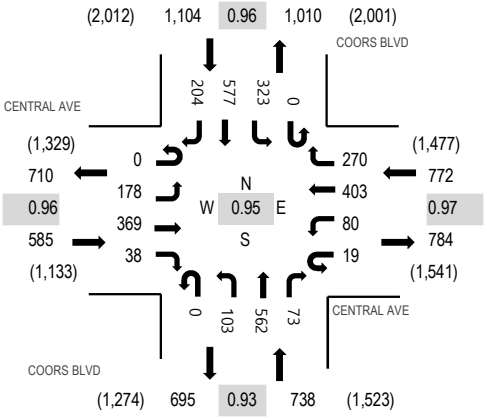
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 4 Northbound				DWY 4 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	279	0	0	0	151	0	0	0	0	0	0	0	0	6	436	1,802	0	0	0	0
7:15 AM	0	0	309	0	0	0	156	0	0	0	0	0	0	0	0	2	467	1,815	0	0	0	0
7:30 AM	0	0	279	0	0	0	172	0	0	0	0	0	0	0	0	2	453	1,786	0	0	0	0
7:45 AM	0	0	285	0	0	0	157	1	0	0	0	0	0	0	0	3	446	1,728	0	0	0	1
8:00 AM	0	0	275	0	0	0	171	0	0	0	0	0	1	0	0	2	449	1,638	0	0	0	0
8:15 AM	0	0	267	0	0	0	167	0	0	0	0	0	0	0	0	4	438		0	0	0	0
8:30 AM	0	0	255	0	0	0	135	0	0	0	0	0	0	0	0	5	395		0	0	0	0
8:45 AM	0	0	235	0	0	0	121	0	0	0	0	0	0	0	0	0	356		0	0	0	0
Count Total	0	0	2,184	0	0	0	1,230	1	0	0	0	0	1	0	0	24	3,440		0	0	0	1
Peak Hour	0	0	1,148	0	0	0	656	1	0	0	0	0	1	0	0	9	1,815		0	0	0	1

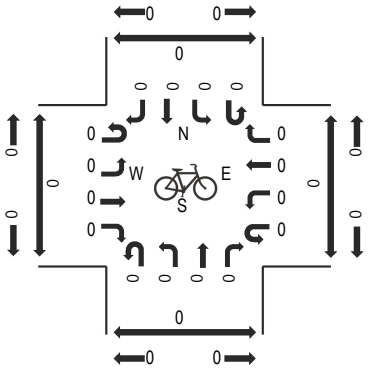
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 COORS BLVD & CENTRAL AVE Noon
Date: Thursday, September 8, 2022
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

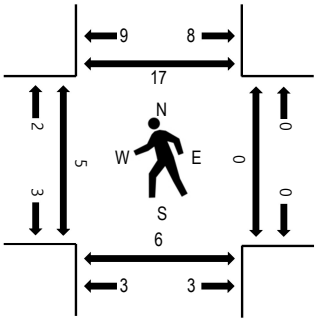
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

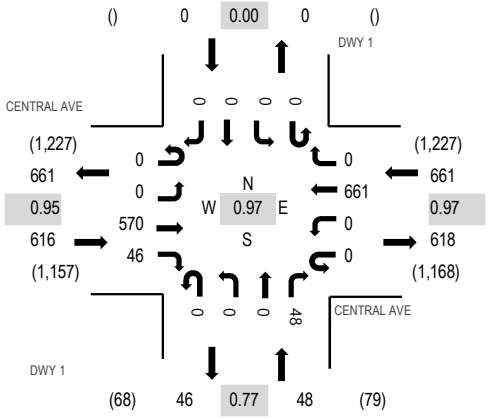
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				COORS BLVD Northbound				COORS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	34	76	5	5	9	91	68	0	31	123	21	0	79	113	27	682	2,946	0	0	3	5
11:15 AM	0	36	85	9	9	23	70	46	0	21	145	22	2	59	124	34	685	3,047	0	2	5	0
11:30 AM	0	41	103	13	7	17	100	67	1	23	164	23	1	69	107	44	780	3,175	0	0	0	1
11:45 AM	0	37	95	14	13	10	107	63	0	27	164	20	0	71	134	44	799	3,158	1	0	0	8
12:00 PM	0	34	107	9	3	14	105	78	0	21	122	18	0	87	134	51	783	3,199	2	0	1	5
12:15 PM	0	48	88	13	8	25	90	70	0	30	159	16	0	81	139	46	813		1	0	1	4
12:30 PM	0	45	84	9	3	14	98	61	0	25	134	13	0	72	150	55	763		1	0	3	1
12:45 PM	0	51	90	7	5	27	110	61	0	27	147	26	0	83	154	52	840		1	0	1	7
Count Total	0	326	728	79	53	139	771	514	1	205	1,158	159	3	601	1,055	353	6,145		6	2	14	31
Peak Hour	0	178	369	38	19	80	403	270	0	103	562	73	0	323	577	204	3,199		5	0	6	17

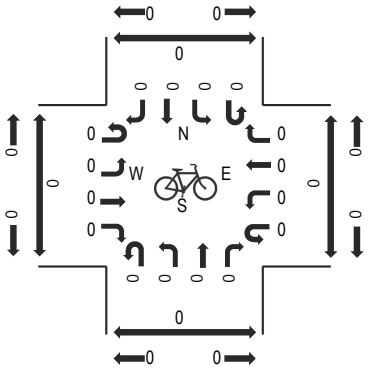
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DWY 1 & CENTRAL AVE Noon
Date: Thursday, September 8, 2022
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

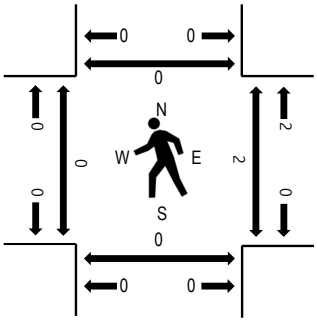
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 1 Northbound				DWY 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	117	7	0	0	141	0	0	0	0	5	0	0	0	0	270	1,167	0	0	3	0
11:15 AM	0	0	124	5	0	0	114	0	0	0	0	7	0	0	0	0	250	1,238	0	0	0	0
11:30 AM	0	0	155	3	0	0	152	0	0	0	0	6	0	0	0	0	316	1,312	0	1	2	0
11:45 AM	0	0	133	15	0	0	171	0	0	0	0	12	0	0	0	0	331	1,325	0	0	0	0
12:00 PM	0	0	152	13	0	0	168	0	0	0	0	8	0	0	0	0	341	1,296	0	1	0	0
12:15 PM	0	0	147	8	0	0	157	0	0	0	0	12	0	0	0	0	324		0	0	0	0
12:30 PM	0	0	138	10	0	0	165	0	0	0	0	16	0	0	0	0	329		0	1	0	0
12:45 PM	0	0	123	7	0	0	159	0	0	0	0	13	0	0	0	0	302		0	0	0	0
Count Total	0	0	1,089	68	0	0	1,227	0	0	0	0	79	0	0	0	0	2,463		0	3	5	0
Peak Hour	0	0	570	46	0	0	661	0	0	0	0	48	0	0	0	0	1,325		0	2	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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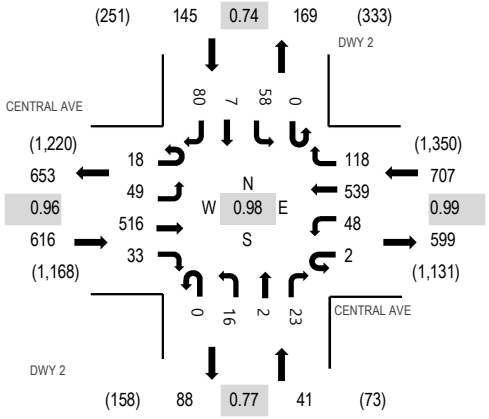
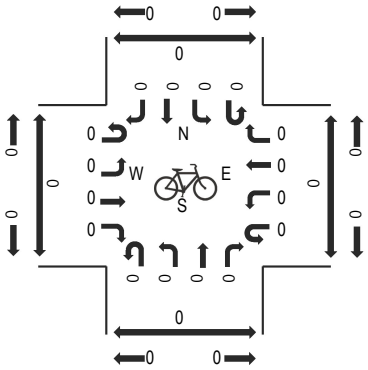
Location: 3 DWY 2 & CENTRAL AVE Noon
Date: Thursday, September 8, 2022
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

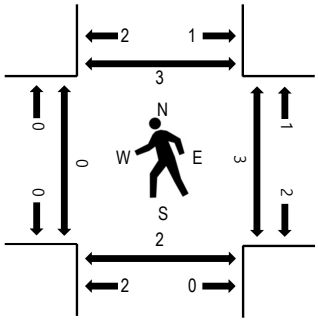
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

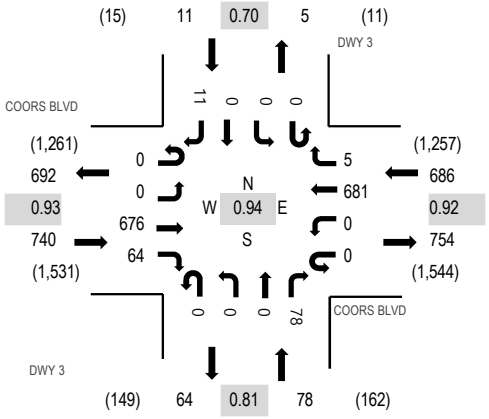
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 2 Northbound				DWY 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	5	10	101	5	1	4	124	24	0	4	0	5	0	7	2	8	300	1,354	0	2	5	0
11:15 AM	4	9	116	3	0	8	94	29	0	1	0	1	0	10	3	18	296	1,434	0	2	0	0
11:30 AM	1	14	138	10	1	9	134	35	0	4	1	6	0	15	4	11	383	1,507	0	5	2	1
11:45 AM	4	8	125	8	1	6	134	32	0	6	0	2	0	24	1	24	375	1,509	0	0	0	0
12:00 PM	7	12	130	9	0	14	134	32	0	2	2	5	0	14	1	18	380	1,488	0	0	1	1
12:15 PM	3	11	137	7	0	13	133	28	0	3	0	7	0	6	2	19	369		0	0	0	2
12:30 PM	4	18	124	9	1	15	138	26	0	5	0	9	0	14	3	19	385		0	3	1	0
12:45 PM	6	8	116	6	1	12	134	33	0	5	1	4	0	10	4	14	354		0	2	1	0
Count Total	34	90	987	57	5	81	1,025	239	0	30	4	39	0	100	20	131	2,842		0	14	10	4
Peak Hour	18	49	516	33	2	48	539	118	0	16	2	23	0	58	7	80	1,509		0	3	2	3

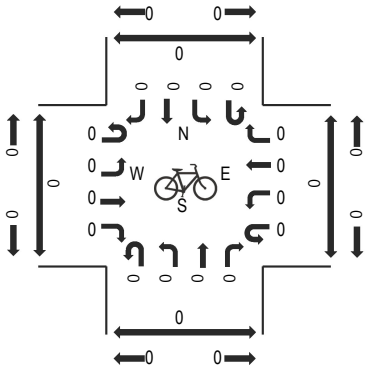
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 DWY 3 & COORS BLVD Noon
Date: Thursday, September 8, 2022
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

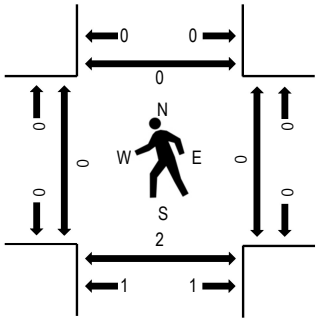
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

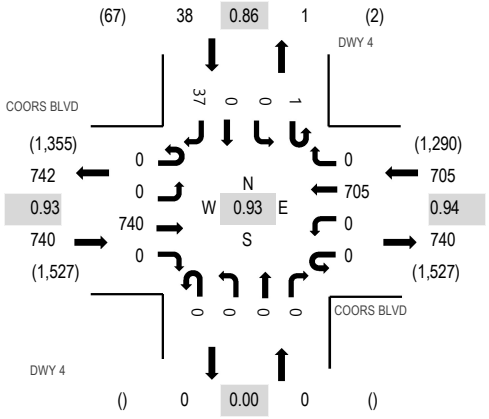
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 3 Northbound				DWY 3 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	161	16	0	0	115	1	0	0	0	22	0	0	0	0	315	1,450	0	0	0	0
11:15 AM	0	0	164	24	0	0	159	3	0	0	0	18	0	0	0	0	368	1,486	0	0	1	1
11:30 AM	0	0	197	16	0	0	133	1	0	0	0	22	0	0	0	1	370	1,504	0	0	1	0
11:45 AM	0	0	184	29	0	0	158	1	0	0	0	22	0	0	0	3	397	1,508	0	0	0	0
12:00 PM	0	0	171	10	0	0	149	0	0	0	0	18	0	0	0	3	351	1,515	0	0	1	0
12:15 PM	0	0	161	24	0	0	176	4	0	0	0	18	0	0	0	3	386		0	0	0	0
12:30 PM	0	0	161	11	0	0	171	0	0	0	0	26	0	0	0	5	374		0	0	0	0
12:45 PM	0	0	183	19	0	0	185	1	0	0	0	16	0	0	0	0	404		0	0	1	0
Count Total	0	0	1,382	149	0	0	1,246	11	0	0	0	162	0	0	0	15	2,965		0	0	4	1
Peak Hour	0	0	676	64	0	0	681	5	0	0	0	78	0	0	0	11	1,515		0	0	2	0

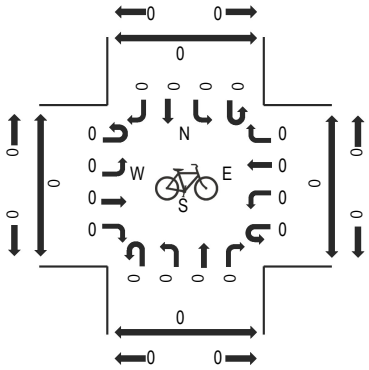
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 DWY 4 & COORS BLVD Noon
Date: Thursday, September 8, 2022
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

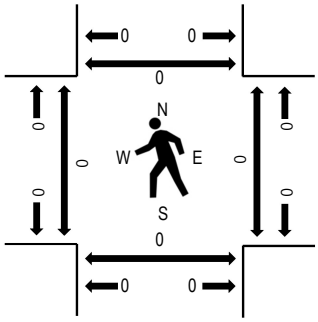
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 4 Northbound				DWY 4 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	175	0	0	0	126	0	0	0	0	0	0	0	0	4	305	1,401	0	0	0	0
11:15 AM	0	0	187	0	0	0	157	0	0	0	0	0	0	0	0	9	353	1,424	0	0	0	1
11:30 AM	0	0	213	0	0	0	140	0	0	0	0	0	0	0	0	10	363	1,469	0	0	0	0
11:45 AM	0	0	212	0	0	0	161	1	0	0	0	0	0	0	0	6	380	1,467	0	0	0	0
12:00 PM	0	0	162	0	0	0	158	0	0	0	0	0	0	0	0	8	328	1,483	0	0	0	0
12:15 PM	0	0	205	0	0	0	182	0	0	0	0	0	0	0	0	11	398		0	0	0	0
12:30 PM	0	0	172	0	0	0	178	0	0	0	0	0	1	0	0	10	361		0	0	0	0
12:45 PM	0	0	201	0	0	0	187	0	0	0	0	0	0	0	0	8	396		0	0	0	0
Count Total	0	0	1,527	0	0	0	1,289	1	0	0	0	0	1	0	0	66	2,884		0	0	0	1
Peak Hour	0	0	740	0	0	0	705	0	0	0	0	0	1	0	0	37	1,483		0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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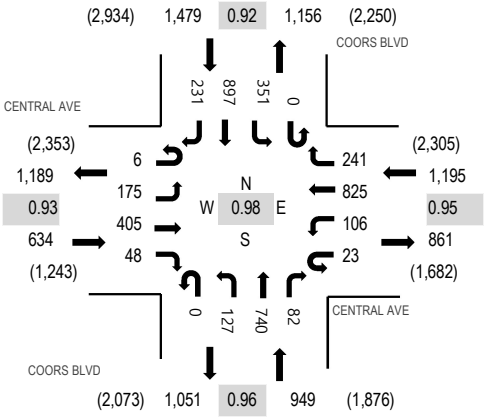
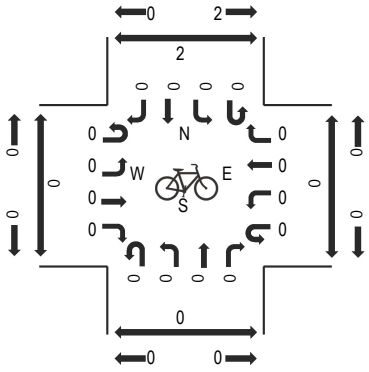
Location: 1 COORS BLVD & CENTRAL AVE PM
Date: Thursday, September 8, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

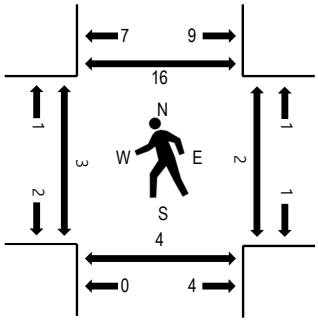
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

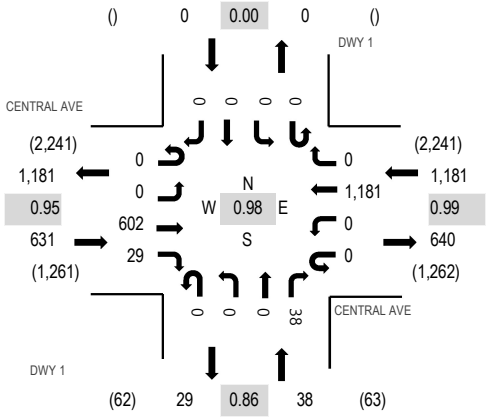
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				COORS BLVD Northbound				COORS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	47	105	15	5	32	181	65	0	35	187	20	0	82	224	46	1,044	4,152	1	0	5	5
4:15 PM	0	34	105	9	4	30	172	47	0	31	177	21	0	78	221	62	991	4,179	2	1	3	7
4:30 PM	0	31	101	14	5	24	203	58	0	27	195	25	0	102	239	62	1,086	4,257	1	1	2	5
4:45 PM	0	50	94	13	3	29	199	67	0	28	179	16	0	70	224	59	1,031	4,230	2	0	1	7
5:00 PM	0	42	110	8	7	26	216	64	0	34	186	17	0	97	211	53	1,071	4,206	0	0	0	2
5:15 PM	6	52	100	13	8	27	207	52	0	38	180	24	0	82	223	57	1,069		0	1	1	2
5:30 PM	0	48	90	12	5	37	198	49	0	33	188	16	0	90	211	82	1,059		1	0	1	3
5:45 PM	0	47	90	7	5	27	203	50	0	44	155	20	0	85	197	77	1,007		2	1	2	6
Count Total	6	351	795	91	42	232	1,579	452	0	270	1,447	159	0	686	1,750	498	8,358		9	4	15	37
Peak Hour	6	175	405	48	23	106	825	241	0	127	740	82	0	351	897	231	4,257		3	2	4	16

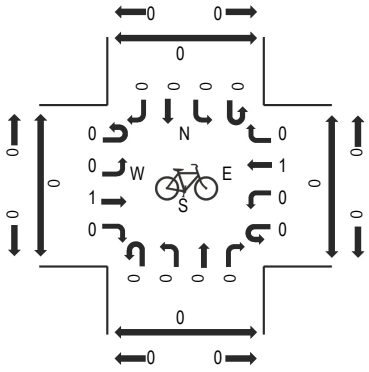
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DWY 1 & CENTRAL AVE PM
Date: Thursday, September 8, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

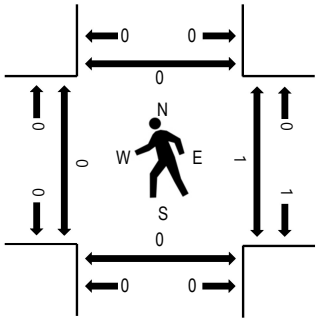
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

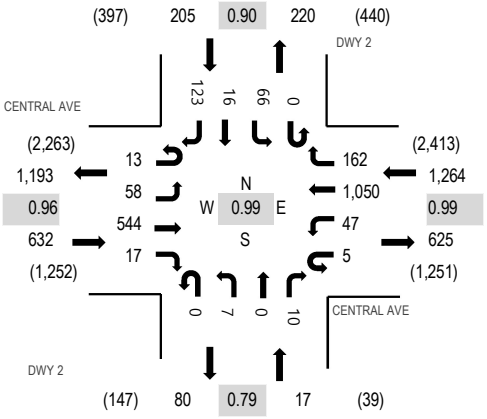
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 1 Northbound				DWY 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	154	14	0	0	267	0	0	0	0	6	0	0	0	0	441	1,715	0	1	2	0
4:15 PM	0	0	147	5	0	0	257	0	0	0	0	7	0	0	0	0	416	1,738	0	1	0	0
4:30 PM	0	0	140	10	0	0	271	0	0	0	0	7	0	0	0	0	428	1,792	1	0	0	0
4:45 PM	0	0	156	4	0	0	265	0	0	0	0	5	0	0	0	0	430	1,819	0	1	0	0
5:00 PM	0	0	152	7	0	0	295	0	0	0	0	10	0	0	0	0	464	1,850	0	0	0	0
5:15 PM	0	0	157	10	0	0	292	0	0	0	0	11	0	0	0	0	470		0	1	0	0
5:30 PM	0	0	144	5	0	0	296	0	0	0	0	10	0	0	0	0	455		0	0	0	0
5:45 PM	0	0	149	7	0	0	298	0	0	0	0	7	0	0	0	0	461		0	0	0	0
Count Total	0	0	1,199	62	0	0	2,241	0	0	0	0	63	0	0	0	0	3,565		1	4	2	0
Peak Hour	0	0	602	29	0	0	1,181	0	0	0	0	38	0	0	0	0	1,850		0	1	0	0

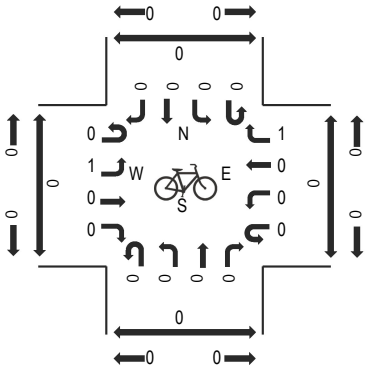
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 DWY 2 & CENTRAL AVE PM
Date: Thursday, September 8, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

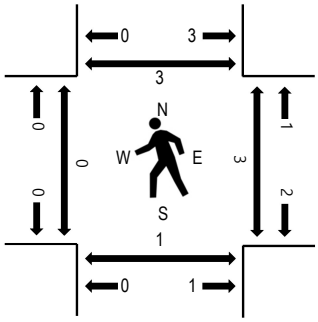
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

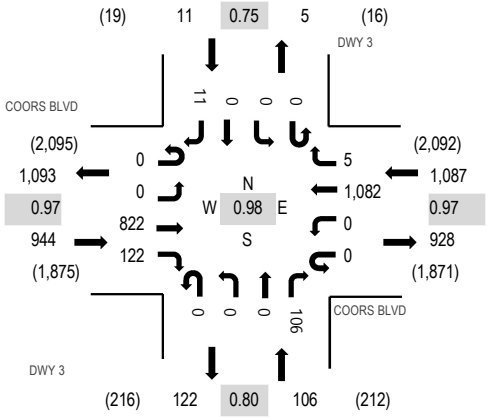
Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVE Eastbound				CENTRAL AVE Westbound				DWY 2 Northbound				DWY 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	12	133	7	0	6	225	41	0	4	1	2	0	21	2	35	490	1,983	0	3	3	0
4:15 PM	3	9	133	8	2	12	228	33	0	4	1	1	0	19	3	28	484	2,030	3	3	0	1
4:30 PM	4	18	130	0	1	10	242	55	0	2	1	2	0	16	1	27	509	2,081	0	2	2	1
4:45 PM	1	14	145	2	1	12	246	35	0	1	0	3	0	17	4	19	500	2,094	0	0	0	0
5:00 PM	3	10	146	5	0	13	259	45	0	1	0	2	0	14	3	36	537	2,118	0	1	0	0
5:15 PM	5	17	142	4	1	6	259	41	0	1	0	2	0	20	6	31	535		0	1	0	0
5:30 PM	3	14	129	5	1	10	269	40	0	2	0	2	0	19	5	23	522		0	0	0	0
5:45 PM	2	17	127	3	3	18	263	36	0	3	0	4	0	13	2	33	524		0	1	1	3
Count Total	22	111	1,085	34	9	87	1,991	326	0	18	3	18	0	139	26	232	4,101		3	11	6	5
Peak Hour	13	58	544	17	5	47	1,050	162	0	7	0	10	0	66	16	123	2,118		0	3	1	3

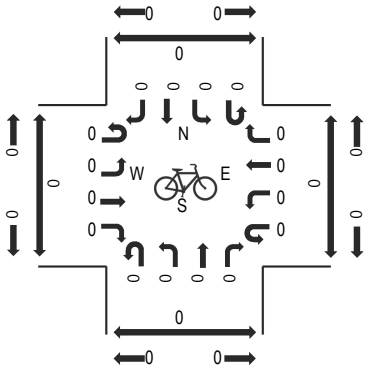
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 DWY 3 & COORS BLVD PM
Date: Thursday, September 8, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

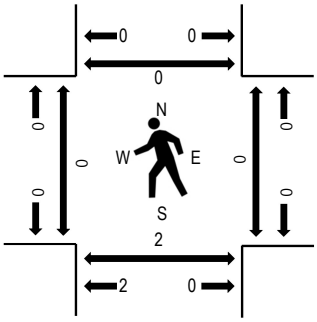
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

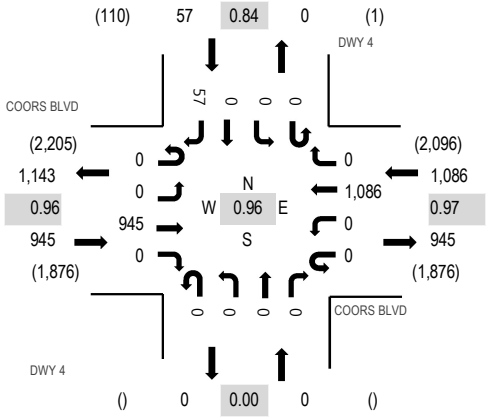
Traffic Counts - Motorized Vehicles

Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 3 Northbound				DWY 3 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	213	26	0	0	272	3	0	0	0	27	0	0	0	1	542	2,148	0	0	0	0
4:15 PM	0	0	181	50	0	0	267	0	0	0	0	33	0	0	0	3	534	2,111	0	0	0	0
4:30 PM	0	0	236	10	0	0	279	1	0	0	0	18	0	0	0	3	547	2,113	0	0	0	0
4:45 PM	0	0	192	36	0	0	264	1	0	0	0	28	0	0	0	4	525	2,085	0	0	2	0
5:00 PM	0	0	217	16	0	0	241	3	0	0	0	26	0	0	0	2	505	2,050	0	0	0	0
5:15 PM	0	0	222	22	0	0	261	3	0	0	0	27	0	0	0	1	536		0	0	1	0
5:30 PM	0	0	207	29	0	0	255	3	0	0	0	23	0	0	0	2	519		0	0	1	0
5:45 PM	0	0	191	27	0	0	237	2	0	0	0	30	0	0	0	3	490		0	0	0	0
Count Total	0	0	1,659	216	0	0	2,076	16	0	0	0	212	0	0	0	19	4,198		0	0	4	0
Peak Hour	0	0	822	122	0	0	1,082	5	0	0	0	106	0	0	0	11	2,148		0	0	2	0

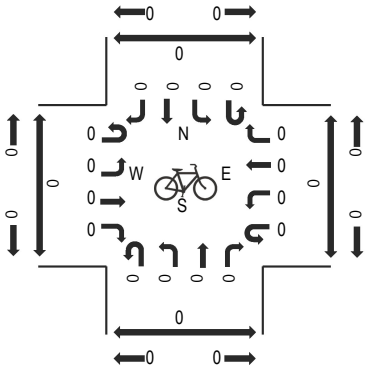
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 DWY 4 & COORS BLVD PM
Date: Thursday, September 8, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

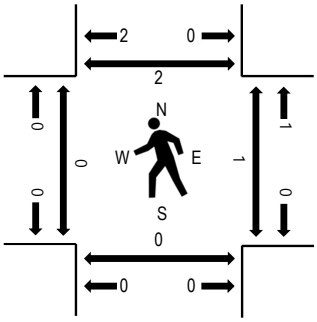
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

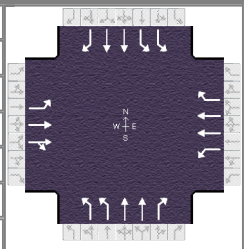
Interval Start Time	COORS BLVD Eastbound				COORS BLVD Westbound				DWY 4 Northbound				DWY 4 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	239	0	0	0	272	0	0	0	0	0	0	0	0	16	527	2,088	0	0	0	0
4:15 PM	0	0	232	0	0	0	264	0	0	0	0	0	0	0	0	14	510	2,051	0	1	0	1
4:30 PM	0	0	246	0	0	0	279	0	0	0	0	0	0	0	0	17	542	2,060	0	0	0	0
4:45 PM	0	0	228	0	0	0	271	0	0	0	0	0	0	0	0	10	509	2,032	0	0	0	1
5:00 PM	0	0	232	0	0	0	248	0	0	0	0	0	0	0	0	10	490	1,994	0	0	0	0
5:15 PM	0	0	243	0	0	0	264	1	0	0	0	0	0	0	0	11	519		0	0	0	0
5:30 PM	0	0	236	0	0	0	262	0	0	0	0	0	0	0	0	16	514		0	0	0	0
5:45 PM	0	0	220	0	0	0	235	0	0	0	0	0	0	0	0	16	471		0	0	0	0
Count Total	0	0	1,876	0	0	0	2,095	1	0	0	0	0	0	0	0	110	4,082		0	1	0	2
Peak Hour	0	0	945	0	0	0	1,086	0	0	0	0	0	0	0	0	57	2,088		0	1	0	2

APPENDIX C

EXISTING (2022) HCS REPORTS

HCS7 Signalized Intersection Results Summary

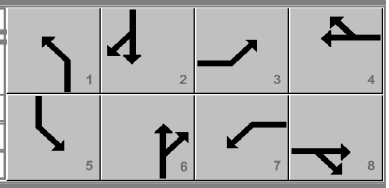
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central AM ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	198	649	28	64	247	184	59	973	115	238	570	129

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.3	57.5	11.0	6.1	6.6	19.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.6	34.1	10.1	23.6	9.3	70.8	15.0	76.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	16.5	24.8	6.6	17.3	4.4		11.0	
Green Extension Time (g_e), s	0.1	2.2	0.0	2.2	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.91	1.00	0.89		1.00	
Max Out Probability	0.23	0.00	0.00	0.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	202	348	343	65	252	188	60	993	117	243	582	132
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1842	1810	1752	1539	1620	1766	1607	1730	1766	1502
Queue Service Time (g_s), s	14.5	22.8	22.8	4.6	8.6	15.3	2.4	24.7	5.0	9.0	11.3	5.5
Cycle Queue Clearance Time (g_c), s	14.5	22.8	22.8	4.6	8.6	15.3	2.4	24.7	5.0	9.0	11.3	5.5
Green Ratio (*g/C*)	0.13	0.23	0.23	0.05	0.15	0.15	0.04	0.51	0.51	0.08	0.56	0.56
Capacity (*c*), veh/h	228	434	427	84	528	232	133	1815	826	293	1970	837
Volume-to-Capacity Ratio (*X*)	0.886	0.802	0.803	0.774	0.478	0.811	0.454	0.547	0.142	0.830	0.295	0.157
Back of Queue (*Q*), ft/ln (95 th percentile)	310.4	404.4	393.8	100.6	173.2	148.2	47.1	387.7	78.5	204	201.6	90.1
Back of Queue (*Q*), veh/ln (95 th percentile)	12.2	15.9	15.8	4.0	6.7	5.7	1.7	15.1	3.1	8.0	7.9	3.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	55.8	47.1	47.1	61.3	50.5	17.4	60.9	21.4	1.8	58.6	15.2	13.9
Incremental Delay (d_2), s/veh	20.0	1.3	1.4	5.6	0.3	2.6	0.9	1.2	0.4	16.8	0.4	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	75.8	48.4	48.5	66.9	50.8	20.0	61.8	22.6	2.2	75.4	15.6	14.3
Level of Service (LOS)	E	D	D	E	D	B	E	C	A	E	B	B
Approach Delay, s/veh / LOS	54.6	D		41.4	D		22.5	C		30.6	C	
Intersection Delay, s/veh / LOS	35.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.61	C	2.47	B	2.26	B
Bicycle LOS Score / LOS	1.22	A	0.90	A	1.45	A	1.28	A

HCS7 Two-Way Stop-Control Report

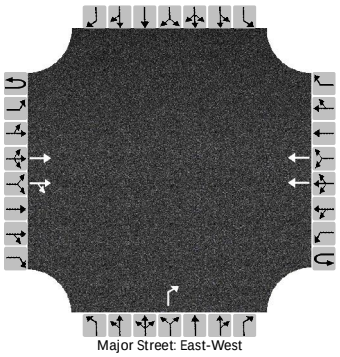
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			896	8			425					1				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												546				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												11.6				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.6						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

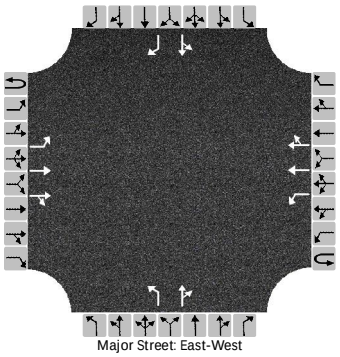
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		0	1	1
Configuration		L	T	TR		L	T	TR		L		TR		LT		R
Volume (veh/h)	1	40	828	7	4	12	406	45		2	0	7		13	1	35
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized														No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.27				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41				16				2		7		14		35
Capacity, c (veh/h)		1097				623				226		576		305		757
v/c Ratio		0.04				0.03				0.01		0.01		0.05		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1				0.0		0.0		0.1		0.1
Control Delay (s/veh)		8.4				10.9				21.1		11.3		17.4		10.0
Level of Service (LOS)		A				B				C		B		C		A
Approach Delay (s/veh)	0.4				0.4				13.5				12.1			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

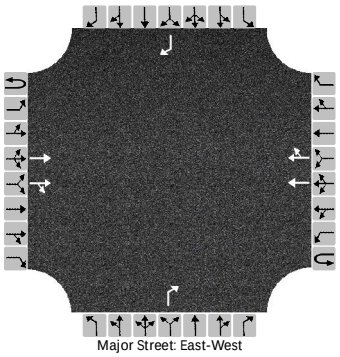
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1036	116			657	6				115				3
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												117				3
Capacity, c (veh/h)												450				660
v/c Ratio												0.26				0.00
95% Queue Length, Q_{95} (veh)												1.0				0.0
Control Delay (s/veh)												15.8				10.5
Level of Service (LOS)												C				B
Approach Delay (s/veh)									15.8				10.5			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

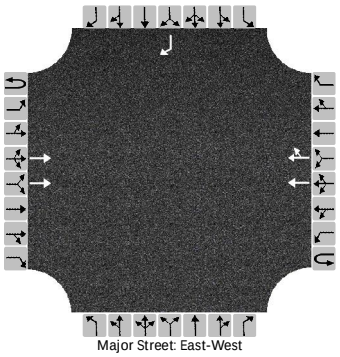
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1148				656	1								9
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

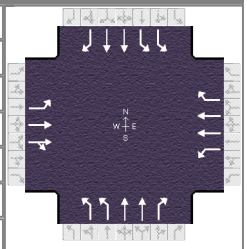
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																9
Capacity, c (veh/h)																660
v/c Ratio																0.01
95% Queue Length, Q_{95} (veh)																0.0
Control Delay (s/veh)																10.5
Level of Service (LOS)																B
Approach Delay (s/veh)													10.5			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

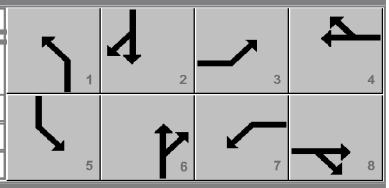
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Noon ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	178	369	38	99	403	270	103	562	73	323	577	204

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	5.1	56.2	9.2	2.5	26.8
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.8	37.4	13.2	30.8	10.1	60.2	19.2	69.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	15.5	15.1	9.4	24.5	6.0		14.5	
Green Extension Time (g_e), s	0.3	2.4	0.1	2.3	0.2	0.0	0.7	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	0.98		1.00	
Max Out Probability	0.00	0.00	0.00	0.01	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	187	217	212	104	424	284	108	592	77	340	607	215
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1778	1810	1752	1585	1716	1766	1591	1730	1724	1569
Queue Service Time (g_s), s	13.5	12.9	13.1	7.4	14.2	22.5	4.0	14.9	3.7	12.5	13.8	10.3
Cycle Queue Clearance Time (g_c), s	13.5	12.9	13.1	7.4	14.2	22.5	4.0	14.9	3.7	12.5	13.8	10.3
Green Ratio (*g/C*)	0.12	0.26	0.26	0.07	0.21	0.21	0.05	0.43	0.43	0.12	0.50	0.50
Capacity (*c*), veh/h	215	473	456	129	724	327	162	1526	687	405	1731	788
Volume-to-Capacity Ratio (*X*)	0.873	0.459	0.464	0.810	0.586	0.869	0.671	0.388	0.112	0.839	0.351	0.273
Back of Queue (*Q*), ft/ln (95 th percentile)	263.6	252	239.9	157.5	263	363.2	81.4	262.6	64.8	235.3	243.4	172.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.3	9.8	9.6	6.3	10.2	14.3	3.2	10.3	2.6	9.3	9.3	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	56.1	40.7	40.8	59.5	46.6	49.9	60.9	25.2	22.0	56.2	19.6	18.7
Incremental Delay (d_2), s/veh	4.3	0.3	0.3	4.5	0.3	5.8	1.8	0.7	0.3	1.8	0.6	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	60.4	41.0	41.0	64.0	46.9	55.7	62.7	25.9	22.4	58.0	20.1	19.5
Level of Service (LOS)	E	D	D	E	D	E	E	C	C	E	C	B
Approach Delay, s/veh / LOS	46.9	D		52.2	D		30.7	C		31.1	C	
Intersection Delay, s/veh / LOS	39.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.60	C	2.43	B	2.27	B
Bicycle LOS Score / LOS	1.00	A	1.16	A	1.13	A	1.45	A

HCS7 Two-Way Stop-Control Report

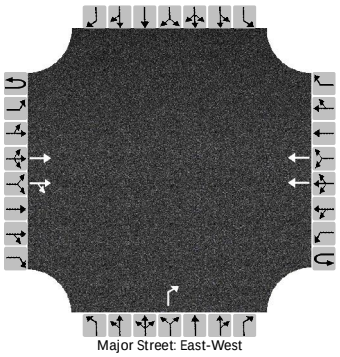
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			570	46			661					48				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												49				
Capacity, c (veh/h)												681				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.7						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

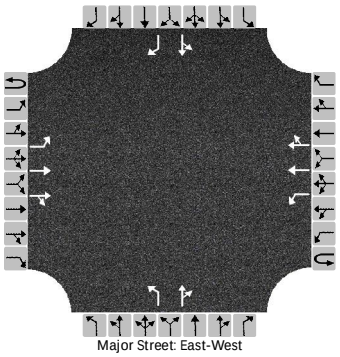
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		0	1	1
Configuration		L	T	TR		L	T	TR		L		TR		LT		R
Volume (veh/h)	18	49	516	33	2	48	539	118		16	2	23		58	7	80
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized														No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		68				51				16		26		66		82
Capacity, c (veh/h)		734				954				238		688		248		662
v/c Ratio		0.09				0.05				0.07		0.04		0.27		0.12
95% Queue Length, Q_{95} (veh)		0.3				0.2				0.2		0.1		1.0		0.4
Control Delay (s/veh)		10.4				9.0				21.3		10.4		24.8		11.2
Level of Service (LOS)		B				A				C		B		C		B
Approach Delay (s/veh)		1.1				0.6				14.7				17.3		
Approach LOS										B				C		

HCS7 Two-Way Stop-Control Report

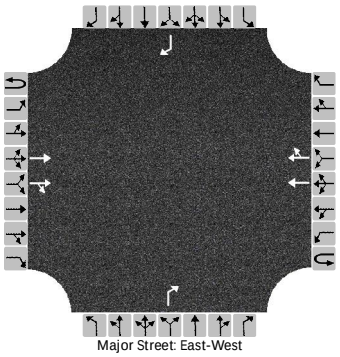
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			676	64			681	5				78				11
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												84				12
Capacity, c (veh/h)												599				609
v/c Ratio												0.14				0.02
95% Queue Length, Q_{95} (veh)												0.5				0.1
Control Delay (s/veh)												12.0				11.0
Level of Service (LOS)												B				B
Approach Delay (s/veh)									12.0				11.0			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

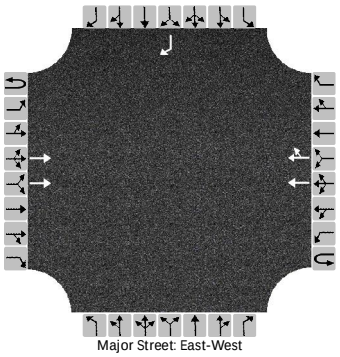
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			740				705	0								37
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

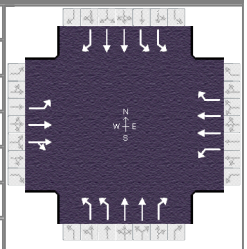
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																40
Capacity, c (veh/h)																625
v/c Ratio																0.06
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.2
Level of Service (LOS)																B
Approach Delay (s/veh)													11.2			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

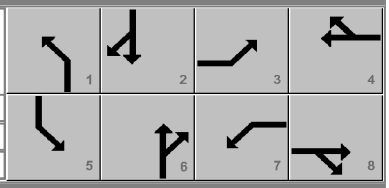
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central PM ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181	405	48	129	825	241	127	740	82	351	897	231

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.8	35.2	8.7	11.5	18.6	16.1
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.1	42.8	15.5	38.2	12.7	51.9	19.8	59.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	15.1	15.5	11.5	32.0	6.7		15.1	
Green Extension Time (g_e), s	1.1	1.1	0.2	2.2	2.0	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	0.99		1.00	
Max Out Probability	0.00	0.00	0.00	0.08	0.02		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	185	234	228	132	842	246	130	755	84	358	915	236
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1771	1781	1766	1594	1730	1781	1605	1743	1781	1547
Queue Service Time (g_s), s	13.1	13.3	13.5	9.5	30.0	17.5	4.7	22.1	4.5	13.1	25.9	13.5
Cycle Queue Clearance Time (g_c), s	13.1	13.3	13.5	9.5	30.0	17.5	4.7	22.1	4.5	13.1	25.9	13.5
Green Ratio (*g/C*)	0.12	0.30	0.30	0.09	0.26	0.26	0.07	0.37	0.37	0.12	0.42	0.42
Capacity (*c*), veh/h	223	549	528	158	928	419	230	1312	591	425	1508	655
Volume-to-Capacity Ratio (*X*)	0.829	0.427	0.432	0.833	0.907	0.587	0.562	0.576	0.142	0.843	0.607	0.360
Back of Queue (*Q*), ft/ln (95 th percentile)	252.8	256.4	243.4	198.8	512.3	127.1	93.9	371.4	80.2	243	417.9	222.7
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	9.9	9.7	7.8	20.0	5.0	3.7	14.6	3.2	9.6	16.5	8.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	55.6	36.7	36.8	58.3	46.4	9.6	58.8	32.9	27.4	55.9	29.1	25.5
Incremental Delay (d_2), s/veh	3.0	0.2	0.2	4.3	8.0	0.5	0.8	1.8	0.5	1.8	1.8	1.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	58.6	36.9	37.0	62.6	54.4	10.1	59.6	34.8	27.9	57.6	30.9	27.0
Level of Service (LOS)	E	D	D	E	D	B	E	C	C	E	C	C
Approach Delay, s/veh / LOS	43.1	D		46.4	D		37.5	D		36.6	D	
Intersection Delay, s/veh / LOS	40.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	2.44	B	2.32	B
Bicycle LOS Score / LOS	1.02	A	1.49	A	1.29	A	1.73	B

HCS7 Two-Way Stop-Control Report

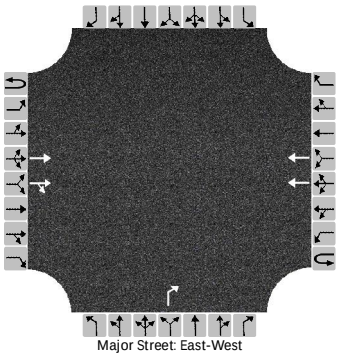
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			602	29			1181					38				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												39				
Capacity, c (veh/h)												678				
v/c Ratio												0.06				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.6				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.6						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

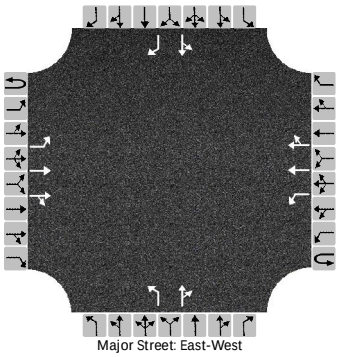
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		0	1	1
Configuration		L	T	TR		L	T	TR		L		TR		LT		R
Volume (veh/h)	13	58	544	17	5	47	1050	162		7	0	10		66	16	123
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.53	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		72				53				7		10		83		124
Capacity, c (veh/h)		403				957				92		713		126		435
v/c Ratio		0.18				0.05				0.08		0.01		0.66		0.29
95% Queue Length, Q_{95} (veh)		0.6				0.2				0.2		0.0		3.5		1.2
Control Delay (s/veh)		15.9				9.0				47.4		10.1		76.6		16.5
Level of Service (LOS)		C				A				E		B		F		C
Approach Delay (s/veh)	1.8				0.4				25.5				40.6			
Approach LOS									D				E			

HCS7 Two-Way Stop-Control Report

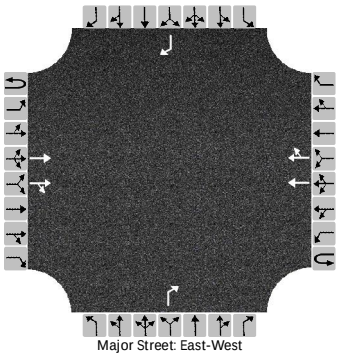
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			822	122			1082	5				106				11
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												109				11
Capacity, c (veh/h)												524				454
v/c Ratio												0.21				0.02
95% Queue Length, Q_{95} (veh)												0.8				0.1
Control Delay (s/veh)												13.7				13.1
Level of Service (LOS)												B				B
Approach Delay (s/veh)									13.7				13.1			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

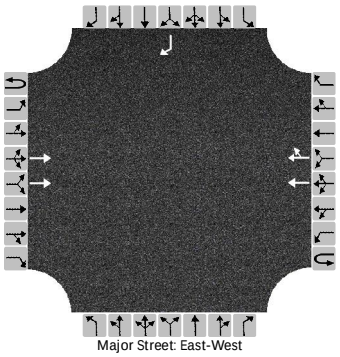
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			945				1086	0								57
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																59
Capacity, c (veh/h)																471
v/c Ratio																0.13
95% Queue Length, Q_{95} (veh)																0.4
Control Delay (s/veh)																13.8
Level of Service (LOS)																B
Approach Delay (s/veh)													13.8			
Approach LOS													B			

APPENDIX D

TRIP GENERATION MANUAL DATA

Land Use: 492
Health/Fitness Club

Description

A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, lockers rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities, such as a swimming pool, whirlpool, sauna, limited retail, and tennis, pickle ball, racquetball, or handball courts. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493), and recreational community center (Land Use 495) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Connecticut, New Jersey, Pennsylvania, Vermont, and Wisconsin.

Source Numbers

253, 571, 588, 598, 728, 926, 959, 971

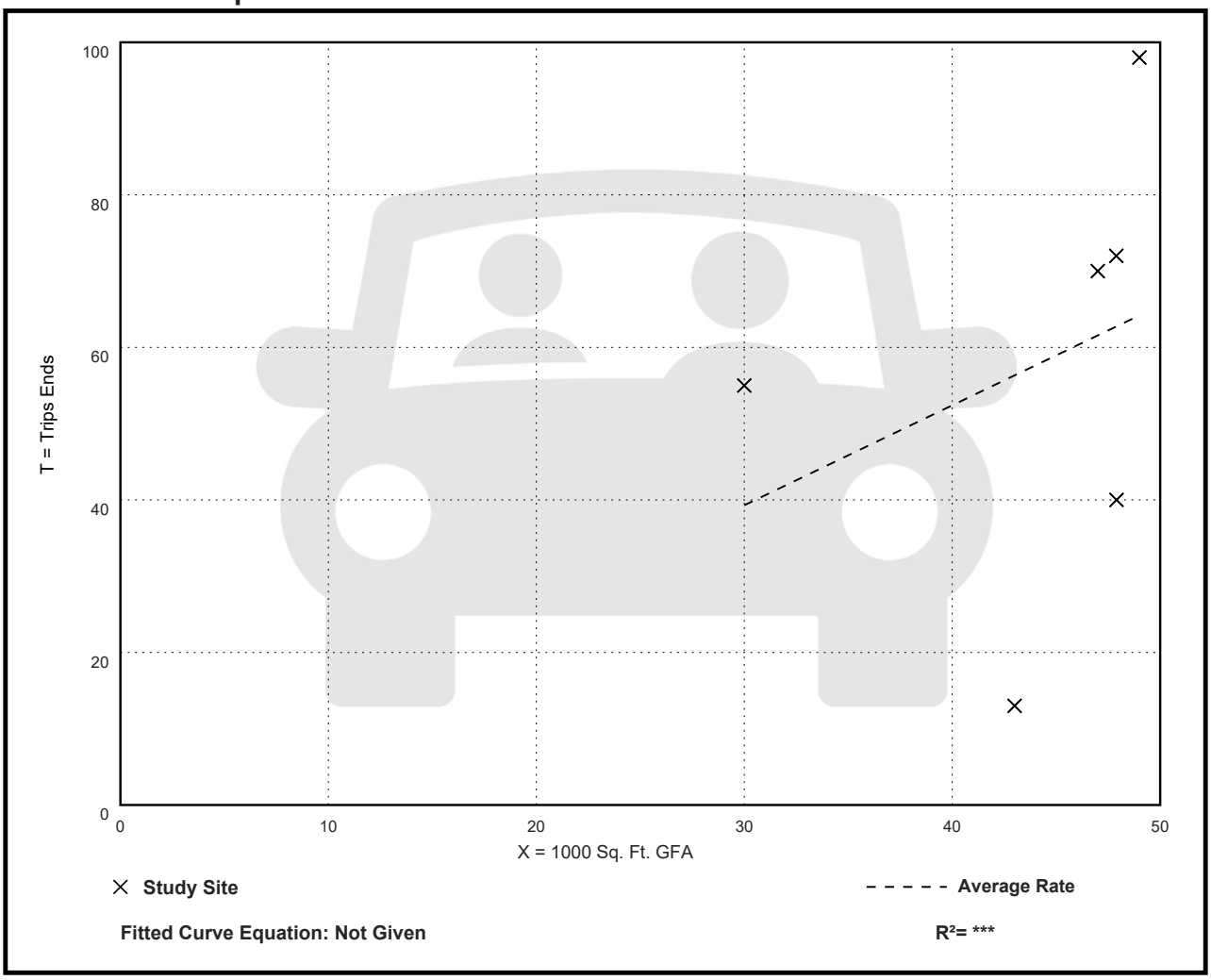
Health/Fitness Club
(492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 44
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.31	0.30 - 2.00	0.64

Data Plot and Equation



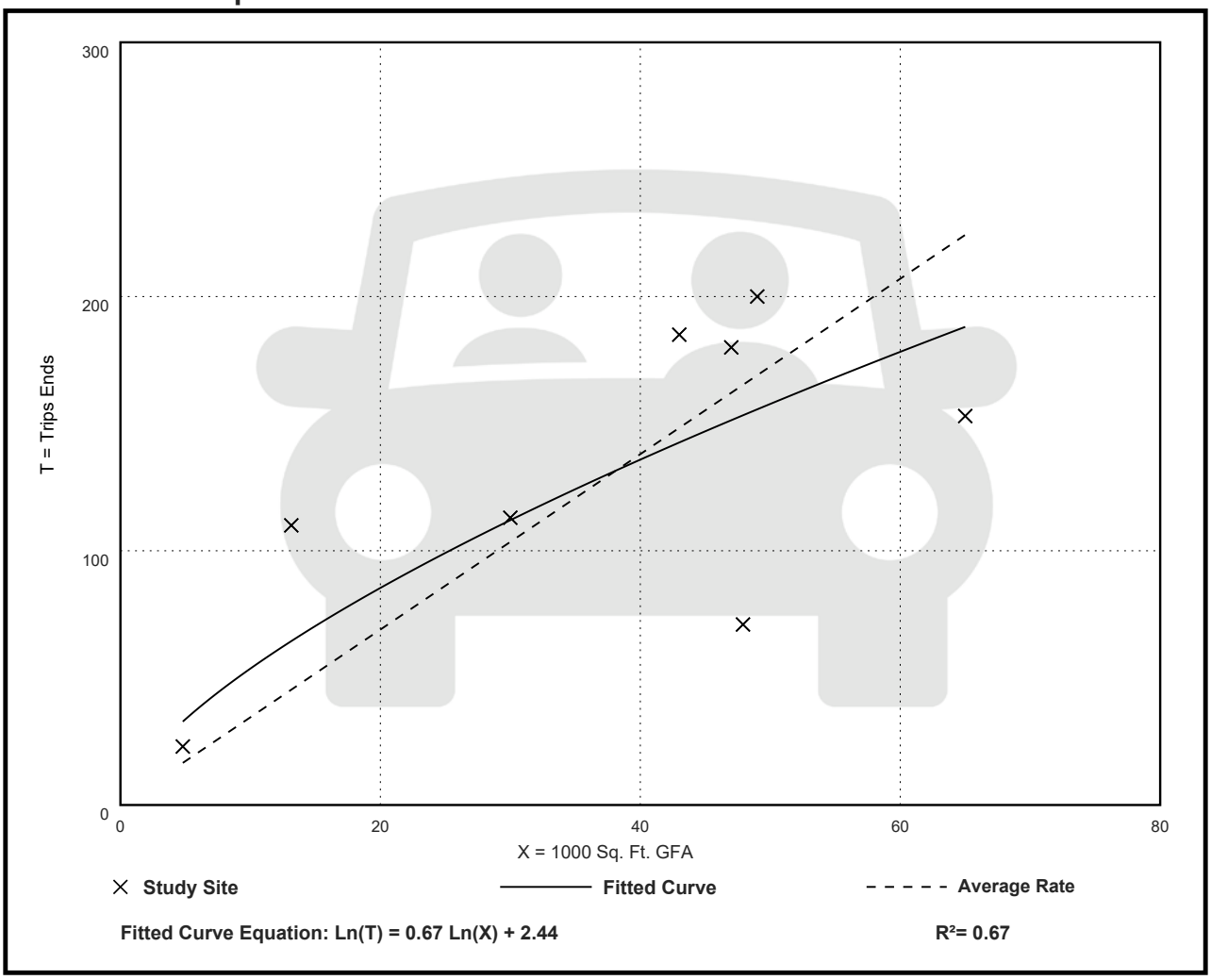
Health/Fitness Club
(492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 37
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.45	1.48 - 8.37	1.57

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.67 Ln(X) + 2.44

R^2= 0.67

Land Use: 495
Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center
(495)

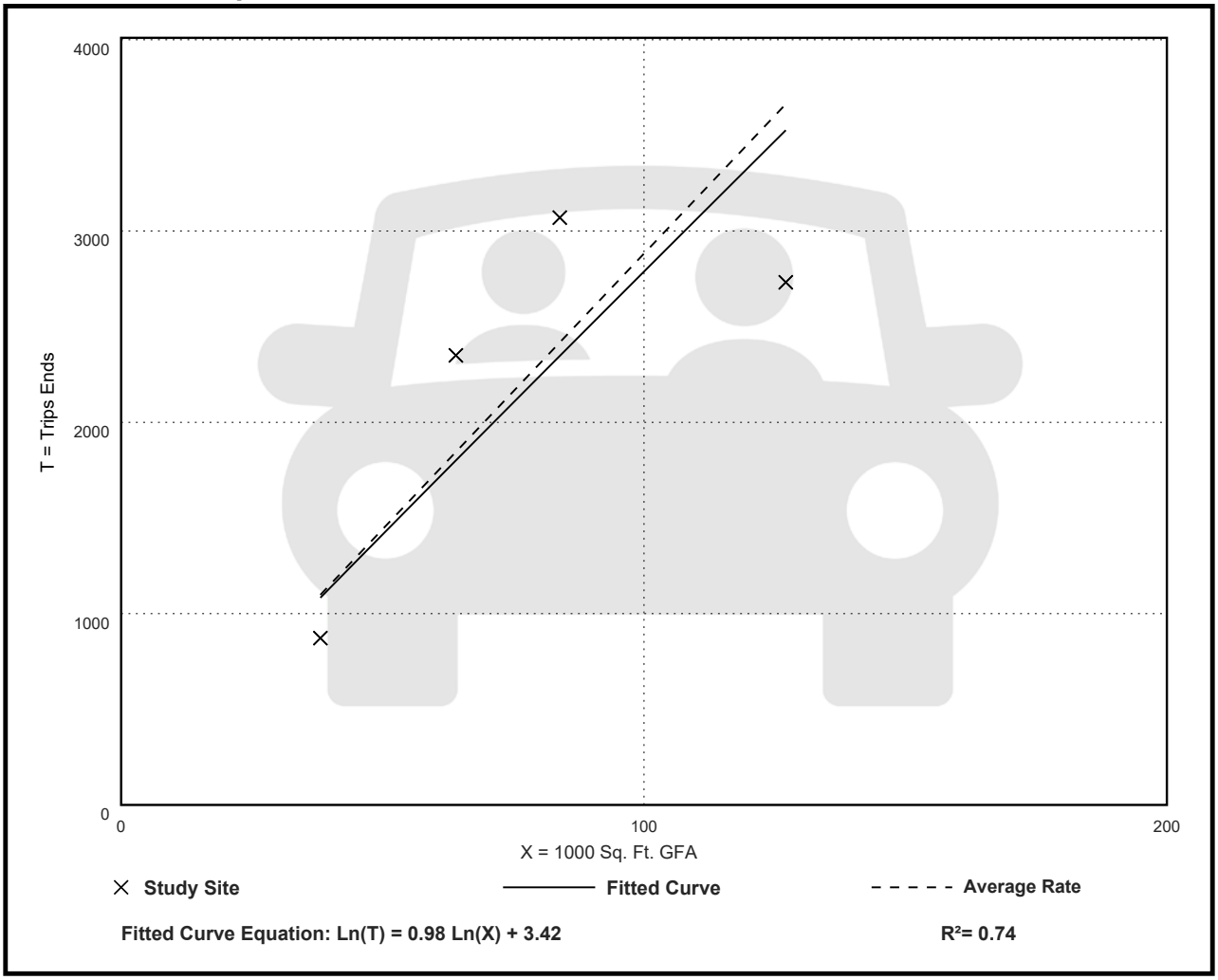
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) + 3.42

R^2= 0.74

Trip Generation Planner (ITE 11th Edition) - Summary Report

Kimley»Horn

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **Chuze Fitness**
Project Number **99920002**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	Setting/Location	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: AM Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: AM Trips	Total Trips: PM Trips	Total Trips: AM Trips In	Total Trips: AM Trips Out	Total Trips: PM Trips In	Total Trips: PM Trips Out
492		Health/Fitness Club	1,000 Sq Ft	General Urban/Suburban	50.85	Avg	*	1.31	3.45		67	175	34	33	100	75

Trip Generation Planner (ITE 11th Edition) - Summary Report

Kimley»Horn

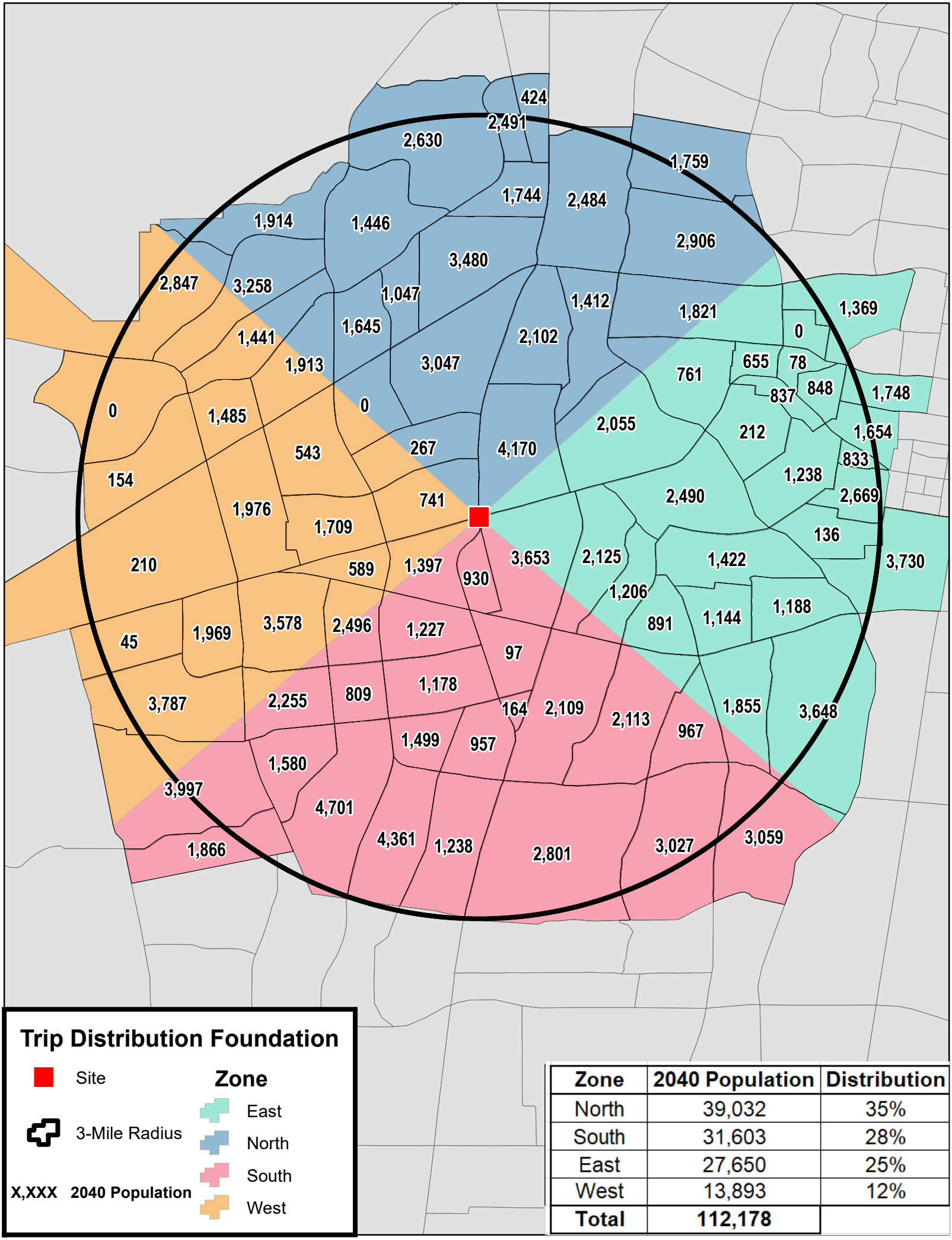
Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **Chuze Fitness**
Project Number **99920002**

ITE Code	Internal Capture Land Use	Land Use Description	Independent Variable	Setting/Location	No. of Units	Avg Rate or Eq	Rates: Daily Rate	Rates: PM Rate	Total Trips: Daily Trips	Total Trips: PM Trips	Total Trips: PM Trips In	Total Trips: PM Trips Out
495		Recreational Community Center	1,000 Sq Ft	General Urban/Suburban	50.85	Avg	28.82		1,466			

APPENDIX E

TRIP DISTRIBUTION MAP



Trip Distribution Foundation

Site

3-Mile Radius

X,XXX 2040 Population

Zone

East

North

South

West

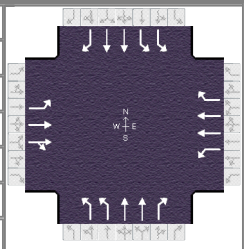
Zone	2040 Population	Distribution
North	39,032	35%
South	31,603	28%
East	27,650	25%
West	13,893	12%
Total	**112,178**	

APPENDIX F

FULL BUILD (2022) HCS REPORTS

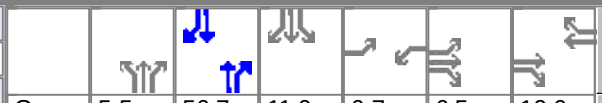
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central 2022 Total AM ver2.xus		
Project Description	Chuze Fitness				

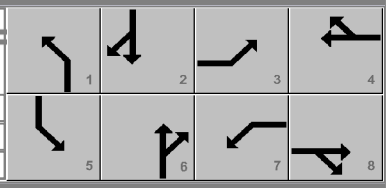


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	657	28	71	249	184	68	973	115	238	580	131

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	56.7	11.0	6.7	6.5	19.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.2	34.1	10.7	23.6	9.5	70.2	15.0	75.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	17.1	25.2	7.1	17.3	4.7		11.0	
Green Extension Time (g_e), s	0.1	2.3	0.1	2.2	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.93	1.00	0.92		1.00	
Max Out Probability	0.43	0.00	0.00	0.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	210	352	347	72	254	188	69	993	117	243	592	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1842	1810	1752	1539	1620	1766	1607	1730	1766	1501
Queue Service Time (g_s), s	15.1	23.1	23.2	5.1	8.6	15.3	2.7	24.9	5.0	9.0	11.7	5.7
Cycle Queue Clearance Time (g_c), s	15.1	23.1	23.2	5.1	8.6	15.3	2.7	24.9	5.0	9.0	11.7	5.7
Green Ratio (*g/C*)	0.13	0.23	0.23	0.05	0.15	0.15	0.04	0.51	0.51	0.08	0.55	0.55
Capacity (*c*), veh/h	236	433	427	93	528	232	137	1799	818	293	1948	828
Volume-to-Capacity Ratio (*X*)	0.891	0.812	0.813	0.780	0.481	0.810	0.505	0.552	0.143	0.830	0.304	0.161
Back of Queue (*Q*), ft/ln (95 th percentile)	324	409.6	398.8	111	174.6	148.2	54.4	391.4	79.5	203.9	207.7	93.3
Back of Queue (*Q*), veh/ln (95 th percentile)	12.8	16.1	16.0	4.4	6.8	5.7	2.0	15.3	3.2	8.0	8.1	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	55.5	47.3	47.3	60.9	50.6	17.4	60.9	21.8	1.8	58.6	15.7	14.4
Incremental Delay (d_2), s/veh	21.8	1.4	1.4	5.2	0.3	2.6	1.1	1.2	0.4	16.8	0.4	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	77.2	48.7	48.7	66.2	50.8	20.0	62.0	23.0	2.2	75.4	16.1	14.8
Level of Service (LOS)	E	D	D	E	D	B	E	C	A	E	B	B
Approach Delay, s/veh / LOS	55.3	E		41.7	D		23.2	C		30.8	C	
Intersection Delay, s/veh / LOS	36.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.61	C	2.47	B	2.26	B
Bicycle LOS Score / LOS	1.24	A	0.91	A	1.46	A	1.29	A

HCS7 Two-Way Stop-Control Report

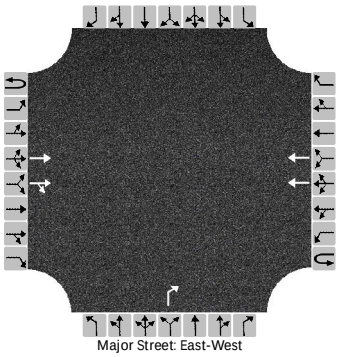
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			899	10			428					3				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												3				
Capacity, c (veh/h)												544				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												11.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.7						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

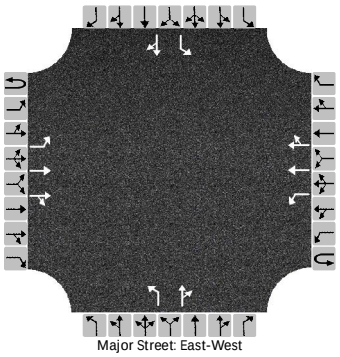
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	1	40	830	10	4	24	406	45		5	0	20		13	1	35
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.27				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41				28				5		20		13		36
Capacity, c (veh/h)		1097				663				221		574		287		757
v/c Ratio		0.04				0.04				0.02		0.04		0.05		0.05
95% Queue Length, Q_{95} (veh)		0.1				0.1				0.1		0.1		0.1		0.2
Control Delay (s/veh)		8.4				10.7				21.7		11.5		18.1		10.0
Level of Service (LOS)		A				B				C		B		C		A
Approach Delay (s/veh)	0.4				0.6				13.5				12.2			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

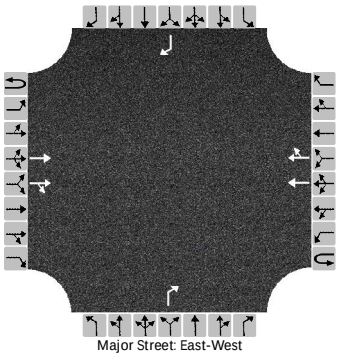
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1045	116			657	20				115				16
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												117				16
Capacity, c (veh/h)												447				653
v/c Ratio												0.26				0.02
95% Queue Length, Q_{95} (veh)												1.0				0.1
Control Delay (s/veh)												15.9				10.7
Level of Service (LOS)												C				B
Approach Delay (s/veh)									15.9				10.7			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

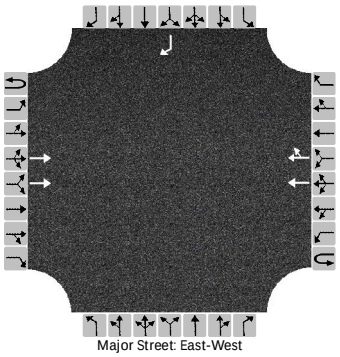
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1157				669	4								11
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

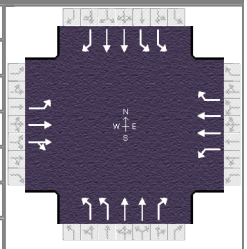
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																11
Capacity, c (veh/h)																652
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																10.6
Level of Service (LOS)																B
Approach Delay (s/veh)													10.6			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Noon ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189	380	38	110	406	270	117	562	73	323	594	207

Signal Information					1	2	3	4	5	6	7	8
Cycle, s	130.0	Reference Phase	2	Green	6.7	4.5	55.3	10.1	2.5	26.8		
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	4.0	4.0	4.0		
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On									

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.6	37.4	14.1	30.8	10.7	59.3	19.2	67.8
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	16.4	15.4	10.2	24.5	6.6		14.5	
Green Extension Time (g_e), s	0.3	2.4	0.1	2.3	0.2	0.0	0.7	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	0.99		1.00	
Max Out Probability	0.00	0.00	0.00	0.01	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	199	223	217	116	427	284	123	592	77	340	625	218
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1780	1810	1752	1585	1716	1766	1591	1730	1724	1569
Queue Service Time (g_s), s	14.4	13.3	13.4	8.2	14.3	22.5	4.6	15.0	3.8	12.5	14.7	10.7
Cycle Queue Clearance Time (g_c), s	14.4	13.3	13.4	8.2	14.3	22.5	4.6	15.0	3.8	12.5	14.7	10.7
Green Ratio (*g/C*)	0.13	0.26	0.26	0.08	0.21	0.21	0.05	0.43	0.43	0.12	0.49	0.49
Capacity (*c*), veh/h	226	472	457	141	724	327	178	1503	677	405	1691	769
Volume-to-Capacity Ratio (*X*)	0.880	0.471	0.476	0.821	0.590	0.868	0.692	0.394	0.114	0.840	0.370	0.283
Back of Queue (*Q*), ft/ln (95 th percentile)	277	258.1	245.7	174.4	265	365	92.3	265.8	65.8	235.3	255.7	180.7
Back of Queue (*Q*), veh/ln (95 th percentile)	10.8	10.0	9.8	7.0	10.3	14.4	3.6	10.4	2.6	9.3	9.8	7.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	55.7	40.9	40.9	59.0	46.6	49.9	60.6	25.8	22.6	56.2	20.6	19.6
Incremental Delay (d_2), s/veh	4.8	0.3	0.3	4.4	0.3	6.4	1.8	0.8	0.3	1.8	0.6	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	60.5	41.1	41.2	63.5	46.9	56.3	62.4	26.6	22.9	58.0	21.2	20.5
Level of Service (LOS)	E	D	D	E	D	E	E	C	C	E	C	C
Approach Delay, s/veh / LOS	47.2	D		52.4	D		31.8	C		31.7	C	
Intersection Delay, s/veh / LOS	39.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.60	C	2.43	B	2.27	B
Bicycle LOS Score / LOS	1.01	A	1.17	A	1.14	A	1.46	A

HCS7 Two-Way Stop-Control Report

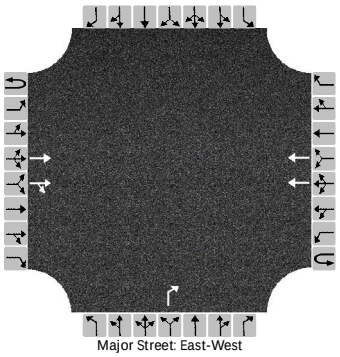
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			576	49			665					50				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												52				
Capacity, c (veh/h)												676				
v/c Ratio												0.08				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.8				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.8						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

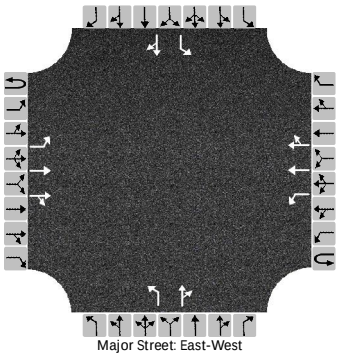
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Noon
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	18	49	518	39	2	68	539	118		20	2	40		58	7	80
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		68				71				20		43		59		89
Capacity, c (veh/h)		734				952				223		684		226		662
v/c Ratio		0.09				0.08				0.09		0.06		0.26		0.13
95% Queue Length, Q_{95} (veh)		0.3				0.2				0.3		0.2		1.0		0.5
Control Delay (s/veh)		10.4				9.1				22.8		10.6		26.4		11.3
Level of Service (LOS)		B				A				C		B		D		B
Approach Delay (s/veh)		1.1				0.9				14.5				17.3		
Approach LOS										B				C		

HCS7 Two-Way Stop-Control Report

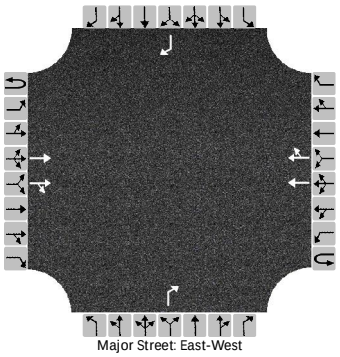
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			690	64			681	28				78				28
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												84				30
Capacity, c (veh/h)												592				597
v/c Ratio												0.14				0.05
95% Queue Length, Q_{95} (veh)												0.5				0.2
Control Delay (s/veh)												12.1				11.3
Level of Service (LOS)												B				B
Approach Delay (s/veh)									12.1				11.3			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

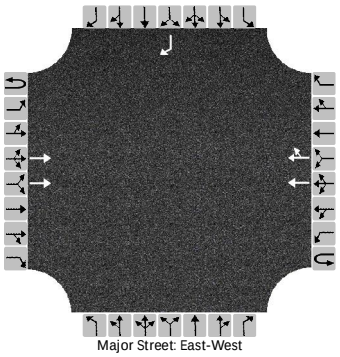
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			754				722	6								39
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

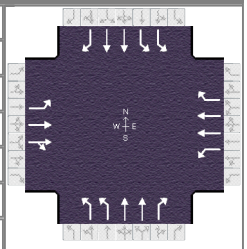
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																42
Capacity, c (veh/h)																613
v/c Ratio																0.07
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.3
Level of Service (LOS)																B
Approach Delay (s/veh)													11.3			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

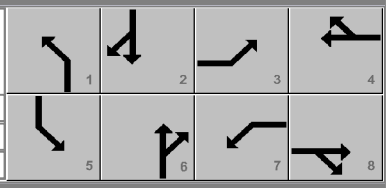
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central PM ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	424	48	149	830	241	152	740	82	351	927	236

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.8	32.7	9.6	13.1	17.2	17.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.6	42.8	17.1	38.3	13.6	50.4	19.8	56.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	16.4	16.1	12.9	32.2	7.7		15.1	
Green Extension Time (g_e), s	1.1	1.2	0.2	2.1	2.0	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.00	0.00	0.12	0.03		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	204	244	237	152	847	246	155	755	84	358	946	241
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1774	1781	1766	1594	1730	1781	1605	1743	1781	1546
Queue Service Time (g_s), s	14.4	14.0	14.1	10.9	30.2	17.5	5.7	22.5	4.6	13.1	28.0	14.3
Cycle Queue Clearance Time (g_c), s	14.4	14.0	14.1	10.9	30.2	17.5	5.7	22.5	4.6	13.1	28.0	14.3
Green Ratio (*g/C*)	0.14	0.30	0.30	0.10	0.26	0.26	0.07	0.36	0.36	0.12	0.40	0.40
Capacity (*c*), veh/h	242	549	529	179	931	420	256	1270	572	425	1440	625
Volume-to-Capacity Ratio (*X*)	0.842	0.445	0.449	0.850	0.910	0.585	0.605	0.595	0.146	0.844	0.657	0.385
Back of Queue (*Q*), ft/ln (95 th percentile)	273.2	266.2	252.7	222	518.4	127.1	112.2	378.7	81.9	243	450.1	235.1
Back of Queue (*Q*), veh/ln (95 th percentile)	10.8	10.3	10.1	8.7	20.3	5.0	4.4	14.9	3.3	9.6	17.7	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.9	36.9	37.0	57.5	46.4	9.6	58.3	34.2	28.4	55.9	31.4	27.3
Incremental Delay (d_2), s/veh	3.0	0.2	0.2	4.3	8.7	0.5	0.9	2.1	0.5	1.8	2.4	1.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	57.9	37.1	37.2	61.8	55.1	10.1	59.2	36.2	28.9	57.7	33.8	29.1
Level of Service (LOS)	E	D	D	E	E	B	E	D	C	E	C	C
Approach Delay, s/veh / LOS	43.3	D		47.0	D		39.2	D		38.6	D	
Intersection Delay, s/veh / LOS	41.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	2.44	B	2.32	B
Bicycle LOS Score / LOS	1.05	A	1.51	B	1.31	A	1.76	B

HCS7 Two-Way Stop-Control Report

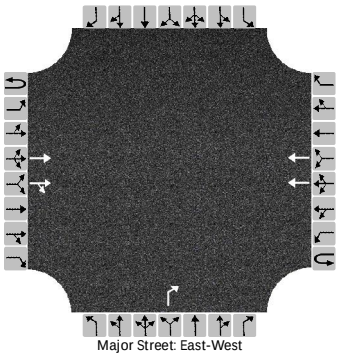
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			612	34			1189					42				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												43				
Capacity, c (veh/h)												670				
v/c Ratio												0.06				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												10.7				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.7						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

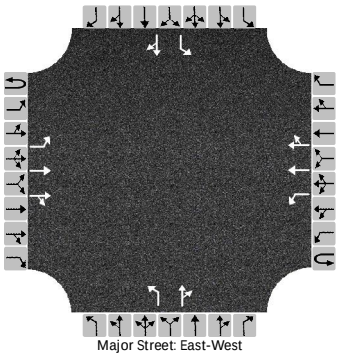
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	13	58	548	27	5	82	1050	162		15	0	40		66	16	123
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.53	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		72				88				15		40		67		140
Capacity, c (veh/h)		403				962				59		705		106		435
v/c Ratio		0.18				0.09				0.26		0.06		0.63		0.32
95% Queue Length, Q_{95} (veh)		0.6				0.3				0.9		0.2		3.1		1.4
Control Delay (s/veh)		15.9				9.1				85.3		10.4		84.1		17.2
Level of Service (LOS)		C				A				F		B		F		C
Approach Delay (s/veh)	1.7				0.6				30.8				38.7			
Approach LOS									D				E			

HCS7 Two-Way Stop-Control Report

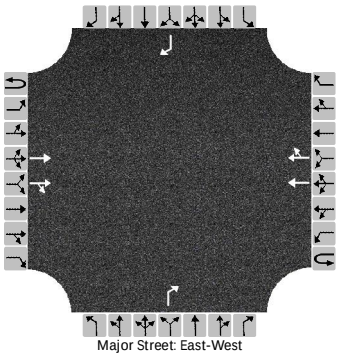
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			847	122			1082	45				78				41
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												80				42
Capacity, c (veh/h)												514				440
v/c Ratio												0.16				0.10
95% Queue Length, Q_{95} (veh)												0.6				0.3
Control Delay (s/veh)												13.3				14.1
Level of Service (LOS)												B				B
Approach Delay (s/veh)									13.3				14.1			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

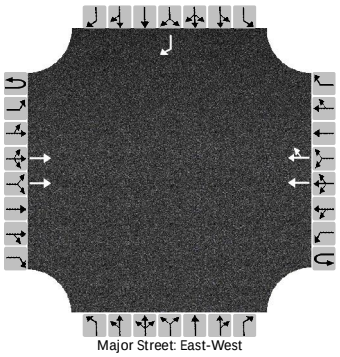
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			970				1116	0								61
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

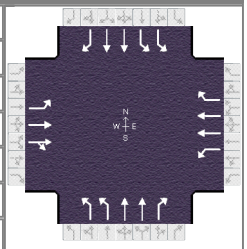
Flow Rate, v (veh/h)																64
Capacity, c (veh/h)																460
v/c Ratio																0.14
95% Queue Length, Q_{95} (veh)																0.5
Control Delay (s/veh)																14.1
Level of Service (LOS)																B
Approach Delay (s/veh)													14.1			
Approach LOS													B			

APPENDIX G

BACKGROUND (2032) HCS REPORTS

HCS7 Signalized Intersection Results Summary

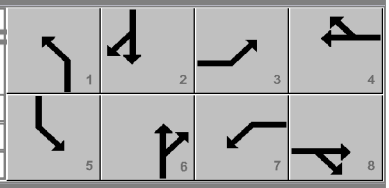
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Background 2032 AM ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	221	725	31	71	276	205	66	1086	128	266	636	144

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	52.6	12.1	6.7	7.6	21.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.3	37.2	10.7	25.6	9.5	66.1	16.1	72.7
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	18.2	27.4	7.1	19.1	4.6		12.0	
Green Extension Time (g_e), s	0.1	2.5	0.1	2.5	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.93	1.00	0.91		1.00	
Max Out Probability	1.00	0.00	0.00	0.01	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	226	389	383	72	282	209	67	1108	131	271	649	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1842	1810	1752	1539	1620	1766	1607	1730	1766	1489
Queue Service Time (g_s), s	16.2	25.4	25.4	5.1	9.5	17.1	2.6	31.0	6.0	10.0	13.8	6.7
Cycle Queue Clearance Time (g_c), s	16.2	25.4	25.4	5.1	9.5	17.1	2.6	31.0	6.0	10.0	13.8	6.7
Green Ratio (*g/C*)	0.14	0.26	0.26	0.05	0.17	0.17	0.04	0.48	0.48	0.09	0.53	0.53
Capacity (*c*), veh/h	251	477	470	93	581	255	136	1687	767	321	1866	786
Volume-to-Capacity Ratio (*X*)	0.899	0.814	0.814	0.780	0.485	0.820	0.494	0.657	0.170	0.845	0.348	0.187
Back of Queue (*Q*), ft/ln (95 th percentile)	349.6	445.1	433	111	191.4	167.4	52.8	478.9	95.7	223	239.1	111.5
Back of Queue (*Q*), veh/ln (95 th percentile)	13.8	17.5	17.3	4.4	7.4	6.5	2.0	18.7	3.8	8.8	9.3	4.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.9	45.5	45.5	60.9	49.2	17.7	60.9	25.9	1.8	58.1	17.7	16.1
Incremental Delay (d_2), s/veh	24.9	2.4	2.4	5.2	0.2	2.5	1.0	2.0	0.5	17.5	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	79.8	47.9	47.9	66.2	49.4	20.2	61.9	27.9	2.3	75.6	18.2	16.6
Level of Service (LOS)	E	D	D	E	D	C	E	C	A	E	B	B
Approach Delay, s/veh / LOS	55.1	E		40.7	D		27.1	C		32.6	C	
Intersection Delay, s/veh / LOS	37.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.60	C	2.47	B	2.26	B
Bicycle LOS Score / LOS	1.31	A	0.95	A	1.57	B	1.37	A

HCS7 Two-Way Stop-Control Report

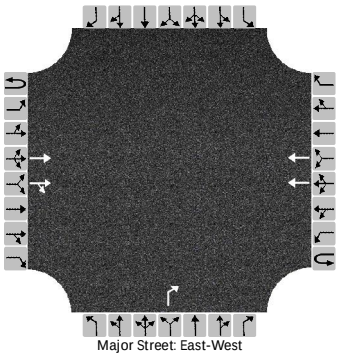
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1001	9			475					1				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												504				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												12.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)										12.2						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

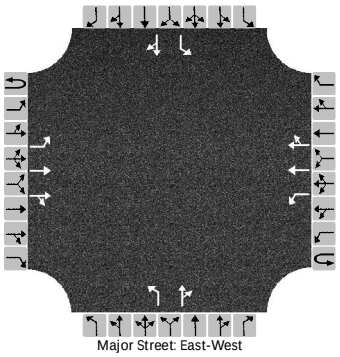
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	1	45	925	8	4	13	453	50		2	0	8		15	1	39
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.26				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		46				17				2		8		15		40
Capacity, c (veh/h)		1049				565				191		535		270		728
v/c Ratio		0.04				0.03				0.01		0.02		0.06		0.06
95% Queue Length, Q_{95} (veh)		0.1				0.1				0.0		0.0		0.2		0.2
Control Delay (s/veh)		8.6				11.6				24.0		11.8		19.1		10.2
Level of Service (LOS)		A				B				C		B		C		B
Approach Delay (s/veh)	0.4				0.4				14.3				12.7			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

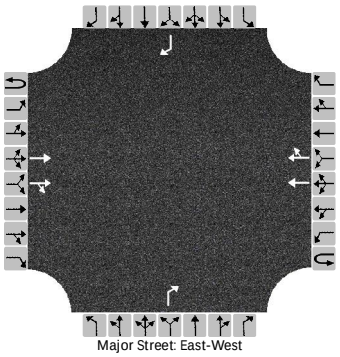
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1157	130			734	7				128				3
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												131				3
Capacity, c (veh/h)												405				622
v/c Ratio												0.32				0.00
95% Queue Length, Q_{95} (veh)												1.4				0.0
Control Delay (s/veh)												18.0				10.8
Level of Service (LOS)												C				B
Approach Delay (s/veh)									18.0				10.8			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

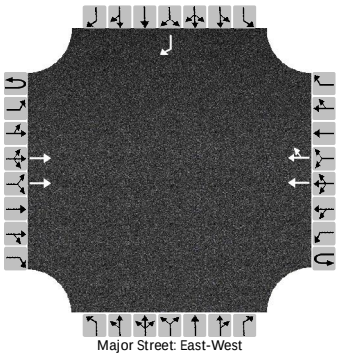
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1282				733	1								10
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

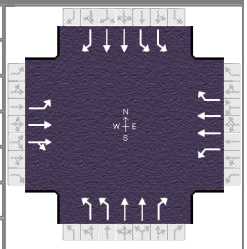
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																10
Capacity, c (veh/h)																622
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																10.9
Level of Service (LOS)																B
Approach Delay (s/veh)													10.9			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

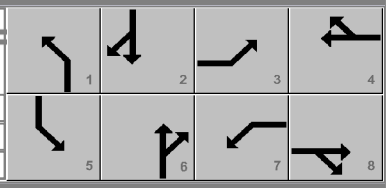
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Noon ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	199	412	42	110	450	301	115	628	82	361	644	228

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	6.1	50.3	10.1	3.3	29.6	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.4	40.8	14.1	33.6	10.6	54.3	20.7	64.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	17.1	16.2	10.2	27.1	6.5		16.0	
Green Extension Time (g_e), s	0.3	2.7	0.1	2.5	0.2	0.0	0.7	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	0.99		1.00	
Max Out Probability	0.00	0.00	0.00	0.05	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	209	242	236	116	474	317	121	661	86	380	678	240
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1779	1810	1752	1585	1716	1766	1590	1730	1724	1568
Queue Service Time (g_s), s	15.1	14.1	14.2	8.2	15.7	25.1	4.5	18.3	4.6	14.0	17.0	12.6
Cycle Queue Clearance Time (g_c), s	15.1	14.1	14.2	8.2	15.7	25.1	4.5	18.3	4.6	14.0	17.0	12.6
Green Ratio (*g/C*)	0.13	0.28	0.28	0.08	0.23	0.23	0.05	0.39	0.39	0.13	0.46	0.46
Capacity (*c*), veh/h	237	522	504	141	797	361	176	1367	615	445	1601	728
Volume-to-Capacity Ratio (*X*)	0.885	0.464	0.468	0.821	0.594	0.879	0.690	0.484	0.140	0.854	0.423	0.330
Back of Queue (*Q*), ft/ln (95 th percentile)	293.6	269	256	174.4	284.4	409.7	90.7	316.9	80.6	256.7	291.6	210.2
Back of Queue (*Q*), veh/ln (95 th percentile)	11.5	10.4	10.2	7.0	11.0	16.1	3.5	12.4	3.2	10.1	11.1	8.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	55.3	38.4	38.5	59.0	44.9	48.5	60.7	30.1	25.8	55.4	23.2	22.0
Incremental Delay (d_2), s/veh	7.1	0.2	0.3	4.4	0.3	10.3	1.8	1.2	0.5	1.8	0.8	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	62.4	38.7	38.7	63.5	45.1	58.8	62.5	31.3	26.3	57.3	24.0	23.2
Level of Service (LOS)	E	D	D	E	D	E	E	C	C	E	C	C
Approach Delay, s/veh / LOS	45.9	D		52.2	D		35.1	D		33.6	C	
Intersection Delay, s/veh / LOS	40.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.60	C	2.44	B	2.27	B
Bicycle LOS Score / LOS	1.05	A	1.24	A	1.20	A	1.56	B

HCS7 Two-Way Stop-Control Report

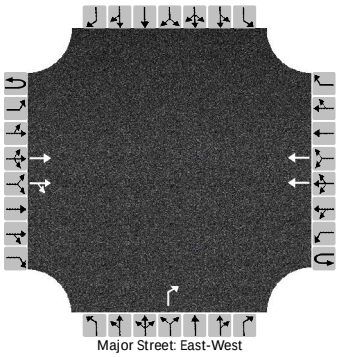
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			636	51			738					54				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												56				
Capacity, c (veh/h)												645				
v/c Ratio												0.09				
95% Queue Length, Q_{95} (veh)												0.3				
Control Delay (s/veh)												11.1				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.1						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

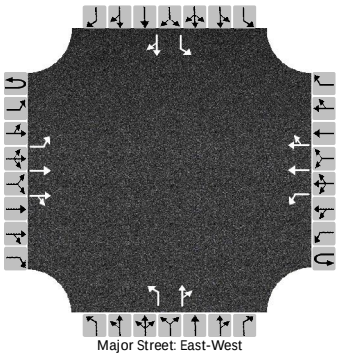
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	20	55	576	37	2	54	602	132		18	2	26		65	8	89
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		77				57				18		29		66		99
Capacity, c (veh/h)		666				901				197		655		211		624
v/c Ratio		0.11				0.06				0.09		0.04		0.31		0.16
95% Queue Length, Q_{95} (veh)		0.4				0.2				0.3		0.1		1.3		0.6
Control Delay (s/veh)		11.1				9.3				25.2		10.8		29.7		11.9
Level of Service (LOS)		B				A				D		B		D		B
Approach Delay (s/veh)	1.2				0.7				16.4				19.0			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

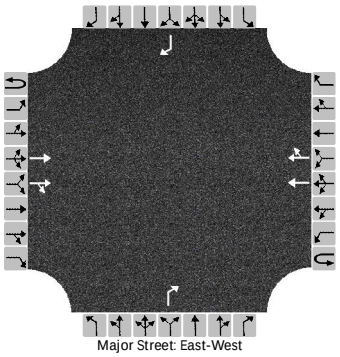
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuequerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuequerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			755	71			760	6				87				12
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												94				13
Capacity, c (veh/h)												559				570
v/c Ratio												0.17				0.02
95% Queue Length, Q_{95} (veh)												0.6				0.1
Control Delay (s/veh)												12.7				11.5
Level of Service (LOS)												B				B
Approach Delay (s/veh)									12.7				11.5			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

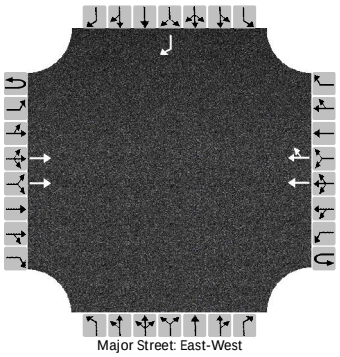
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			826				787	0								41
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

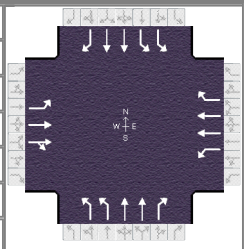
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																44
Capacity, c (veh/h)																585
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.2
Control Delay (s/veh)																11.7
Level of Service (LOS)																B
Approach Delay (s/veh)													11.7			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

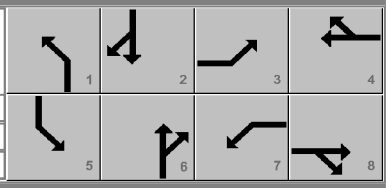
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Background 2032 PM ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	202	452	54	144	921	269	142	826	92	392	1002	258

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	17.4	28.0	9.5	12.7	20.8	17.7
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.7	46.5	16.7	41.4	13.5	45.5	21.4	53.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	16.6	16.7	12.5	35.6	7.3		16.6	
Green Extension Time (g_e), s	1.2	1.3	0.2	1.9	2.3	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		1.00	
Max Out Probability	0.01	0.00	0.00	0.40	0.04		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	206	262	254	147	940	274	145	843	94	400	1022	263
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1770	1781	1766	1594	1730	1781	1604	1743	1781	1545
Queue Service Time (g_s), s	14.6	14.5	14.7	10.5	33.6	19.3	5.3	27.5	5.5	14.6	32.5	16.6
Cycle Queue Clearance Time (g_c), s	14.6	14.5	14.7	10.5	33.6	19.3	5.3	27.5	5.5	14.6	32.5	16.6
Green Ratio (*g/C*)	0.14	0.33	0.33	0.10	0.29	0.29	0.07	0.32	0.32	0.13	0.38	0.38
Capacity (*c*), veh/h	245	601	578	174	1017	459	252	1136	512	467	1353	587
Volume-to-Capacity Ratio (*X*)	0.843	0.436	0.440	0.846	0.924	0.598	0.574	0.742	0.184	0.857	0.756	0.449
Back of Queue (*Q*), ft/ln (95 th percentile)	277.5	273.5	259.1	216.3	574.6	146.9	104.7	459.1	99.4	264.9	519.7	267.2
Back of Queue (*Q*), veh/ln (95 th percentile)	11.0	10.6	10.4	8.5	22.4	5.8	4.1	18.1	4.0	10.5	20.5	10.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.8	34.4	34.4	57.7	44.9	9.8	58.3	39.5	32.0	55.1	35.1	30.1
Incremental Delay (d_2), s/veh	3.9	0.2	0.2	4.3	11.2	0.9	0.8	4.4	0.8	1.8	4.0	2.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	58.7	34.6	34.6	62.0	56.1	10.7	59.1	43.9	32.8	56.9	39.0	32.6
Level of Service (LOS)	E	C	C	E	E	B	E	D	C	E	D	C
Approach Delay, s/veh / LOS	41.5	D		47.6	D		45.0	D		42.3	D	
Intersection Delay, s/veh / LOS	44.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	2.45	B	2.32	B
Bicycle LOS Score / LOS	1.08	A	1.61	B	1.38	A	1.88	B

HCS7 Two-Way Stop-Control Report

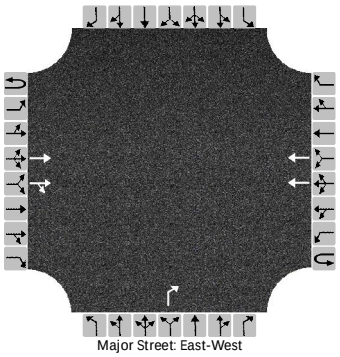
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			672	32			1319					42				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												43				
Capacity, c (veh/h)												642				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												11.0				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.0						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

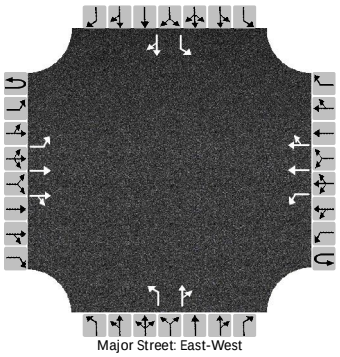
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	15	65	607	19	6	52	1172	181		8	0	11		74	18	137
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.54	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		81				59				8		11		75		157
Capacity, c (veh/h)		324				895				87		679		96		391
v/c Ratio		0.25				0.07				0.09		0.02		0.78		0.40
95% Queue Length, Q_{95} (veh)		1.0				0.2				0.3		0.0		4.1		1.9
Control Delay (s/veh)		19.7				9.3				50.6		10.4		118.0		20.2
Level of Service (LOS)		C				A				F		B		F		C
Approach Delay (s/veh)	2.2				0.4				27.3				51.8			
Approach LOS									D				F			

HCS7 Two-Way Stop-Control Report

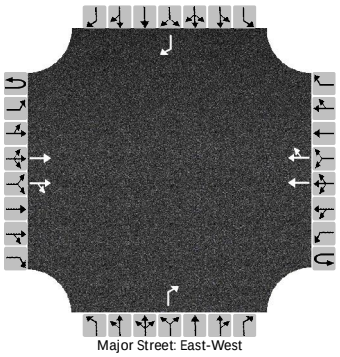
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			918	136			1208	6				118				12
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												122				12
Capacity, c (veh/h)												481				411
v/c Ratio												0.25				0.03
95% Queue Length, Q_{95} (veh)												1.0				0.1
Control Delay (s/veh)												15.0				14.0
Level of Service (LOS)												B				B
Approach Delay (s/veh)									15.0				14.0			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

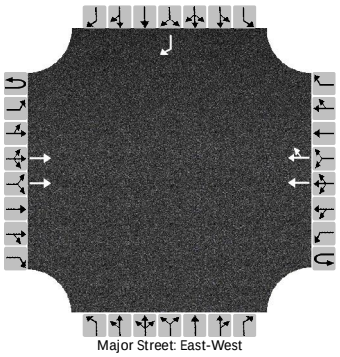
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1055				1213	0								64
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

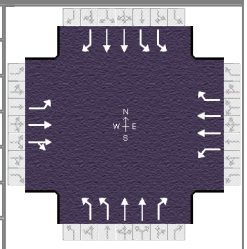
Flow Rate, v (veh/h)																67
Capacity, c (veh/h)																426
v/c Ratio																0.16
95% Queue Length, Q_{95} (veh)																0.5
Control Delay (s/veh)																15.0
Level of Service (LOS)																C
Approach Delay (s/veh)													15.0			
Approach LOS													C			

APPENDIX H

FULL BUILD (2032) HCS REPORTS

HCS7 Signalized Intersection Results Summary

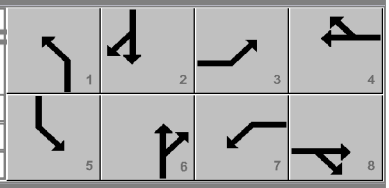
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	AM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Buildout 2032 AM ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	229	733	31	78	278	205	75	1086	128	266	646	146

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	51.9	12.1	7.3	7.6	21.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.9	37.2	11.3	25.6	9.6	65.5	16.1	71.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	18.8	27.7	7.6	19.1	5.0		12.0	
Green Extension Time (g_e), s	0.1	2.6	0.1	2.5	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.94	1.00	0.94		1.00	
Max Out Probability	1.00	0.00	0.00	0.01	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	234	393	387	80	284	209	77	1108	131	271	659	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1842	1810	1752	1539	1620	1766	1607	1730	1766	1501
Queue Service Time (g_s), s	16.8	25.7	25.7	5.6	9.5	17.1	3.0	31.3	6.1	10.0	14.2	6.8
Cycle Queue Clearance Time (g_c), s	16.8	25.7	25.7	5.6	9.5	17.1	3.0	31.3	6.1	10.0	14.2	6.8
Green Ratio (*g/C*)	0.15	0.26	0.26	0.06	0.17	0.17	0.04	0.47	0.47	0.09	0.52	0.52
Capacity (*c*), veh/h	259	477	470	101	582	255	140	1671	760	321	1846	784
Volume-to-Capacity Ratio (*X*)	0.904	0.823	0.823	0.786	0.488	0.819	0.546	0.663	0.172	0.845	0.357	0.190
Back of Queue (*Q*), ft/ln (95 th percentile)	363.3	451.7	439.8	121.5	192.6	167.4	60.2	483.6	96.7	223	245.7	113.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.3	17.8	17.6	4.9	7.5	6.5	2.2	18.9	3.9	8.8	9.6	4.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.7	45.6	45.6	60.6	49.2	17.7	60.9	26.3	1.8	58.0	18.2	16.4
Incremental Delay (d_2), s/veh	26.5	2.9	2.9	5.0	0.2	2.5	1.2	2.1	0.5	17.5	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	81.2	48.5	48.6	65.6	49.4	20.2	62.2	28.4	2.3	75.5	18.8	17.0
Level of Service (LOS)	F	D	D	E	D	C	E	C	A	E	B	B
Approach Delay, s/veh / LOS	56.1	E		41.0	D		27.8	C		32.8	C	
Intersection Delay, s/veh / LOS	38.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.60	C	2.47	B	2.27	B
Bicycle LOS Score / LOS	1.32	A	0.96	A	1.57	B	1.38	A

HCS7 Two-Way Stop-Control Report

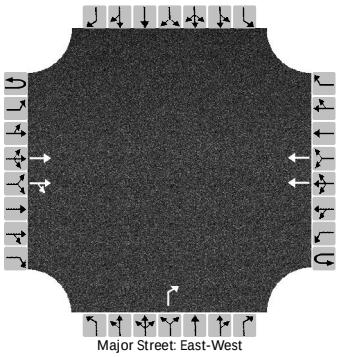
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1004	11			478					3				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												3				
Capacity, c (veh/h)												502				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												12.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)										12.2						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

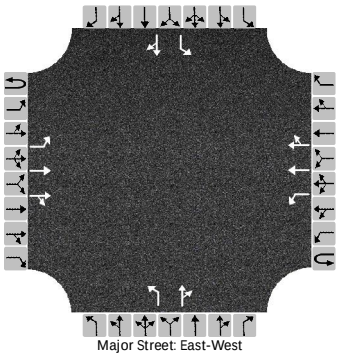
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	1	45	927	11	4	25	453	50		5	0	21		15	1	39
Percent Heavy Vehicles (%)	0	0			0	8				0	0	0		8	0	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.27				7.50	6.50	6.90		7.66	6.50	7.02
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.28				3.50	4.00	3.30		3.58	4.00	3.36

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		46				29				5		21		15		40
Capacity, c (veh/h)		1049				600				187		533		253		728
v/c Ratio		0.04				0.05				0.03		0.04		0.06		0.06
95% Queue Length, Q_{95} (veh)		0.1				0.2				0.1		0.1		0.2		0.2
Control Delay (s/veh)		8.6				11.3				24.8		12.0		20.1		10.2
Level of Service (LOS)		A				B				C		B		C		B
Approach Delay (s/veh)	0.4				0.6				14.5				12.9			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

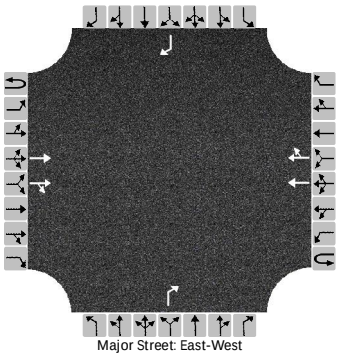
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			1166	130			734	21				128				16
Percent Heavy Vehicles (%)												3				0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.90
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												131				16
Capacity, c (veh/h)												402				616
v/c Ratio												0.32				0.03
95% Queue Length, Q_{95} (veh)												1.4				0.1
Control Delay (s/veh)												18.2				11.0
Level of Service (LOS)												C				B
Approach Delay (s/veh)									18.2				11.0			
Approach LOS									C				B			

HCS7 Two-Way Stop-Control Report

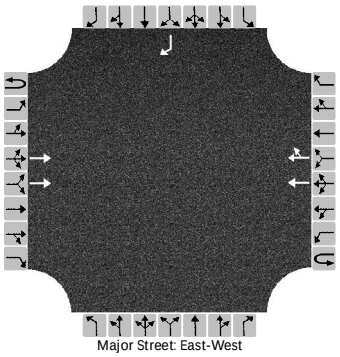
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1291				746	4								12
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

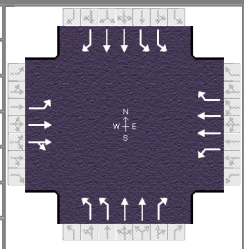
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																12
Capacity, c (veh/h)																615
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																11.0
Level of Service (LOS)																B
Approach Delay (s/veh)													11.0			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

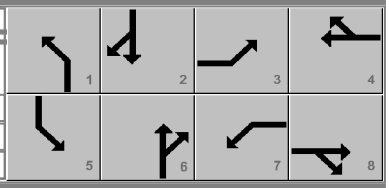
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	Midday	PHF	0.95
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central Noon ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	210	423	42	121	453	301	129	628	82	361	661	231

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	5.5	49.5	11.0	3.3	29.6	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.3	40.8	15.0	33.6	11.3	53.5	20.7	62.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	18.0	16.6	11.0	27.1	7.1		16.0	
Green Extension Time (g_e), s	0.3	2.8	0.1	2.5	0.3	0.0	0.7	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	0.99		1.00	
Max Out Probability	0.00	0.00	0.01	0.07	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	221	248	242	127	477	317	136	661	86	380	696	243
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1841	1780	1810	1752	1585	1716	1766	1590	1730	1724	1567
Queue Service Time (g_s), s	16.0	14.5	14.6	9.0	15.8	25.1	5.1	18.5	4.6	14.0	18.0	13.1
Cycle Queue Clearance Time (g_c), s	16.0	14.5	14.6	9.0	15.8	25.1	5.1	18.5	4.6	14.0	18.0	13.1
Green Ratio (*g/C*)	0.14	0.28	0.28	0.08	0.23	0.23	0.06	0.38	0.38	0.13	0.45	0.45
Capacity (*c*), veh/h	248	521	504	153	797	360	192	1345	605	445	1563	710
Volume-to-Capacity Ratio (*X*)	0.891	0.475	0.479	0.832	0.598	0.879	0.709	0.492	0.143	0.855	0.445	0.342
Back of Queue (*Q*), ft/ln (95 th percentile)	312.1	275.1	261.7	192.2	285.9	411.8	101.7	320.2	81.5	256.7	305.8	217.3
Back of Queue (*Q*), veh/ln (95 th percentile)	12.2	10.7	10.5	7.7	11.1	16.2	4.0	12.5	3.2	10.1	11.7	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.9	38.6	38.6	58.6	44.9	48.5	60.3	30.7	26.4	55.5	24.3	23.0
Incremental Delay (d_2), s/veh	9.5	0.3	0.3	5.2	0.3	11.0	1.8	1.3	0.5	1.9	0.9	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	64.4	38.8	38.9	63.8	45.2	59.5	62.1	32.0	26.9	57.3	25.3	24.3
Level of Service (LOS)	E	D	D	E	D	E	E	C	C	E	C	C
Approach Delay, s/veh / LOS	46.8	D		52.7	D		36.1	D		34.3	C	
Intersection Delay, s/veh / LOS	41.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.60	C	2.44	B	2.28	B
Bicycle LOS Score / LOS	1.07	A	1.25	A	1.22	A	1.58	B

HCS7 Two-Way Stop-Control Report

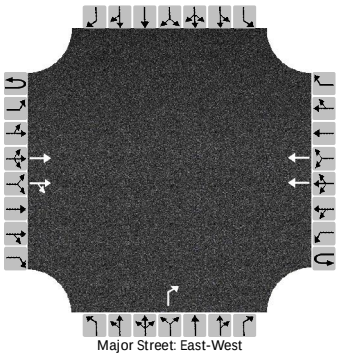
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			642	54			742					56				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												58				
Capacity, c (veh/h)												640				
v/c Ratio												0.09				
95% Queue Length, Q_{95} (veh)												0.3				
Control Delay (s/veh)												11.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.2						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

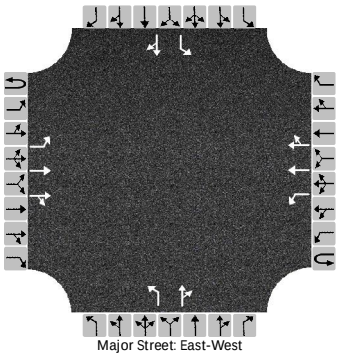
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	20	55	578	43	2	74	602	132		22	2	43		65	8	89
Percent Heavy Vehicles (%)	0	2			0	6				0	0	9		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40	4.22				7.50	6.50	7.08		7.50	6.50	6.90
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50	2.26				3.50	4.00	3.39		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		77				78				22		46		66		99
Capacity, c (veh/h)		666				899				183		651		192		624
v/c Ratio		0.11				0.09				0.12		0.07		0.35		0.16
95% Queue Length, Q_{95} (veh)		0.4				0.3				0.4		0.2		1.5		0.6
Control Delay (s/veh)		11.1				9.4				27.4		11.0		33.4		11.9
Level of Service (LOS)		B				A				D		B		D		B
Approach Delay (s/veh)		1.2				0.9				16.4				20.5		
Approach LOS										C				C		

HCS7 Two-Way Stop-Control Report

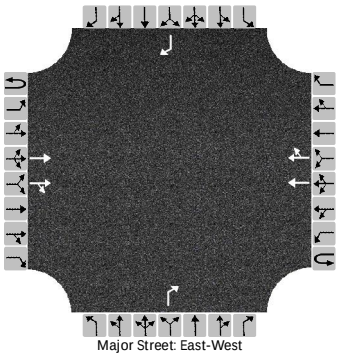
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			769	71			760	29				87				29
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												94				31
Capacity, c (veh/h)												552				559
v/c Ratio												0.17				0.06
95% Queue Length, Q_{95} (veh)												0.6				0.2
Control Delay (s/veh)												12.8				11.8
Level of Service (LOS)												B				B
Approach Delay (s/veh)										12.8				11.8		
Approach LOS										B				B		

HCS7 Two-Way Stop-Control Report

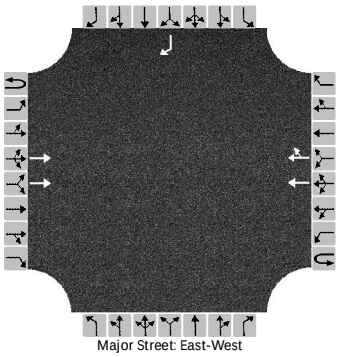
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	Midday
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			840				804	6								43
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

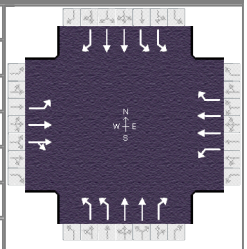
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																46
Capacity, c (veh/h)																574
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.3
Control Delay (s/veh)																11.8
Level of Service (LOS)																B
Approach Delay (s/veh)													11.8			
Approach LOS													B			

HCS7 Signalized Intersection Results Summary

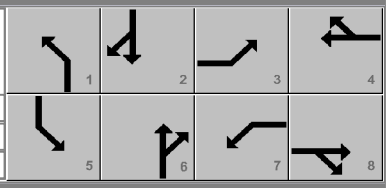
General Information				Intersection Information	
Agency	Albuquerque, NM			Duration, h	0.250
Analyst	Kimley-Horn	Analysis Date	1/16/2023	Area Type	Other
Jurisdiction		Time Period	PM	PHF	0.98
Urban Street	Coors Blvd	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Central Ave	File Name	Coors&Central PM ver2.xus		
Project Description	Chuze Fitness				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	221	471	54	164	926	269	167	826	92	392	1032	263

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	17.4	25.7	10.4	14.2	19.3	19.1
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	23.1	46.3	18.2	41.4	14.4	44.1	21.4	51.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.1	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	17.9	17.3	14.0	35.8	8.2		16.6	
Green Extension Time (g_e), s	1.2	1.4	0.2	1.6	2.3	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.04	0.00	0.00	0.59	0.06		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	226	272	264	167	945	274	170	843	94	400	1053	268
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1841	1773	1781	1766	1594	1730	1781	1604	1743	1781	1544
Queue Service Time (g_s), s	15.9	15.2	15.3	12.0	33.8	19.3	6.2	27.9	5.6	14.6	34.8	17.5
Cycle Queue Clearance Time (g_c), s	15.9	15.2	15.3	12.0	33.8	19.3	6.2	27.9	5.6	14.6	34.8	17.5
Green Ratio (*g/C*)	0.15	0.33	0.33	0.11	0.29	0.29	0.08	0.31	0.31	0.13	0.36	0.36
Capacity (*c*), veh/h	264	599	577	194	1017	459	277	1099	495	466	1289	559
Volume-to-Capacity Ratio (*X*)	0.856	0.454	0.457	0.861	0.929	0.598	0.614	0.767	0.190	0.858	0.817	0.480
Back of Queue (*Q*), ft/ln (95 th percentile)	308.2	283.5	268.6	239.5	582.5	147.7	122.9	468.2	101.1	265.1	561	280.7
Back of Queue (*Q*), veh/ln (95 th percentile)	12.2	11.0	10.7	9.4	22.8	5.9	4.8	18.4	4.0	10.5	22.1	11.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.1	34.7	34.7	56.9	45.0	9.8	57.8	40.7	33.0	55.1	37.6	32.0
Incremental Delay (d_2), s/veh	8.2	0.2	0.2	4.3	12.3	1.0	0.8	5.1	0.8	1.8	5.8	2.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	62.3	34.9	34.9	61.3	57.3	10.8	58.7	45.9	33.9	56.9	43.4	35.0
Level of Service (LOS)	E	C	C	E	E	B	E	D	C	E	D	C
Approach Delay, s/veh / LOS	43.0	D		48.6	D		46.8	D		45.2	D	
Intersection Delay, s/veh / LOS	46.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.61	C	2.45	B	2.32	B
Bicycle LOS Score / LOS	1.12	A	1.63	B	1.40	A	1.91	B

HCS7 Two-Way Stop-Control Report

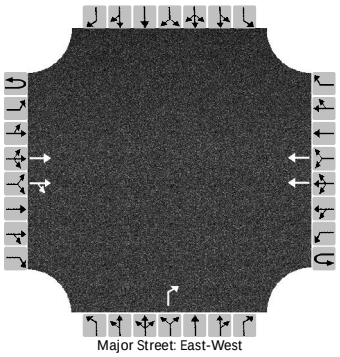
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway A
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway A
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			682	37			1327					46				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												47				
Capacity, c (veh/h)												634				
v/c Ratio												0.07				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												11.1				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.1						
Approach LOS										B						

HCS7 Two-Way Stop-Control Report

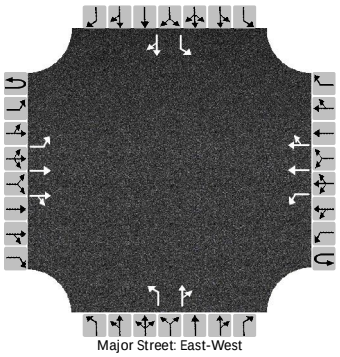
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway B
Jurisdiction	Albuquerque, NM
East/West Street	Central Ave
North/South Street	Driveway B
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	15	65	611	29	6	87	1172	181		16	0	41		74	18	137
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		2	0	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.10			6.40	4.10				7.50	6.50	6.90		7.53	6.50	6.92
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.20			2.50	2.20				3.50	4.00	3.30		3.52	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		81				94				16		41		75		157
Capacity, c (veh/h)		324				901				64		672		79		391
v/c Ratio		0.25				0.10				0.25		0.06		0.94		0.40
95% Queue Length, Q_{95} (veh)		1.0				0.3				0.9		0.2		5.0		1.9
Control Delay (s/veh)		19.7				9.5				78.8		10.7		177.2		20.2
Level of Service (LOS)		C				A				F		B		F		C
Approach Delay (s/veh)	2.2				0.6				29.8				71.0			
Approach LOS									D				F			

HCS7 Two-Way Stop-Control Report

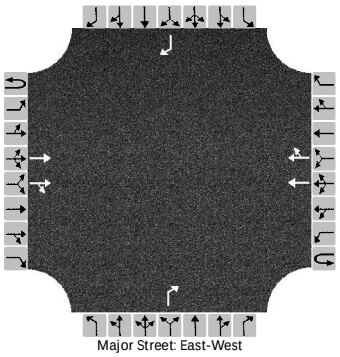
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway C
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway C
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	1
Configuration			T	TR			T	TR				R				R
Volume (veh/h)			943	136			1208	46				118				42
Percent Heavy Vehicles (%)												3				9
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				7.08
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.39

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												122				43
Capacity, c (veh/h)												472				398
v/c Ratio												0.26				0.11
95% Queue Length, Q_{95} (veh)												1.0				0.4
Control Delay (s/veh)												15.3				15.2
Level of Service (LOS)												C				C
Approach Delay (s/veh)									15.3				15.2			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

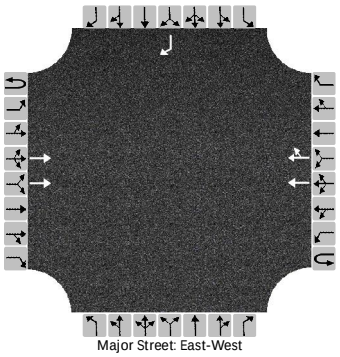
General Information

Analyst	Kimley-Horn
Agency/Co.	Albuquerque, NM
Date Performed	9/08/2022
Analysis Year	2032
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Chuze Fitness

Site Information

Intersection	Driveway D
Jurisdiction	Albuquerque, NM
East/West Street	Coors Blvd
North/South Street	Driveway D
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1080				1243	10								68
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													Yes			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																71
Capacity, c (veh/h)																413
v/c Ratio																0.17
95% Queue Length, Q_{95} (veh)																0.6
Control Delay (s/veh)																15.5
Level of Service (LOS)																C
Approach Delay (s/veh)													15.5			
Approach LOS													C			

APPENDIX I

NMDOT DECELERATION LANE THRESHOLDS

CHAPTER SEVEN
SPEED-CHANGE LANES
Section 17

Overview

Conflicts are created along state highways wherever driveways, intersections and other access points are introduced. These conflicts involve traffic traveling on the highway and traffic turning into and out of an access. To reduce conflicts at access points, right-turn and left-turn speed-change lanes are used. Speed-change lanes provide a separate facility for turning vehicles to decelerate or accelerate and to queue while waiting to turn. As a result, speed-change lanes minimize the interference between through traffic and turning traffic along the highway creating a safe environment for the traveling public. This chapter defines the criteria for determining when speed-change lanes are required or should be considered at existing or proposed access points along the state highway system.

17. SPEED-CHANGE LANE REQUIREMENTS:

A. **Purpose**: Speed-change lanes supplement the basic number of lanes provided on a roadway to facilitate movements to and from the roadway at access points. Their function is to minimize interference with through traffic and to reduce the conflict potential associated with motorists exiting or entering a highway facility. This section defines the criteria for determining where speed-change lanes are required along *non-access controlled* and *controlled-access* state highways that provide access via at-grade intersections. Application guidelines for speed-change lanes on *controlled-access* interstate highways and freeways, which provide access exclusively by grade-separated interchanges, are also provided; however, specific criteria for speed-change lanes on grade-separated highway facilities are not explicitly defined in this manual (see Sub-Section 17.C). Design specifications for speed-change lanes are provided in Sub-Section 18.K.

B. **State Highways with At-Grade Intersections**: At-grade intersections are provided along state highways in access categories UPA, RPA, UMA, RMA, UCOL and RCOL. At *unsignalized* at-grade intersections, four types of speed-change lanes are used including left-turn deceleration lanes, right-turn deceleration lanes, left-turn acceleration lanes, and right-turn acceleration lanes. At *signalized* at-grade intersections, three types of speed-change lanes are used including exclusive left-turn lanes, exclusive right-turn lanes, and right-turn acceleration lanes.

(1) **Schematic Illustrations**: Illustrations of left-turn and right-turn speed-change lanes are provided in Appendix E. The illustrations show the design components of the speed-change lanes with references to pertinent sections of the manual.

(2) **Design Period**: The need for speed-change lanes should be assessed using the design hour traffic volumes derived for the traffic study implementation year with the proposed development, or based on the future year traffic forecasts

developed for a highway improvement project. The analysis years for traffic analysis are defined in Paragraphs 16.D.3.d., 16.E.3.d., and 16.E.3.e.

(3) General Criteria:

(a) Speed-change lanes may be required by the NMSHTD at unsignalized or signalized access points where specific public safety and traffic operations concerns are identified and documented. Factors to be considered include traffic volume, highway speed, highway type (two-lane or multi-lane), level of service, commercial truck percentage, sight distance conditions, the influence of nearby access as well as any other pertinent site-specific issues.

(b) Left-turn acceleration and deceleration lanes should not overlap. Preference should be given to the left-turn deceleration lane. Alternative treatments to providing a left-turn acceleration lane may be considered when this situation arises such as providing traffic signal control or restricting the left-turn movement from the cross street. Alternative treatments require approval by the Department.

(c) Where two access points have right-turn speed-change lanes that overlap, or are in close proximity but do not overlap, a continuous ingress/egress lane may be established between the access points to improve roadway consistency, safety, and to maintain roadway edge continuity. An illustration of a typical ingress/egress lane application is provided in Appendix E.

(d) If the design of an access facility crosses two different speed zones, the speed-change lane design should be based upon the applicable speed limit. The applicable speed for a deceleration lane is the posted speed limit at the beginning of the deceleration lane. The applicable speed for an acceleration lane is the posted speed limit at the end of the acceleration lane.

(e) Acceleration lanes should only be used where sufficient acceleration length can be provided. Sufficient acceleration length is provided when the design vehicle is able to reach a speed within 10 mph of the posted speed on the highway.

(f) On multi-lane highways, the directional hourly traffic volume, or directional split, should be determined based on actual traffic count data. It may be assumed that traffic is equally divided among the mainline travel lanes when traffic count data are not available.

(4) Unsignalized Intersections: Speed-change lanes are provided at unsignalized at-grade intersections to minimize the speed differential between vehicles traveling along a roadway and vehicles entering or exiting a roadway. In addition to the location of the roadway (urban or rural), the three primary factors used to determine the need for a speed-change lane at an unsignalized at-grade access are highway travel speed, directional traffic volume per lane, and turning traffic

volume. Sight distance conditions, level of service, and roadway geometry should also be examined when determining the need for speed-change lanes as specified under Paragraph 17.B.3, General Criteria.

(a) **Urban Versus Rural Conditions**: For state highways which provide at-grade access, the criteria for determining the need for speed change lanes is defined separately for urban highways and rural highways. The criteria should be applied to New Mexico highways according to the Access Categorization System defined in Section 10.

(b) **Urban Conditions**: The need for speed-change lanes on highways in Access Categories UPA, UMA and UCOL is based on the criteria established for urban conditions.

i. **Left-turn Deceleration Lanes**:

- Urban Two-lane Highways: Left-turn deceleration lanes should be provided on urban two-lane highways based on the criteria stated in Table 17.B-1.

- Urban Multi-lane Highways: Left-turn deceleration lanes should be provided on urban multi-lane highways based on the criteria stated in Table 17.B-2.

ii. **Right-turn Deceleration Lanes**:

- Urban Two-lane Highways: Right-turn deceleration lanes should be provided on urban two-lane highways based on the criteria provided in Table 17.B-1.

- Urban Multi-lane Highways: Right-turn deceleration lanes should be provided on urban multi-lane highways based on the criteria provided in Table 17.B-2.

iii. **Right-turn Acceleration Lanes**: Right-turn acceleration lanes may be required at unsignalized at-grade access points on urban two-lane and multi-lane state highways with posted speed limits greater than 40 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions.

iv. **Left-turn Acceleration Lanes**: Left-turn acceleration lanes may be required at unsignalized at-grade access points on urban two-lane and multi-lane state highways with posted speed limits greater than 45 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions. The acceleration lane must not interfere with left-turn movements to any other access.

Table 17.B-1
Criteria for Deceleration Lanes on
URBAN TWO-LANE HIGHWAYS

Turning Volume [1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Directional Volume in the Through Lane (vphpl) [2]			Minimum Directional Volume in the Through Lane (vphpl) [2]		
	≤ 30 mph	35 to 45 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	510	450	330	1,080	610	360
10	390	330	210	700	400	240
15	320	250	150	500	280	170
20	270	200	120	380	210	140
25	230	160	100	300	180	120
30	200	130	Required	250	160	110
35	170	110	Required	220	150	100
40	150	Required	Required	200	140	Required
45	130	Required	Required	190	Required	Required
≥ 46	Required	Required	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 46 vph or more • 35 to 40 mph : 36 vph or more • 45 to 55 mph : 26 vph or more			***Right-turn Deceleration Lanes are Required on Urban Two-lane Highways for the following Right-turn Volumes:*** • ≤ 30 mph : 46 vph or more • 35 to 40 mph : 41 vph or more • 45 to 55 mph : 36 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 45 vph.*
2. *The directional volume in the through lane includes through vehicles and turning vehicles.*

Table 17.B-2
Criteria for Deceleration Lanes on
URBAN MULTI-LANE HIGHWAYS

Turning Volume [1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Volume in the Adjacent Through Lane (vphpl) [2]			Minimum Volume in the Adjacent Through Lane (vphpl) [2]		
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥ 56	Required	Required	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			***Right-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:*** • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Intersection 5 WBR, PM Peak 1243

Intersection 4 WBR, PM Peak 1208

(c) **Rural Conditions**: The need for speed-change lanes on highways in Access Categories RPA, RMA and RCOL is based on the criteria established for rural conditions.

i. **Left-turn Deceleration Lanes**:

- Rural Two-lane Highways: Left-turn deceleration lanes should be provided on rural two-lane highways based on the criteria provided in Table 17.B-3.

- Rural Multi-lane Highways: Left-turn deceleration lanes should be provided on rural multi-lane highways based on the criteria provided in Table 17.B-4.

ii. **Right-turn Deceleration Lanes**:

- Rural Two-lane Highways: Right-turn deceleration lanes should be provided on rural two-lane highways based on the criteria provided in Table 17.B-5.

- Rural Multi-lane Highways: Right-turn deceleration lanes should be provided on rural multi-lane highways based on the criteria provided in Table 17.B-6.

iii. **Right-turn Acceleration Lanes**: Right-turn acceleration lanes may be required at unsignalized at-grade access points on rural two-lane and multi-lane state highways with posted speed limits greater than 40 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions.

iv. **Left-turn Acceleration Lanes**: Left-turn acceleration lanes may be required at unsignalized at-grade access points on rural two-lane and multi-lane state highways with posted speed limits greater than 45 mph where an acceleration lane is necessary for public safety and traffic operations based upon site and roadway specific conditions. The acceleration lane must not interfere with left-turn movements to any other access.

(5) **Signalized Intersections**: Speed-change lanes are provided at signalized intersections to improve intersection operational efficiency, to provide vehicle storage area for left-turn and right-turn movements, to increase the capacity (throughput) of the intersection, and to reduce incident potential. The lane requirements at a signalized intersection should be based on intersection capacity analysis, signal system progression analysis and actual field observations. The proximity of adjacent signalized intersections should also be considered. Refer to Section 15, Traffic Engineering Evaluation, for further information regarding the operational characteristics, spacing requirements and analysis of signalized intersections.

Table 17.B-3
Criteria for Left-turn Deceleration Lanes on
RURAL TWO-LANE HIGHWAYS

Left-Turn Volume [1] (vph)	LEFT-TURN DECELERATION LANE			
	Minimum Directional Volume in Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	400	220	120	60
10	240	140	80	40
15	160	100	60	Required
20	120	80	Required	Required
25	100	Required	Required	Required
≥ 26	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Rural Two-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 26 vph or more • 35 to 40 mph : 21 vph or more • 45 to 55 mph : 16 vph or more • > 55 mph : 11 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 25 vph.*
2. *The directional volume in the through lane includes through vehicles and turning vehicles.*

Table 17.B-4
Criteria for Left-turn Deceleration Lanes on
RURAL MULTI-LANE HIGHWAYS

Left-Turn Volume [1] (vph)	LEFT-TURN DECELERATION LANE			
	Minimum Volume in Adjacent Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	450	310	210	130
10	310	220	130	90
15	240	160	100	70
20	190	130	80	Required
25	150	110	Required	Required
30	130	Required	Required	Required
35	110	Required	Required	Required
≥ 36	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Rural Multi-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 36 vph or more • 35 to 40 mph : 26 vph or more • 45 to 55 mph : 21 vph or more • > 55 mph : 16 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 35 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Table 17.B-5
Criteria for Right-Turn Deceleration Lanes on
RURAL TWO-LANE HIGHWAYS

Right-Turn Volume [1] (vph)	RIGHT-TURN DECELERATION LANE			
	Minimum Directional Volume in Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	800	460	270	160
10	430	280	170	110
15	290	180	110	80
20	200	140	90	70
25	170	120	80	Required
30	160	110	Required	Required
≥ 31	Required	Required	Required	Required
	Right-turn Deceleration Lanes are Required on Rural Two-lane Highways for the following Right-turn Volumes: • ≤ 30 mph : 31 vph or more • 35 to 40 mph : 31 vph or more • 45 to 55 mph : 26 vph or more • > 55 mph : 21 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 30 vph.*
2. *The directional volume in the through lane includes through vehicles and turning vehicles.*

Table 17.B-6
Criteria for Right-Turn Deceleration Lanes on
RURAL MULTI-LANE HIGHWAYS

Right-Turn Volume [1] (vph)	RIGHT-TURN DECELERATION LANE			
	Minimum Volume in Adjacent Through Lane (vphpl) [2]			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	> 55 mph
< 5	Not Required	Not Required	Not Required	Not Required
5	910	520	310	180
10	520	330	200	130
15	370	220	140	100
20	270	170	110	90
25	220	140	100	Required
30	200	130	90	Required
35	180	120	Required	Required
≥ 36	Required	Required	Required	Required
	Right-turn Deceleration Lanes are Required on Rural Multi-lane Highways for the following Right-turn Volumes: • ≤ 30 mph : 36 vph or more • 35 to 40 mph : 36 vph or more • 45 to 55 mph : 31 vph or more • > 55 mph : 21 vph or more			

Notes:

1. *Use linear interpolation for left-turn volumes between 5 and 35 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

The use of speed-change lanes at signalized intersections is generally consistent for all access categories, urban and rural. Guidelines for determining the need for speed-change lanes at signalized intersections are provided below. The guidelines apply to all access categories except UINT and RINT. Situations where guidelines vary by access category are noted.

(a) **Exclusive Right-turn Lanes**: Exclusive right-turn lanes should be considered at signalized intersections under the following conditions:

i. Where the right-turn design hour volume (DHV) equals or exceeds 300 DHV and the volume in the outside general purpose travel lane equals or exceeds 300 DHV (i.e., the total volume in the outside travel lane is equal to or greater than 600 DHV including a right-turn volume of at least 300 DHV); or,

ii. Where the right-turn volume equals or exceeds 150 DHV and the volume-to-capacity (v/c) ratio for the adjacent through movement(s) is expected to be 0.85 or greater based on accepted analysis methodologies; or,

iii. Where the right-turn volume equals or exceeds 100 DHV and the posted speed is 45 mph or above.

(b) **Exclusive Left-turn Lanes**:

i. Exclusive left-turn lanes should be provided at all intersections along state highways where new or modified traffic signal control will be implemented.

ii. For Access Categories UPA, UMA, RPA and RMA, dual exclusive left-turn lanes should be considered at signalized intersections where the left-turn volume equals or exceeds 250 DHV and the volume-to-capacity (v/c) ratio for a single-lane left-turn movement is determined to be equal to or greater than 0.95 for the left-turn movement based on accepted analysis methodologies.

(c) **Right-turn Acceleration Lanes**: In urban areas, signalized intersections should generally be designed to avoid the need for right-turn acceleration lanes. In rural areas, right-turn acceleration lanes should be considered at signalized intersections under the following conditions:

i. Where a free-moving, channelized right-turn movement from the cross street does not result in an additional lane on the mainline roadway (this does not include yield-controlled right-turn movements); or,

ii. Where sight distance is limited and the posted speed on the highway is greater than 40 mph; or,

iii. Where a speed-change lane is required to transition a dual right-turn movement into the mainline roadway general-purpose lanes.

(d) **Left-turn Acceleration Lanes**: Left-turn acceleration lanes are typically not provided at signalized intersections.

APPENDIX J

CRASH DATA

	1	2	3	4	5	6	7	8	9	10	11	12
Crash Number	CRASH REPORT NUMBER	CRASH DATE	CRASH YEAR	MONTH	TIME OF CRASH	HOUR OF CRASH	DAY OF WEEK	LAW ENFORCEMENT AGENCY	COUNTY	CITY	PRIMARY STREET	SECONDARY STREET
1	710265824	1/4/2016	2016	January	4:16	4 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
2	23414336	1/5/2016	2016	January	12:30	12 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
3	710263935	1/9/2016	2016	January	22:14	10 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLV SW	CENTRAL AVE SW
4	710265227	1/21/2016	2016	January	18:10	6 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
5	710201915	1/24/2016	2016	January	12:39	12 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD SW NM 45
6	710187894	2/2/2016	2016	February	6:37	6 a.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
7	710263939	2/3/2016	2016	February	18:31	6 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE NW	COORS BLVD NW
8	23418126	2/10/2016	2016	February	15:50	3 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
9	23408727	2/12/2016	2016	February	8:37	8 a.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
10	710269578	2/14/2016	2016	February	11:07	11 a.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
11	23408749	2/15/2016	2016	February	21:30	9 p.m.	Monday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
12	23418143	2/16/2016	2016	February	11:00	11 a.m.	Tuesday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
13	710271450	2/17/2016	2016	February	15:30	3 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
14	710241909	2/17/2016	2016	February	17:38	5 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
15	23415578	2/19/2016	2016	February	10:00	10 a.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
16	710276181	2/23/2016	2016	February	17:20	5 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
17	23408669	3/3/2016	2016	March	Invalid Code	Invalid Code	Thursday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
18	23408841	3/4/2016	2016	March	11:20	11 a.m.	Friday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
19	710279016	3/21/2016	2016	March	21:07	9 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
20	710279020	3/26/2016	2016	March	17:05	5 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
21	710279066	3/27/2016	2016	March	20:27	8 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
22	23418361	4/6/2016	2016	April	13:30	1 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS S/B	CENTRAL
23	23426444	4/15/2016	2016	April	20:15	8 p.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
24	710275469	4/18/2016	2016	April	15:11	3 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
25	710277744	4/22/2016	2016	April	20:57	8 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
26	710215249	4/23/2016	2016	April	10:23	10 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE NW
27	710277745	4/26/2016	2016	April	15:45	3 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
28	710279023	4/29/2016	2016	April	18:22	6 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
29	710278540	4/30/2016	2016	April	21:47	9 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
30	710127717	5/4/2016	2016	May	5:55	5 a.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
31	710271649	5/21/2016	2016	May	10:30	10 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
32	23417799	5/23/2016	2016	May	17:45	5 p.m.	Monday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
33	23326860	5/28/2016	2016	May	13:00	1 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	COORS BLVD	CENTRAL
34	710283097	5/30/2016	2016	May	10:48	10 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
35	710275478	6/12/2016	2016	June	11:17	11 a.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE W
36	710280952	6/14/2016	2016	June	16:00	4 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
37	710275349	7/2/2016	2016	July	13:32	1 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE W
38	710278692	7/2/2016	2016	July	23:03	11 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE

	1	2	3	4	5	6	7	8	9	10	11	12
Crash Number	CRASH REPORT NUMBER	CRASH DATE	CRASH YEAR	MONTH	TIME OF CRASH	HOUR OF CRASH	DAY OF WEEK	LAW ENFORCEMENT AGENCY	COUNTY	CITY	PRIMARY STREET	SECONDARY STREET
39	23408631	7/5/2016	2016	July	8:20	8 a.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS	NORTH OF CENTRAL
40	23433390	7/6/2016	2016	July	10:02	10 a.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
41	710276684	7/7/2016	2016	July	19:49	7 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
42	23433466	7/25/2016	2016	July	Left Blank	Left Blank	Monday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
43	710363361	7/27/2016	2016	July	21:10	9 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
44	23432923	7/30/2016	2016	July	17:45	5 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
45	710363366	8/1/2016	2016	August	15:13	3 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
46	23433008	8/9/2016	2016	August	7:00	7 a.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS SB	CENTRAL
47	23421180	8/21/2016	2016	August	21:00	9 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE NW	COORS BLVD NW
48	710363380	8/31/2016	2016	August	12:44	12 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
49	710365942	9/6/2016	2016	September	8:16	8 a.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
50	23432032	9/7/2016	2016	September	15:30	3 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
51	23432060	9/11/2016	2016	September	23:30	11 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
52	710366934	9/17/2016	2016	September	9:56	9 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
53	710365115	9/26/2016	2016	September	14:20	2 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
54	710366344	9/30/2016	2016	September	14:27	2 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
55	710280555	10/3/2016	2016	October	23:15	11 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
56	710366349	10/11/2016	2016	October	13:13	1 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
57	23429021	10/13/2016	2016	October	20:40	8 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
58	710367235	10/13/2016	2016	October	12:03	12 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
59	23428820	10/14/2016	2016	October	14:00	2 p.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
60	23428818	10/18/2016	2016	October	19:40	7 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	CENTRAL	APPROACHING COORS
61	23428753	10/27/2016	2016	October	11:50	11 a.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
62	23428976	11/3/2016	2016	November	10:40	10 a.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
63	23409469	11/4/2016	2016	November	21:45	9 p.m.	Friday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE GOING WEST BOUND	COORS BLVD
64	710280900	11/5/2016	2016	November	22:21	10 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
65	710366540	11/6/2016	2016	November	19:05	7 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD SW NM 45
66	710282064	11/10/2016	2016	November	20:29	8 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
67	23428999	11/10/2016	2016	November	8:15	8 a.m.	Thursday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
68	710368508	11/11/2016	2016	November	22:42	10 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
69	23420216	11/14/2016	2016	November	14:00	2 p.m.	Monday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS AND CENTRAL
70	23452920	11/18/2016	2016	November	Left Blank	Left Blank	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS NW	CENTRAL
71	710370009	11/23/2016	2016	November	16:32	4 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
72	710275127	11/26/2016	2016	November	16:41	4 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	100 CENTRAL AVE NW	101 COORS BLVD NW
73	710365772	11/29/2016	2016	November	21:59	9 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
74	710283829	12/2/2016	2016	December	15:34	3 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
75	710370014	12/7/2016	2016	December	18:45	6 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE W
76	710370701	12/7/2016	2016	December	19:15	7 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
77	710371985	12/12/2016	2016	December	13:52	1 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW

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78	23453021	12/13/2016	2016	December	13:05	1 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	111 COORS NW	COORS BLVD CENTRAL AVE
79	710273784	12/15/2016	2016	December	19:36	7 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
80	710372462	12/16/2016	2016	December	18:22	6 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
81	710279309	12/17/2016	2016	December	22:02	10 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
82	23449650	12/21/2016	2016	December	18:00	6 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
83	710372470	12/23/2016	2016	December	12:14	12 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
84	23434817	12/23/2016	2016	December	Invalid Code	Invalid Code	Friday	Station Report	Bernalillo	Albuquerque	WESTBOUND CENTRAL	COORS
85	23452679	12/23/2016	2016	December	22:00	10 p.m.	Friday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
86	710372476	12/30/2016	2016	December	13:40	1 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
87	710367163	1/1/2017	2017	January	20:44	8 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
88	710365600	1/22/2017	2017	January	11:15	11 a.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
89	710400147	1/25/2017	2017	January	12:14	12 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
90	23440621	1/26/2017	2017	January	19:05	7 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL & COORS
91	23440652	1/31/2017	2017	January	14:00	2 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS SW	COORS & CENTRAL
92	710401489	2/2/2017	2017	February	9:45	9 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
93	23448612	2/4/2017	2017	February	12:05	12 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
94	23449282	2/4/2017	2017	February	Left Blank	Left Blank	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS SW
95	710368919	2/16/2017	2017	February	12:25	12 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
96	710368918	2/24/2017	2017	February	16:46	4 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
97	23440402	3/1/2017	2017	March	20:32	8 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
98	710403639	3/3/2017	2017	March	13:57	1 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
99	23440483	3/12/2017	2017	March	12:00	12 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
100	710372363	3/16/2017	2017	March	13:35	1 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
101	710239268	3/18/2017	2017	March	21:48	9 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
102	23443486	3/24/2017	2017	March	11:30	11 a.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS BLVD	SOUTH OF CENTRAL
103	23440160	3/31/2017	2017	March	9:57	9 a.m.	Friday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
104	710279314	4/2/2017	2017	April	3:11	3 a.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
105	710365421	4/7/2017	2017	April	13:20	1 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
106	710367170	4/9/2017	2017	April	1:37	1 a.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE W
107	23447259	4/22/2017	2017	April	14:30	2 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE GOING EAST	COORS BLVD
108	23447249	4/28/2017	2017	April	16:30	4 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL WB	COORS
109	710239273	4/30/2017	2017	April	18:35	6 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
110	23434594	5/18/2017	2017	May	12:00	12 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
111	23441723	5/28/2017	2017	May	19:00	7 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
112	710407794	5/31/2017	2017	May	14:28	2 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
113	710369873	6/2/2017	2017	June	8:55	8 a.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE SW	COORS BLVD SW
114	710273157	6/5/2017	2017	June	16:32	4 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW

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115	23441775	6/11/2017	2017	June	21:00	9 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS AND CENTRAL	COORS/CENTRAL
116	23441775	6/11/2017	2017	June	21:00	9 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS AND CENTRAL	COORS/CENTRAL
117	710403066	6/19/2017	2017	June	11:26	11 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
118	710372373	6/30/2017	2017	June	12:58	12 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
119	710441532	7/3/2017	2017	July	16:42	4 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
120	23441474	7/4/2017	2017	July	22:00	10 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS AND CENTRAL	CENTRAL
121	710402767	7/4/2017	2017	July	14:27	2 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
122	710441777	7/5/2017	2017	July	22:15	10 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
123	23450883	7/20/2017	2017	July	21:20	9 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS S NW	CENTRAL
124	23438424	7/22/2017	2017	July	21:10	9 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL AND SO COORS	CENTRAL NW AND SO COORS
125	23438424	7/22/2017	2017	July	21:10	9 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL AND SO COORS	CENTRAL NW AND SO COORS
126	23450937	8/3/2017	2017	August	16:00	4 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS SB	CENTRAL
127	710363663	8/7/2017	2017	August	5:48	5 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
128	710402223	8/12/2017	2017	August	3:56	3 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
129	710404538	8/14/2017	2017	August	14:37	2 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
130	710400003	8/24/2017	2017	August	17:10	5 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
131	710446176	8/24/2017	2017	August	13:30	1 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BL NW	CENTRAL AVE SW
132	710404541	8/26/2017	2017	August	11:29	11 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
133	710372572	9/1/2017	2017	September	14:37	2 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
134	710443202	9/8/2017	2017	September	0:32	12 a.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
135	23422182	9/12/2017	2017	September	16:20	4 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS BLVD	NEAR CENTRAL
136	23446866	9/18/2017	2017	September	20:40	8 p.m.	Monday	Station Report	Bernalillo	Albuquerque	COORS BLVD	CENTRAL
137	710440631	9/25/2017	2017	September	10:40	10 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
138	710447129	9/27/2017	2017	September	7:45	7 a.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
139	710446586	9/30/2017	2017	September	12:30	12 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
140	710402250	10/5/2017	2017	October	16:32	4 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
141	710444305	10/6/2017	2017	October	15:52	3 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
142	710369972	10/8/2017	2017	October	19:40	7 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
143	23452424	10/15/2017	2017	October	22:30	10 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
144	710444506	10/15/2017	2017	October	12:46	12 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
145	710447142	10/19/2017	2017	October	10:08	10 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
146	23451225	10/24/2017	2017	October	11:10	11 a.m.	Tuesday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
147	23436308	11/15/2017	2017	November	12:22	12 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS SB	CENTRAL
148	710404544	11/23/2017	2017	November	19:44	7 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE

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Crash Number	CRASH REPORT NUMBER	CRASH DATE	CRASH YEAR	MONTH	TIME OF CRASH	HOUR OF CRASH	DAY OF WEEK	LAW ENFORCEMENT AGENCY	COUNTY	CITY	PRIMARY STREET	SECONDARY STREET
149	710454435	12/17/2017	2017	December	19:43	7 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
150	710454273	12/26/2017	2017	December	17:50	5 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
151	710454445	1/1/2018	2018	January	14:36	2 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
152	710454862	1/4/2018	2018	January	14:44	2 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
153	710447733	1/17/2018	2018	January	19:00	7 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BL NW	CENTRAL AVE
154	23486552	1/27/2018	2018	January	20:30	8 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE E	COORS BLVD NW
155	710459327	2/6/2018	2018	February	0:05	12 a.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL	COORS BLVD NW
156	710455441	2/7/2018	2018	February	12:25	12 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
157	23486632	2/9/2018	2018	February	17:00	5 p.m.	Friday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
158	710456808	2/15/2018	2018	February	16:30	4 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
159	23486693	2/19/2018	2018	February	2:00	2 a.m.	Monday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL
160	710459034	2/22/2018	2018	February	8:07	8 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
161	710456816	3/1/2018	2018	March	15:31	3 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
162	23465293	3/11/2018	2018	March	19:50	7 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
163	710447736	3/17/2018	2018	March	16:40	4 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
164	23486804	3/20/2018	2018	March	13:45	1 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
165	710403859	3/23/2018	2018	March	16:52	4 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
166	710453479	3/28/2018	2018	March	15:35	3 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
167	710539610	4/4/2018	2018	April	13:45	1 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
168	710539839	4/5/2018	2018	April	11:05	11 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
169	710542426	4/25/2018	2018	April	16:23	4 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
170	710459879	4/26/2018	2018	April	17:09	5 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
171	23436509	5/5/2018	2018	May	13:00	1 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	COORS NW	CENTRAL
172	710542652	5/7/2018	2018	May	22:13	10 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
173	710542653	5/8/2018	2018	May	14:41	2 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
174	710448605	5/15/2018	2018	May	11:47	11 a.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
175	710537498	5/18/2018	2018	May	20:14	8 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
176	710545147	6/15/2018	2018	June	4:20	4 a.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
177	710542617	6/15/2018	2018	June	12:25	12 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
178	710543057	6/15/2018	2018	June	12:43	12 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	111 COORS BLVD NW(SMITHS)
179	710543254	6/30/2018	2018	June	15:03	3 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
180	710544091	7/1/2018	2018	July	12:39	12 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
181	710454906	7/1/2018	2018	July	13:54	1 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
182	710365697	7/2/2018	2018	July	16:17	4 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE (OLD US 66)	COORS BLVD NW
183	710545148	7/6/2018	2018	July	22:09	10 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
184	23436722	7/8/2018	2018	July	16:15	4 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS/UNSER
185	710542299	7/25/2018	2018	July	22:38	10 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
186	710457187	7/31/2018	2018	July	23:30	11 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
187	710545661	7/31/2018	2018	July	9:44	9 a.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE

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188	710540962	8/2/2018	2018	August	14:51	2 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
189	710543066	8/3/2018	2018	August	12:07	12 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
190	710544675	8/10/2018	2018	August	23:43	11 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
191	710456590	8/18/2018	2018	August	11:44	11 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
192	710546023	8/20/2018	2018	August	5:27	5 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
193	710547932	8/25/2018	2018	August	12:28	12 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
194	23458345	8/28/2018	2018	August	8:15	8 a.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS BLVD SW	S OF CENTRAL
195	23465852	8/28/2018	2018	August	8:00	8 a.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
196	710391170	8/28/2018	2018	August	11:52	11 a.m.	Tuesday	New Mexico State Police (NMSP)	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
197	23465867	8/30/2018	2018	August	18:30	6 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
198	710547936	9/3/2018	2018	September	13:34	1 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
199	23465834	9/7/2018	2018	September	14:00	2 p.m.	Friday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS AND CENTRAL
200	23425996	9/28/2018	2018	September	13:00	1 p.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
201	23464657	10/3/2018	2018	October	Left Blank	Left Blank	Wednesday	Station Report	Bernalillo	Albuquerque	SOUTH COORS	CENTRAL
202	710457660	10/3/2018	2018	October	12:19	12 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
203	23458198	10/3/2018	2018	October	15:30	3 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE E	COORS
204	710543979	10/6/2018	2018	October	13:17	1 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
205	710406751	10/7/2018	2018	October	16:32	4 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
206	710456132	10/14/2018	2018	October	16:00	4 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
207	23469021	10/27/2018	2018	October	12:00	12 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
208	710550872	10/27/2018	2018	October	15:25	3 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
209	710457664	11/1/2018	2018	November	6:57	6 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
210	23469058	11/3/2018	2018	November	20:30	8 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
211	710451160	11/10/2018	2018	November	13:33	1 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
212	710554697	11/13/2018	2018	November	15:03	3 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
213	23469106	11/13/2018	2018	November	3:00	3 a.m.	Tuesday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE E	COORS BLVD NW
214	23469342	11/16/2018	2018	November	11:30	11 a.m.	Friday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
215	710554086	11/19/2018	2018	November	15:01	3 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
216	710554091	11/26/2018	2018	November	19:28	7 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
217	710554093	11/30/2018	2018	November	16:14	4 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
218	710554095	12/1/2018	2018	December	13:34	1 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
219	23476762	12/11/2018	2018	December	18:30	6 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS BLVD	COORS/CENTRAL
220	23469277	12/23/2018	2018	December	12:15	12 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
221	710558576	1/10/2019	2019	January	9:04	9 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
222	710454319	1/16/2019	2019	January	20:07	8 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
223	710447770	1/17/2019	2019	January	7:36	7 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
224	23459427	1/23/2019	2019	January	8:50	8 a.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
225	23469547	2/15/2019	2019	February	8:10	8 a.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E

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226	710560907	2/21/2019	2019	February	20:01	8 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
227	710558322	2/25/2019	2019	February	23:06	11 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
228	23479855	3/2/2019	2019	March	15:30	3 p.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
229	23484239	3/14/2019	2019	March	15:30	3 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
230	23479910	3/20/2019	2019	March	19:45	7 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
231	710560641	3/25/2019	2019	March	11:37	11 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
232	23479971	3/29/2019	2019	March	15:00	3 p.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS NB	CENTRAL
233	710565121	4/5/2019	2019	April	18:50	6 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
234	710563743	4/5/2019	2019	April	17:23	5 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE NM 356	COORS BLVD NW
235	710545433	4/17/2019	2019	April	15:56	3 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
236	710541840	4/19/2019	2019	April	15:49	3 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
237	710445746	5/31/2019	2019	May	18:28	6 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
238	710558536	6/8/2019	2019	June	18:10	6 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	101 COORS BLVD. NW
239	710556825	6/19/2019	2019	June	22:12	10 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
240	710565548	6/23/2019	2019	June	0:14	12 a.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
241	710568208	6/24/2019	2019	June	11:54	11 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
242	710569803	7/1/2019	2019	July	10:40	10 a.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
243	710457573	7/24/2019	2019	July	20:40	8 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
244	23477311	7/26/2019	2019	July	19:50	7 p.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS BLVD	COORS AND CENTRAL
245	710553612	7/29/2019	2019	July	12:53	12 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
246	710568255	8/2/2019	2019	August	18:09	6 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
247	23430808	8/15/2019	2019	August	15:20	3 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS SB	CENTRAL
248	710541845	8/15/2019	2019	August	14:50	2 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
249	710571556	8/16/2019	2019	August	16:31	4 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
250	2340580	8/22/2019	2019	August	17:45	5 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL
251	23430708	8/22/2019	2019	August	16:17	4 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL
252	23430516	8/30/2019	2019	August	8:15	8 a.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
253	710566074	9/12/2019	2019	September	12:31	12 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW
254	710562237	9/14/2019	2019	September	3:14	3 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
255	710440949	10/29/2019	2019	October	14:52	2 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
256	710576609	11/9/2019	2019	November	18:23	6 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
257	30259973	11/15/2019	2019	November	13:00	1 p.m.	Friday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
258	710570155	11/15/2019	2019	November	8:35	8 a.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
259	710570928	11/19/2019	2019	November	20:28	8 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
260	30144499	11/23/2019	2019	November	1:38	1 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
261	30259965	11/24/2019	2019	November	10:30	10 a.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
262	30260150	11/26/2019	2019	November	16:01	4 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
263	710562310	11/27/2019	2019	November	18:55	6 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE

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264	30260154	12/7/2019	2019	December	9:50	9 a.m.	Saturday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE E	COORS BLVD NW
265	30260626	12/18/2019	2019	December	15:00	3 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS BLVD NW
266	710581471	12/19/2019	2019	December	11:14	11 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
267	23478870	12/21/2019	2019	December	11:10	11 a.m.	Saturday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE E
268	30260806	12/24/2019	2019	December	12:00	12 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
269	30261595	1/23/2020	2020	January	7:50	7 a.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS NB	CENTRAL
270	710442295	2/4/2020	2020	February	14:25	2 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD SW NM 45
271	30262083	2/12/2020	2020	February	19:40	7 p.m.	Wednesday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS BLVD NW
272	710551164	2/14/2020	2020	February	9:45	9 a.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
273	710559318	2/15/2020	2020	February	21:16	9 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
274	710583190	2/24/2020	2020	February	22:59	10 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
275	710585146	3/2/2020	2020	March	15:17	3 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
276	30262620	3/3/2020	2020	March	18:00	6 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	CENTRAL WB	COORS
277	30262693	3/15/2020	2020	March	11:45	11 a.m.	Sunday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
278	710584578	4/1/2020	2020	April	17:15	5 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE SW	COORS BLVD SW
279	30263125	4/2/2020	2020	April	16:30	4 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS SB	CENTRAL
280	710581032	4/4/2020	2020	April	12:29	12 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BL NW	CENTRAL AVE NW
281	30263218	4/14/2020	2020	April	20:15	8 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
282	710585170	4/20/2020	2020	April	17:43	5 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
283	710584438	4/25/2020	2020	April	11:08	11 a.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
284	710759393	5/24/2020	2020	May	15:37	3 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
285	710577074	5/31/2020	2020	May	13:17	1 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE W	COORS BLVD NW
286	710572433	6/17/2020	2020	June	6:00	6 a.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
287	30264053	6/18/2020	2020	June	4:30	4 a.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
288	710761067	6/21/2020	2020	June	16:28	4 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
289	710544936	7/26/2020	2020	July	20:27	8 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
290	710761491	7/28/2020	2020	July	12:54	12 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
291	30279558	7/28/2020	2020	July	19:08	7 p.m.	Tuesday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE	COORS
292	30279659	8/6/2020	2020	August	22:25	10 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL AVE
293	30279830	8/9/2020	2020	August	21:30	9 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	CENTRAL	COORS
294	30280096	8/31/2020	2020	August	11:05	11 a.m.	Monday	Station Report	Bernalillo	Albuquerque	CENTRAL WB	COORS
295	30280259	9/9/2020	2020	September	9:50	9 a.m.	Wednesday	Station Report	Bernalillo	Albuquerque	COORS	CENTRAL
296	710759713	9/15/2020	2020	September	23:49	11 p.m.	Tuesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE

	1	2	3	4	5	6	7	8	9	10	11	12
Crash Number	**CRASH REPORT NUMBER**	**CRASH DATE**	**CRASH YEAR**	**MONTH**	**TIME OF CRASH**	**HOUR OF CRASH**	**DAY OF WEEK**	**LAW ENFORCEMENT AGENCY**	**COUNTY**	**CITY**	**PRIMARY STREET**	**SECONDARY STREET**
297	710764969	9/24/2020	2020	September	10:41	10 a.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
298	710553486	9/26/2020	2020	September	21:18	9 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
299	710768052	9/30/2020	2020	September	12:03	12 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE
300	710767043	10/3/2020	2020	October	18:45	6 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BL NW	CENTRAL AV SW
301	710766076	10/15/2020	2020	October	15:44	3 p.m.	Thursday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD NW	CENTRAL AVE W
302	30281025	10/18/2020	2020	October	20:00	8 p.m.	Sunday	Station Report	Bernalillo	Albuquerque	CENTRAL AVE E	COORS BLVD NW
303	710768953	10/19/2020	2020	October	16:49	4 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BL NW	CENTRAL AV NW
304	30281096	10/22/2020	2020	October	16:48	4 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	CENTRAL WB	COORS
305	710582589	10/23/2020	2020	October	20:10	8 p.m.	Friday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD SW NM 45
306	710580431	10/31/2020	2020	October	19:40	7 p.m.	Saturday	Albuquerque Police Department	Bernalillo	Albuquerque	COORS BLVD SW NM 45	CENTRAL AVE
307	710768974	11/15/2020	2020	November	16:08	4 p.m.	Sunday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE NW	COORS BL NW
308	710582593	12/16/2020	2020	December	22:33	10 p.m.	Wednesday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AVE	COORS BLVD NW
309	30281908	12/24/2020	2020	December	20:00	8 p.m.	Thursday	Station Report	Bernalillo	Albuquerque	COORS BLVD	CENTRAL AVE
310	710772856	12/28/2020	2020	December	14:21	2 p.m.	Monday	Albuquerque Police Department	Bernalillo	Albuquerque	CENTRAL AV NW	COORS BL NW

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Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
1		NM 45	13	W				Injury Crash	0	0
2		NM 45	13					Property Damage Only Crash	0	0
3		NM 45	13	S				Property Damage Only Crash	0	0
4		NM 45	13	E				Injury Crash	0	0
5				E				Injury Crash	0	0
6		NM 45	13	S				Fatal Crash	1	0
7		NM 45	13	SW				Property Damage Only Crash	0	0
8		NM 45	13	N				Property Damage Only Crash	0	0
9		NM 45	13					Property Damage Only Crash	0	0
10		NM 45	13	NE				Injury Crash	0	0
11		NM 45	13	S				Property Damage Only Crash	0	0
12		NM 45	13					Property Damage Only Crash	0	0
13		NM 45	13	N	N			Property Damage Only Crash	0	0
14		NM 45	13	S				Injury Crash	0	0
15		NM 45	13					Property Damage Only Crash	0	0
16		NM 45	13	W				Injury Crash	0	0
17		NM 45	13	SW				Property Damage Only Crash	0	0
18		NM 45	13	E				Property Damage Only Crash	0	0
19		NM 45	13	S				Injury Crash	0	1
20		NM 45	13	W				Property Damage Only Crash	0	0
21		NM 45	13	E	W			Injury Crash	0	0
22		NM 45	13	S				Property Damage Only Crash	0	0
23		NM 45	13					Property Damage Only Crash	0	0
24		NM 45	13	S				Injury Crash	0	0
25		NM 45	13	N				Injury Crash	0	0
26	100 COORS BLVD NW	NM 45	13	S				Property Damage Only Crash	0	0
27		NM 45	13	N				Property Damage Only Crash	0	0
28		NM 45	13	E				Property Damage Only Crash	0	0
29		NM 45	13	W				Property Damage Only Crash	0	0
30		NM 45	13	N				Injury Crash	0	0
31		NM 45	13	S				Property Damage Only Crash	0	0
32		NM 45	13	E				Property Damage Only Crash	0	0
33		NM 45	13					Property Damage Only Crash	0	0
34		NM 45	13	S				Injury Crash	0	0
35		NM 45	13	S				Injury Crash	0	0
36		NM 45	13	W				Injury Crash	0	1
37		NM 45	13	S				Property Damage Only Crash	0	0
38		NM 45	13	N	N			Injury Crash	0	0

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Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
39		NM 45	13	S				Property Damage Only Crash	0	0
40		NM 45	13					Property Damage Only Crash	0	0
41		NM 45	13	N				Injury Crash	0	0
42		NM 45	13	SW	SW			Property Damage Only Crash	0	0
43		NM 45	13	E				Injury Crash	0	0
44		NM 45	13	S				Property Damage Only Crash	0	0
45		NM 45	13	S				Property Damage Only Crash	0	0
46		NM 45	13	S				Property Damage Only Crash	0	0
47		NM 45	13					Property Damage Only Crash	0	0
48		NM 45	13	S				Property Damage Only Crash	0	0
49		NM 45	13	S				Injury Crash	0	0
50		NM 45	13	SW	SW			Property Damage Only Crash	0	0
51		NM 45	13	SW				Property Damage Only Crash	0	0
52		NM 45	13	S				Injury Crash	0	0
53		NM 45	13	W				Property Damage Only Crash	0	0
54		NM 45	13	NE				Property Damage Only Crash	0	0
55		NM 45	13	SE				Property Damage Only Crash	0	0
56		NM 45	13	SE				Injury Crash	0	0
57		NM 45	13	N				Property Damage Only Crash	0	0
58		NM 45	13	S				Property Damage Only Crash	0	0
59		NM 45	13	E				Property Damage Only Crash	0	0
60		NM 45	13	E				Property Damage Only Crash	0	0
61		NM 45	13	NW				Property Damage Only Crash	0	0
62		NM 45	13	S				Property Damage Only Crash	0	0
63		NM 45	13	W				Property Damage Only Crash	0	0
64		NM 45	13	S				Property Damage Only Crash	0	0
65		NM 45	13	E				Property Damage Only Crash	0	0
66		NM 45	13	N	E			Injury Crash	0	0
67		NM 45	13					Property Damage Only Crash	0	0
68		NM 45	13	S	S			Property Damage Only Crash	0	0
69		NM 45	13	E				Property Damage Only Crash	0	0
70		NM 45	13	NW				Property Damage Only Crash	0	0
71		NM 45	13	E				Injury Crash	0	1
72				S				Property Damage Only Crash	0	0
73		NM 45	13	W				Property Damage Only Crash	0	0
74		NM 45	13	N				Injury Crash	0	0
75		NM 45	13	N				Injury Crash	0	0
76		NM 45	13	SW				Injury Crash	0	0
77		NM 45	13	E				Property Damage Only Crash	0	0

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Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
78		NM 45	13					Property Damage Only Crash	0	0
79		NM 45	13	E				Property Damage Only Crash	0	0
80		NM 45	13	NE				Injury Crash	0	0
81		NM 45	13	S				Injury Crash	0	0
82		NM 45	13	S				Property Damage Only Crash	0	0
83		NM 45	13	N				Property Damage Only Crash	0	0
84		NM 45	13	W				Property Damage Only Crash	0	0
85		NM 45	13	W				Property Damage Only Crash	0	0
86		NM 45	13	N				Property Damage Only Crash	0	0
87		NM 45	13	W				Injury Crash	0	0
88		NM 45	13	W	W			Property Damage Only Crash	0	0
89		NM 45	13	NE				Injury Crash	0	0
90		NM 45	13	SW				Property Damage Only Crash	0	0
91		NM 45	13	SW				Property Damage Only Crash	0	0
92		NM 45	13	W				Property Damage Only Crash	0	0
93		NM 45	13	S				Property Damage Only Crash	0	0
94		NM 45	13					Property Damage Only Crash	0	0
95		NM 45	13	S				Property Damage Only Crash	0	0
96		NM 45	13	W				Property Damage Only Crash	0	0
97		NM 45	13	S				Property Damage Only Crash	0	0
98		NM 45	13	S				Property Damage Only Crash	0	0
99		NM 45	13	S				Property Damage Only Crash	0	0
100	COORS AT CENTRAL	NM 45	13	N	N			Injury Crash	0	0
101		NM 45	13	W				Injury Crash	0	0
102		NM 45	13	NW				Property Damage Only Crash	0	0
103		NM 45	13	E				Property Damage Only Crash	0	0
104	6660 CENTRAL AVE SW			SW	SW	10	FT	Property Damage Only Crash	0	0
105		NM 45	13	W				Injury Crash	0	0
106		NM 45	13	S				Property Damage Only Crash	0	0
107		NM 45	13	E				Property Damage Only Crash	0	0
108		NM 45	13	W				Property Damage Only Crash	0	0
109		NM 45	13	W				Property Damage Only Crash	0	0
110		NM 45	13	S				Property Damage Only Crash	0	0
111		NM 45	13	S				Property Damage Only Crash	0	0
112		NM 45	13	SW				Property Damage Only Crash	0	0
113	6600 CENTRAL AVE SW			E				Property Damage Only Crash	0	0
114		NM 45	13	E				Injury Crash	0	0

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Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
115		NM 45	13	N				Property Damage Only Crash	0	0
116		NM 45	13	N				Property Damage Only Crash	0	0
117		NM 45	13	S				Property Damage Only Crash	0	0
118	INTERSECTION COORS AT CENTRAL	NM 45	13	N	N			Injury Crash	0	0
119		NM 45	13	S				Property Damage Only Crash	0	0
120		NM 45	13	E				Property Damage Only Crash	0	0
121		NM 45	13	S				Injury Crash	0	0
122	COORS BLVD NW AT CENTRAL AVE	NM 45	13	W				Injury Crash	0	0
123		NM 45	13					Property Damage Only Crash	0	0
124		NM 45	13	W				Property Damage Only Crash	0	0
125		NM 45	13	W				Property Damage Only Crash	0	0
126		NM 45	13	S				Property Damage Only Crash	0	0
127		NM 45	13	S				Injury Crash	0	1
128		NM 45	13	N	N			Property Damage Only Crash	0	0
129		NM 45	13	S				Property Damage Only Crash	0	0
130		NM 45	13	SE	N			Property Damage Only Crash	0	0
131		NM 45	13	S				Property Damage Only Crash	0	0
132		NM 45	13	E				Property Damage Only Crash	0	0
133		NM 45	13	S	S			Injury Crash	0	0
134		NM 45	13	S				Injury Crash	0	0
135		NM 45	13	S				Property Damage Only Crash	0	0
136	COORS & CENTRAL	NM 45	13	S				Property Damage Only Crash	0	0
137		NM 45	13	E	E			Property Damage Only Crash	0	0
138		NM 45	13	S				Property Damage Only Crash	0	0
139	JUST NORTH OF THE INTERSECTION	NM 45	13	S	S			Property Damage Only Crash	0	0
140		NM 45	13	S				Injury Crash	0	0
141	CENTRAL AVE W	NM 45	13	N	N	500	FT	Property Damage Only Crash	0	0
142		NM 45	13	E				Injury Crash	0	0
143		NM 45	13	S				Injury Crash	0	0
144		NM 45	13	N				Injury Crash	0	0
145		NM 45	13	N				Injury Crash	0	0
146		NM 45	13	W				Property Damage Only Crash	0	0
147		NM 45	13	S				Property Damage Only Crash	0	0
148		NM 45	13	N				Property Damage Only Crash	0	0

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Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
149		NM 45	13	W				Property Damage Only Crash	0	0
150		NM 45	13	N				Injury Crash	0	0
151		NM 45	13	S				Property Damage Only Crash	0	0
152		NM 45	13	S				Injury Crash	0	0
153		NM 45	13	E				Injury Crash	0	0
154		NM 45	13					Property Damage Only Crash	0	0
155		NM 45	13	N				Property Damage Only Crash	0	0
156		NM 45	13	S				Injury Crash	0	0
157		NM 45	13	E				Property Damage Only Crash	0	0
158		NM 45	13	W				Injury Crash	0	0
159		NM 45	13	N				Property Damage Only Crash	0	0
160		NM 45	13	N				Property Damage Only Crash	0	0
161		NM 45	13	N				Property Damage Only Crash	0	0
162		NM 45	13	S				Property Damage Only Crash	0	0
163		NM 45	13	W	W			Injury Crash	0	2
164		NM 45	13	N				Property Damage Only Crash	0	0
165		NM 45	13	SE				Injury Crash	0	0
166		NM 45	13	W				Injury Crash	0	0
167		NM 45	13	N				Property Damage Only Crash	0	0
168		NM 45	13	N				Property Damage Only Crash	0	0
169		NM 45	13	S				Property Damage Only Crash	0	0
170		NM 45	13	N				Property Damage Only Crash	0	0
171		NM 45	13	S				Property Damage Only Crash	0	0
172		NM 45	13	E				Property Damage Only Crash	0	0
173		NM 45	13	S				Property Damage Only Crash	0	0
174		NM 45	13	E				Property Damage Only Crash	0	0
175		NM 45	13	S	S			Property Damage Only Crash	0	0
176		NM 45	13	N				Injury Crash	0	0
177		NM 45	13	S				Injury Crash	0	0
178		NM 45	13	W				Property Damage Only Crash	0	0
179		NM 45	13	E				Injury Crash	0	0
180		NM 45	13	N				Property Damage Only Crash	0	0
181		NM 45	13	E				Property Damage Only Crash	0	0
182		NM 45	13	S				Injury Crash	0	0
183		NM 45	13	N				Injury Crash	0	0
184				W				Property Damage Only Crash	0	0
185		NM 45	13	N				Injury Crash	0	0
186		NM 45	13	N	S			Injury Crash	0	0
187		NM 45	13	S				Property Damage Only Crash	0	0

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Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
188	131 COORS NW	NM 45	13	S	S			Injury Crash	0	0
189		NM 45	13	S				Injury Crash	0	0
190		NM 45	13	NW				Injury Crash	0	0
191		NM 45	13	S				Injury Crash	0	0
192		NM 45	13	S				Property Damage Only Crash	0	0
193		NM 45	13	W				Property Damage Only Crash	0	0
194		NM 45	13	N				Property Damage Only Crash	0	0
195		NM 45	13					Property Damage Only Crash	0	0
196	COORS/CENTRAL	NM 45	13	N	N			Injury Crash	0	0
197		NM 45	13	W				Property Damage Only Crash	0	0
198		NM 45	13	W				Property Damage Only Crash	0	0
199		NM 45	13					Property Damage Only Crash	0	0
200		NM 45	13					Property Damage Only Crash	0	0
201		NM 45	13	SW				Property Damage Only Crash	0	0
202	CENTRAL AVE	NM 45	13	S	N			Property Damage Only Crash	0	0
203		NM 45	13					Property Damage Only Crash	0	0
204	6810 CENTRAL AVE SW			W				Injury Crash	0	0
205	COORS BLVD NW/CENTRAL AVE	NM 45	13	S	S			Property Damage Only Crash	0	0
206		NM 45	13	N				Property Damage Only Crash	0	0
207		NM 45	13					Property Damage Only Crash	0	0
208		NM 45	13	S				Property Damage Only Crash	0	0
209		NM 45	13	W				Injury Crash	0	0
210		NM 45	13	W				Property Damage Only Crash	0	0
211		NM 45	13	E	N			Injury Crash	0	1
212		NM 45	13	N				Injury Crash	0	0
213		NM 45	13					Property Damage Only Crash	0	0
214		NM 45	13					Property Damage Only Crash	0	0
215		NM 45	13	S				Property Damage Only Crash	0	0
216		NM 45	13	E				Property Damage Only Crash	0	0
217		NM 45	13	W				Property Damage Only Crash	0	0
218		NM 45	13	S				Property Damage Only Crash	0	0
219		NM 45	13					Property Damage Only Crash	0	0
220		NM 45	13	S				Property Damage Only Crash	0	0
221		NM 45	13	S				Property Damage Only Crash	0	0
222		NM 45	13	N				Property Damage Only Crash	0	0
223		NM 45	13	S				Injury Crash	0	0
224		NM 45	13	W				Property Damage Only Crash	0	0
225		NM 45	13	E				Property Damage Only Crash	0	0

	13	14	15	16	17	18	19	20	21	22
Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
226		NM 45	13	S				Injury Crash	0	0
227		NM 45	13	S				Property Damage Only Crash	0	0
228		NM 45	13	N				Property Damage Only Crash	0	0
229		NM 45	13	S				Property Damage Only Crash	0	0
230		NM 45	13	E				Property Damage Only Crash	0	0
231		NM 45	13	N				Property Damage Only Crash	0	0
232		NM 45	13	N				Property Damage Only Crash	0	0
233		NM 45	13	N				Property Damage Only Crash	0	0
234		NM 45	13	NW				Property Damage Only Crash	0	0
235		NM 45	13	S				Injury Crash	0	0
236		NM 45	13	S				Property Damage Only Crash	0	0
237		NM 45	13	S				Property Damage Only Crash	0	0
238				W				Injury Crash	0	0
239		NM 45	13	E				Injury Crash	0	0
240		NM 45	13	N				Property Damage Only Crash	0	0
241		NM 45	13	S				Property Damage Only Crash	0	0
242		NM 45	13					Injury Crash	0	0
243	CENTRAL AVE/COORS BLVD NW	NM 45	13	N	E	100	FT	Injury Crash	0	0
244		NM 45	13	S				Property Damage Only Crash	0	0
245		NM 45	13	S				Property Damage Only Crash	0	0
246		NM 45	13	W	W			Injury Crash	0	0
247		NM 45	13	S				Property Damage Only Crash	0	0
248		NM 45	13	S				Property Damage Only Crash	0	0
249		NM 45	13	N				Property Damage Only Crash	0	0
250		NM 45	13					Property Damage Only Crash	0	0
251		NM 45	13	S				Property Damage Only Crash	0	0
252		NM 45	13	E				Property Damage Only Crash	0	0
253		NM 45	13	E				Property Damage Only Crash	0	0
254		NM 45	13	S	S			Injury Crash	0	0
255		NM 45	13	S				Property Damage Only Crash	0	0
256		NM 45	13	N				Fatal Crash	1	0
257		NM 45	13	N				Property Damage Only Crash	0	0
258		NM 45	13	E				Injury Crash	0	0
259		NM 45	13	S				Injury Crash	0	0
260		NM 45	13	S				Property Damage Only Crash	0	0
261		NM 45	13	S				Property Damage Only Crash	0	0
262		NM 45	13					Property Damage Only Crash	0	0
263		NM 45	13	S				Injury Crash	0	0

	13	14	15	16	17	18	19	20	21	22
Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
264		NM 45	13	W				Property Damage Only Crash	0	0
265		NM 45	13	W				Property Damage Only Crash	0	0
266		NM 45	13	S				Property Damage Only Crash	0	0
267		NM 45	13					Property Damage Only Crash	0	0
268		NM 45	13					Property Damage Only Crash	0	0
269		NM 45	13	N				Property Damage Only Crash	0	0
270		NM 45	13	E				Injury Crash	0	0
271		NM 45	13	W				Property Damage Only Crash	0	0
272		NM 45	13	S				Property Damage Only Crash	0	0
273		NM 45	13	S				Property Damage Only Crash	0	0
274		NM 45	13	W				Property Damage Only Crash	0	0
275		NM 45	13	N				Property Damage Only Crash	0	0
276		NM 45	13					Property Damage Only Crash	0	0
277		NM 45	13					Property Damage Only Crash	0	0
278		NM 45	13	E				Property Damage Only Crash	0	0
279		NM 45	13					Property Damage Only Crash	0	0
280		NM 45	13	S				Property Damage Only Crash	0	0
281		NM 45	13					Property Damage Only Crash	0	0
282		NM 45	13	E				Property Damage Only Crash	0	0
283		NM 45	13	W				Property Damage Only Crash	0	0
284		NM 45	13	N				Property Damage Only Crash	0	0
285	COORS NW	NM 45	13	W				Injury Crash	0	0
286		NM 45	13	E				Property Damage Only Crash	0	0
287		NM 45	13	SW				Property Damage Only Crash	0	0
288		NM 45	13	N				Property Damage Only Crash	0	0
289	CENTRAL AVE NW	NM 45	13	S				Property Damage Only Crash	0	0
290		NM 45	13	S				Property Damage Only Crash	0	0
291		NM 45	13	S				Property Damage Only Crash	0	0
292		NM 45	13					Property Damage Only Crash	0	0
293		NM 45	13					Property Damage Only Crash	0	0
294		NM 45	13					Property Damage Only Crash	0	0
295		NM 45	13					Property Damage Only Crash	0	0
296	CENTRAL AVE W	NM 45	13	S	N	43	FT	Property Damage Only Crash	0	0

	13	14	15	16	17	18	19	20	21	22
Crash Number	LANDMARK/LOCATION	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH
297		NM 45	13	S				Property Damage Only Crash	0	0
298		NM 45	13	S	S			Injury Crash	0	0
299		NM 45	13	N				Property Damage Only Crash	0	0
300		NM 45	13	S				Property Damage Only Crash	0	0
301		NM 45	13	W				Property Damage Only Crash	0	0
302		NM 45	13					Property Damage Only Crash	0	0
303		NM 45	13	S				Injury Crash	0	1
304		NM 45	13					Property Damage Only Crash	0	0
305		NM 45	13	W				Injury Crash	0	0
306		NM 45	13	N				Property Damage Only Crash	0	0
307		NM 45	13	E				Property Damage Only Crash	0	0
308		NM 45	13	E				Property Damage Only Crash	0	0
309		NM 45	13					Property Damage Only Crash	0	0
310		NM 45	13	W				Property Damage Only Crash	0	0

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
1	0	1	1	0	1	1	1	0	1	On Roadway
2	0	0	0	4	4	2	4	0	2	On Roadway
3	0	0	0	3	3	2	3	0	2	On Roadway
4	0	1	1	2	3	2	3	0	2	On Roadway
5	0	2	2	2	4	2	4	0	2	On Roadway
6	0	0	0	2	3	2	2	1	1	On Roadway
7	0	0	0	3	3	2	3	0	2	On Roadway
8	0	0	0	2	2	2	2	0	2	On Roadway
9	0	0	0	3	3	2	3	0	2	Off Roadway
10	0	1	1	5	6	3	6	0	3	On Roadway
11	0	0	0	2	2	2	2	0	2	On Roadway
12	0	0	0	2	2	2	2	0	2	Off Roadway
13	0	0	0	5	5	2	5	0	2	On Roadway
14	0	1	1	1	2	2	1	1	1	On Roadway
15	0	0	0	2	2	2	2	0	2	Left Blank
16	0	1	1	2	3	2	3	0	2	On Roadway
17	0	0	0	3	3	2	3	0	2	On Roadway
18	0	0	0	3	3	2	3	0	2	On Roadway
19	0	0	1	2	3	2	3	0	2	On Roadway
20	0	0	0	5	5	2	5	0	2	On Roadway
21	0	2	2	1	3	2	3	0	2	On Roadway
22	0	0	0	1	1	1	1	0	1	On Roadway
23	0	0	0	2	2	2	2	0	2	Left Blank
24	0	1	1	2	3	2	3	0	2	On Roadway
25	0	1	1	1	2	2	2	0	2	On Roadway
26	0	0	0	2	2	2	2	0	2	On Roadway
27	0	0	0	2	2	2	2	0	2	On Roadway
28	0	0	0	3	3	2	3	0	2	On Roadway
29	0	0	0	5	5	2	5	0	2	On Roadway
30	0	1	1	0	1	1	1	0	1	On Roadway
31	0	0	0	2	2	2	2	0	2	On Roadway
32	0	0	0	2	2	2	2	0	2	On Roadway
33	0	0	0	2	2	2	2	0	2	On Roadway
34	0	2	2	2	4	2	4	0	2	On Roadway
35	1	0	1	1	2	2	2	0	2	On Roadway
36	0	0	1	4	5	2	4	1	1	On Roadway
37	0	0	0	10	10	3	10	0	3	On Roadway
38	0	1	1	1	2	2	1	1	1	On Roadway

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
39	0	0	0	2	2	2	2	0	2	Left Blank
40	0	0	0	2	2	2	2	0	2	Left Blank
41	1	0	1	2	3	2	3	0	2	On Roadway
42	0	0	0	2	2	2	2	0	2	Left Blank
43	1	0	1	1	2	2	2	0	2	On Roadway
44	0	0	0	2	2	2	2	0	2	On Roadway
45	0	0	0	2	2	2	2	0	2	On Roadway
46	0	0	0	2	2	2	2	0	2	On Roadway
47	0	0	0	2	2	2	2	0	2	On Roadway
48	0	0	0	3	3	2	3	0	2	On Roadway
49	0	1	1	3	4	2	4	0	2	On Roadway
50	0	0	0	2	2	2	2	0	2	On Roadway
51	0	0	0	2	2	2	2	0	2	On Roadway
52	0	1	1	2	3	2	3	0	2	On Roadway
53	0	0	0	6	6	2	6	0	2	On Roadway
54	0	0	0	8	8	3	8	0	3	On Roadway
55	0	0	0	2	2	2	2	0	2	On Roadway
56	0	1	1	3	4	2	4	0	2	On Roadway
57	0	0	0	2	2	2	2	0	2	Left Blank
58	0	0	0	2	2	2	2	0	2	On Roadway
59	0	0	0	1	1	1	1	0	1	On Roadway
60	0	0	0	2	2	2	2	0	2	On Roadway
61	0	0	0	2	2	2	2	0	2	On Roadway
62	0	0	0	2	2	2	2	0	2	On Roadway
63	0	0	0	2	2	2	2	0	2	On Roadway
64	0	0	0	2	2	2	2	0	2	On Roadway
65	0	0	0	2	2	2	2	0	2	On Roadway
66	0	1	1	1	2	2	2	0	2	On Roadway
67	0	0	0	2	2	2	2	0	2	Left Blank
68	0	0	0	1	1	1	1	0	1	Off Roadway
69	0	0	0	2	2	2	2	0	2	On Roadway
70	0	0	0	2	2	2	2	0	2	On Roadway
71	0	0	1	1	2	2	2	0	2	On Roadway
72	0	0	0	5	5	2	5	0	2	Off Roadway
73	0	0	0	2	2	2	2	0	2	On Roadway
74	0	1	1	2	3	2	3	0	2	On Roadway
75	0	1	1	1	2	2	2	0	2	On Roadway
76	0	1	1	1	2	2	2	0	2	On Roadway
77	0	0	0	4	4	2	4	0	2	On Roadway

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
78	0	0	0	3	3	2	3	0	2	Off Roadway
79	0	0	0	4	4	2	4	0	2	On Roadway
80	1	3	4	1	5	2	5	0	2	On Roadway
81	0	2	2	1	3	2	3	0	2	On Roadway
82	0	0	0	2	2	2	2	0	2	On Roadway
83	0	0	0	2	2	2	2	0	2	On Roadway
84	0	0	0	2	2	2	2	0	2	On Roadway
85	0	0	0	2	2	2	2	0	2	On Roadway
86	0	0	0	2	2	2	2	0	2	On Roadway
87	0	1	1	1	2	2	2	0	2	On Roadway
88	0	0	0	2	2	2	2	0	2	On Roadway
89	0	1	1	4	5	2	5	0	2	On Roadway
90	0	0	0	2	2	2	2	0	2	On Roadway
91	0	0	0	2	2	2	2	0	2	On Roadway
92	0	0	0	2	2	2	2	0	2	On Roadway
93	0	0	0	2	2	2	2	0	2	On Roadway
94	0	0	0	3	3	2	1	2	2	Left Blank
95	0	0	0	6	6	3	6	0	3	On Roadway
96	0	0	0	2	2	2	2	0	2	On Roadway
97	0	0	0	2	2	2	2	0	2	On Roadway
98	0	0	0	4	4	3	4	0	3	On Roadway
99	0	0	0	3	3	3	3	0	3	On Roadway
100	0	2	2	1	3	2	3	0	2	On Roadway
101	0	1	1	2	3	2	3	0	2	On Roadway
102	0	0	0	2	2	2	2	0	2	On Roadway
103	0	0	0	2	2	2	2	0	2	On Roadway
104	0	0	0	1	1	1	1	0	1	Off Roadway
105	0	1	1	1	2	2	2	0	2	On Roadway
106	0	0	0	1	1	1	1	0	1	On Roadway
107	0	0	0	3	3	2	3	0	2	On Roadway
108	0	0	0	2	2	2	2	0	2	On Roadway
109	0	0	0	2	2	2	2	0	2	On Roadway
110	0	0	0	2	2	2	2	0	2	On Roadway
111	0	0	0	2	2	2	2	0	2	On Roadway
112	0	0	0	5	5	2	5	0	2	On Roadway
113	0	0	0	2	2	2	2	0	2	On Roadway
114	0	2	2	2	4	2	4	0	2	On Roadway

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
115	0	0	0	5	5	2	5	0	2	On Roadway
116	0	0	0	5	5	2	5	0	2	On Roadway
117	0	0	0	4	4	2	4	0	2	On Roadway
118	0	2	2	0	2	2	2	0	2	On Roadway
119	0	0	0	2	2	2	2	0	2	On Roadway
120	0	0	0	2	2	2	2	0	2	On Roadway
121	1	0	1	2	3	2	3	0	2	On Roadway
122	0	1	1	2	3	2	3	0	2	On Roadway
123	0	0	0	6	6	2	6	0	2	On Roadway
124	0	0	0	2	2	2	2	0	2	On Roadway
125	0	0	0	2	2	2	2	0	2	On Roadway
126	0	0	0	4	4	2	4	0	2	On Roadway
127	0	0	1	1	2	2	2	0	2	On Roadway
128	0	0	0	2	2	2	2	0	2	On Roadway
129	0	0	0	3	3	3	3	0	3	On Roadway
130	0	0	0	2	2	2	2	0	2	On Roadway
131	0	0	0	2	2	2	2	0	2	On Roadway
132	0	0	0	2	2	2	2	0	2	On Roadway
133	0	1	1	1	2	2	2	0	2	On Roadway
134	0	1	1	1	2	2	2	0	2	On Roadway
135	0	0	0	3	3	2	3	0	2	On Roadway
136	0	0	0	3	3	2	3	0	2	On Roadway
137	0	0	0	3	3	2	3	0	2	On Roadway
138	0	0	0	2	2	2	2	0	2	On Roadway
139	0	0	0	3	3	2	3	0	2	On Roadway
140	0	1	1	7	8	2	8	0	2	On Roadway
141	0	0	0	8	8	4	8	0	4	On Roadway
142	0	5	5	4	9	3	9	0	3	On Roadway
143	0	1	1	1	2	2	2	0	2	On Roadway
144	0	2	2	0	2	2	2	0	2	On Roadway
145	0	1	1	1	2	2	2	0	2	On Roadway
146	0	0	0	3	3	2	3	0	2	On Roadway
147	0	0	0	2	2	2	2	0	2	On Roadway
148	0	0	0	7	7	4	7	0	4	On Roadway

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
149	0	0	0	2	2	2	2	0	2	On Roadway
150	0	1	1	1	2	2	2	0	2	On Roadway
151	0	0	0	2	2	2	2	0	2	On Roadway
152	0	1	1	2	3	2	3	0	2	On Roadway
153	0	2	2	2	4	2	4	0	2	On Roadway
154	0	0	0	2	2	2	2	0	2	Off Roadway
155	0	0	0	1	1	1	1	0	1	On Roadway
156	0	1	1	1	2	2	2	0	2	On Roadway
157	0	0	0	2	2	2	2	0	2	On Roadway
158	0	1	1	1	2	2	2	0	2	On Roadway
159	0	0	0	2	2	2	2	0	2	On Roadway
160	0	0	0	5	5	2	5	0	2	On Roadway
161	0	0	0	2	2	2	2	0	2	On Roadway
162	0	0	0	4	4	2	4	0	2	Off Roadway
163	0	0	2	1	3	2	3	0	2	On Roadway
164	0	0	0	2	2	2	2	0	2	On Roadway
165	1	0	1	3	4	3	4	0	3	On Roadway
166	1	0	1	2	3	2	3	0	2	On Roadway
167	0	0	0	3	3	2	3	0	2	On Roadway
168	0	0	0	3	3	3	3	0	3	On Roadway
169	0	0	0	2	2	2	2	0	2	On Roadway
170	0	0	0	3	3	2	3	0	2	On Roadway
171	0	0	0	3	3	2	3	0	2	On Roadway
172	0	0	0	2	2	2	2	0	2	On Roadway
173	0	0	0	2	2	2	2	0	2	On Roadway
174	0	0	0	2	2	2	2	0	2	On Roadway
175	0	0	0	2	2	2	2	0	2	On Roadway
176	0	1	1	1	2	2	2	0	2	On Roadway
177	0	1	1	1	2	2	2	0	2	On Roadway
178	0	0	0	2	2	2	2	0	2	On Roadway
179	1	1	2	0	2	2	2	0	2	On Roadway
180	0	0	0	2	2	2	2	0	2	On Roadway
181	0	0	0	5	5	2	5	0	2	On Roadway
182	0	5	5	0	5	2	5	0	2	On Roadway
183	0	1	1	1	2	2	1	1	1	On Roadway
184	0	0	0	4	4	2	4	0	2	On Roadway
185	0	1	1	4	5	3	5	0	3	On Roadway
186	0	1	1	1	2	2	2	0	2	On Roadway
187	0	0	0	3	3	2	3	0	2	On Roadway

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
188	0	1	1	2	3	3	3	0	3	On Roadway
189	0	1	1	2	3	2	3	0	2	On Roadway
190	0	2	2	1	3	2	3	0	2	On Roadway
191	1	1	2	3	5	2	5	0	2	Left Blank
192	0	0	0	2	2	2	2	0	2	On Roadway
193	0	0	0	2	2	2	2	0	2	On Roadway
194	0	0	0	2	2	2	2	0	2	On Roadway
195	0	0	0	2	2	2	2	0	2	Left Blank
196	0	1	1	2	3	3	3	0	3	On Roadway
197	0	0	0	4	4	2	4	0	2	On Roadway
198	0	0	0	2	2	2	2	0	2	On Roadway
199	0	0	0	2	2	2	2	0	2	Left Blank
200	0	0	0	2	2	2	2	0	2	On Roadway
201	0	0	0	2	2	2	2	0	2	On Roadway
202	0	0	0	2	2	2	2	0	2	On Roadway
203	0	0	0	2	2	2	2	0	2	On Roadway
204	1	0	1	1	2	2	1	1	1	On Roadway
205	0	0	0	2	2	2	2	0	2	On Roadway
206	0	0	0	2	2	2	2	0	2	On Roadway
207	0	0	0	3	3	2	3	0	2	Left Blank
208	0	0	0	3	3	3	3	0	3	On Roadway
209	0	1	1	2	3	2	3	0	2	On Roadway
210	0	0	0	2	2	2	2	0	2	On Roadway
211	0	0	1	1	2	2	1	1	1	On Roadway
212	0	2	2	1	3	2	3	0	2	On Roadway
213	0	0	0	1	1	1	1	0	1	Left Blank
214	0	0	0	3	3	2	3	0	2	Left Blank
215	0	0	0	3	3	2	3	0	2	On Roadway
216	0	0	0	3	3	2	3	0	2	On Roadway
217	0	0	0	2	2	2	2	0	2	On Roadway
218	0	0	0	7	7	3	7	0	3	On Roadway
219	0	0	0	2	2	2	2	0	2	On Roadway
220	0	0	0	3	3	2	3	0	2	On Roadway
221	0	0	0	2	2	2	2	0	2	On Roadway
222	0	0	0	2	2	2	2	0	2	On Roadway
223	0	1	1	1	2	2	2	0	2	On Roadway
224	0	0	0	2	2	2	2	0	2	On Roadway
225	0	0	0	2	2	2	2	0	2	Left Blank

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
226	0	2	2	2	4	2	4	0	2	On Roadway
227	0	0	0	2	2	2	2	0	2	On Roadway
228	0	0	0	2	2	2	2	0	2	On Roadway
229	0	0	0	2	2	2	2	0	2	On Roadway
230	0	0	0	2	2	2	2	0	2	Left Blank
231	0	0	0	2	2	2	2	0	2	On Roadway
232	0	0	0	2	2	2	2	0	2	On Roadway
233	0	0	0	2	2	2	2	0	2	On Roadway
234	0	0	0	2	2	2	2	0	2	On Roadway
235	1	0	1	1	2	2	2	0	2	On Roadway
236	0	0	0	2	2	2	2	0	2	On Roadway
237	0	0	0	4	4	2	4	0	2	On Roadway
238	0	1	1	2	3	2	3	0	2	On Roadway
239	1	0	1	1	2	2	1	1	1	On Roadway
240	0	0	0	2	2	2	2	0	2	Left Blank
241	0	0	0	2	2	2	2	0	2	On Roadway
242	1	0	1	1	2	2	1	1	1	On Roadway
243	1	0	1	1	2	2	1	1	1	On Roadway
244	0	0	0	2	2	2	2	0	2	On Roadway
245	0	0	0	3	3	2	3	0	2	On Roadway
246	1	0	1	0	1	1	1	0	1	On Roadway
247	0	0	0	2	2	2	2	0	2	Left Blank
248	0	0	0	5	5	4	5	0	4	On Roadway
249	0	0	0	4	4	2	4	0	2	On Roadway
250	0	0	0	2	2	2	2	0	2	On Roadway
251	0	0	0	2	2	2	2	0	2	On Roadway
252	0	0	0	2	2	2	2	0	2	On Roadway
253	0	0	0	3	3	2	3	0	2	On Roadway
254	1	0	1	2	3	2	3	0	2	On Roadway
255	0	0	0	6	6	3	6	0	3	On Roadway
256	0	0	0	2	3	3	2	1	2	On Roadway
257	0	0	0	4	4	2	4	0	2	Off Roadway
258	0	1	1	4	5	2	4	1	1	On Roadway
259	0	3	3	4	7	3	7	0	3	On Roadway
260	0	0	0	2	2	2	2	0	2	On Roadway
261	0	0	0	3	3	2	3	0	2	On Roadway
262	0	0	0	2	2	2	2	0	2	On Roadway
263	0	1	1	4	5	2	5	0	2	On Roadway

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
264	0	0	0	2	2	2	2	0	2	Left Blank
265	0	0	0	2	2	2	2	0	2	On Roadway
266	0	0	0	2	2	2	2	0	2	On Roadway
267	0	0	0	2	2	2	2	0	2	On Roadway
268	0	0	0	2	2	2	2	0	2	Left Blank
269	0	0	0	3	3	2	3	0	2	Left Blank
270	0	1	1	1	2	2	2	0	2	On Roadway
271	0	0	0	2	2	2	2	0	2	On Roadway
272	0	0	0	2	2	2	2	0	2	On Roadway
273	0	0	0	4	4	2	4	0	2	On Roadway
274	0	0	0	3	3	1	3	0	1	On Roadway
275	0	0	0	2	2	2	2	0	2	On Roadway
276	0	0	0	2	2	2	2	0	2	On Roadway
277	0	0	0	2	2	2	2	0	2	On Roadway
278	0	0	0	2	2	2	2	0	2	On Roadway
279	0	0	0	2	2	2	2	0	2	On Roadway
280	0	0	0	2	2	2	2	0	2	On Roadway
281	0	0	0	3	3	2	3	0	2	On Roadway
282	0	0	0	7	7	3	7	0	3	On Roadway
283	0	0	0	3	3	2	3	0	2	On Roadway
284	0	0	0	2	2	2	2	0	2	On Roadway
285	0	1	1	1	2	2	2	0	2	On Roadway
286	0	0	0	2	2	2	2	0	2	On Roadway
287	0	0	0	2	2	2	2	0	2	Left Blank
288	0	0	0	5	5	2	5	0	2	On Roadway
289	0	0	0	3	3	2	3	0	2	On Roadway
290	0	0	0	2	2	2	2	0	2	On Roadway
291	0	0	0	2	2	2	2	0	2	On Roadway
292	0	0	0	3	3	2	3	0	2	On Roadway
293	0	0	0	2	2	2	2	0	2	On Roadway
294	0	0	0	2	2	2	2	0	2	On Roadway
295	0	0	0	4	4	3	4	0	3	On Roadway
296	0	0	0	2	2	2	2	0	2	On Roadway

	23	24	25	26	27	28	29	30	31	32
Crash Number	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED
297	0	0	0	2	2	2	2	0	2	On Roadway
298	0	1	1	2	3	3	3	0	3	On Roadway
299	0	0	0	3	3	2	3	0	2	On Roadway
300	0	0	0	6	6	3	6	0	3	On Roadway
301	0	0	0	2	2	2	2	0	2	On Roadway
302	0	0	0	3	3	2	3	0	2	On Roadway
303	1	0	2	2	4	3	4	0	3	On Roadway
304	0	0	0	2	2	2	2	0	2	On Roadway
305	0	1	1	4	5	3	5	0	3	On Roadway
306	0	0	0	1	1	1	1	0	1	Off Roadway
307	0	0	0	2	2	2	2	0	2	On Roadway
308	0	0	0	3	3	2	3	0	2	On Roadway
309	0	0	0	2	2	2	2	0	2	On Roadway
310	0	0	0	4	4	3	4	0	3	On Roadway

	33	34	35	36	37	38	39
Crash Number	**CRASH CLASSIFICATION**	**CRASH ANALYSIS**	**FIRST HARMFUL EVENT**	**FIRST HARMFUL EVENT - ANALYSIS**	**FIRST HARMFUL EVENT – LOCATION**	**FIRST HARMFUL EVENT – MANNER OF IMPACT**	**FIRST HARMFUL EVENT – MANNER OF CRASH**
1	Fixed Object	Fixed Object - Median Raised Or Curb	Collision with Fixed Object	Median	Not Available	Not Available	Not Available
2	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
3	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
4	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
5	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
6	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
7	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
8	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
9	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
10	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
11	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
12	Left Blank	Invalid Code	Not Available	Not Available	Not Available	Not Available	Not Available
13	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
14	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
15	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
16	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
17	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
18	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
19	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
20	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
21	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
22	Fixed Object	Fixed Object - Median Raised Or Curb	Collision with Fixed Object	Median	Not Available	Not Available	Not Available
23	Left Blank	Invalid Code	Not Available	Not Available	Not Available	Not Available	Not Available
24	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
25	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
26	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
27	Other Vehicle	Other Vehicle - From Same Direction/All Others	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
28	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
29	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
30	Fixed Object	Fixed Object - Light Standard (Light Pole)	Collision with Fixed Object	Utility Pole/Light Support	Not Available	Not Available	Not Available
31	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
32	Left Blank	Invalid Code	Not Available	Not Available	Not Available	Not Available	Not Available
33	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
34	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
35	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
36	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
37	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
38	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available

	33	34	35	36	37	38	39
Crash Number	**CRASH CLASSIFICATION**	**CRASH ANALYSIS**	**FIRST HARMFUL EVENT**	**FIRST HARMFUL EVENT - ANALYSIS**	**FIRST HARMFUL EVENT – LOCATION**	**FIRST HARMFUL EVENT – MANNER OF IMPACT**	**FIRST HARMFUL EVENT – MANNER OF CRASH**
39	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
40	Left Blank	Invalid Code	Not Available	Not Available	Not Available	Not Available	Not Available
41	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
42	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
43	Other Vehicle	Other Vehicle - One Stopped/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
44	Left Blank	Invalid Code	Not Available	Not Available	Not Available	Not Available	Not Available
45	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
46	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
47	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
48	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
49	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
50	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
51	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
52	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
53	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
54	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
55	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
56	Other Vehicle	Other Vehicle - Both Turn Left/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
57	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
58	Other Vehicle	Other Vehicle - From Opposite Direction/One Right Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
59	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
60	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
61	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
62	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
63	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
64	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
65	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
66	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
67	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
68	Fixed Object	Fixed Object - Fence (Wood, Brick, Stone)	Collision with Fixed Object	Fence	Not Available	Not Available	Not Available
69	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
70	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
71	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
72	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
73	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
74	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
75	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
76	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
77	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available

	33	34	35	36	37	38	39
Crash Number	CRASH CLASSIFICATION	CRASH ANALYSIS	FIRST HARMFUL EVENT	FIRST HARMFUL EVENT - ANALYSIS	FIRST HARMFUL EVENT – LOCATION	FIRST HARMFUL EVENT – MANNER OF IMPACT	FIRST HARMFUL EVENT – MANNER OF CRASH
78	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
79	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
80	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
81	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
82	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
83	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
84	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
85	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
86	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
87	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
88	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
89	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
90	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
91	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
92	Other Vehicle	Other Vehicle - From Same Direction/One Right Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
93	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
94	Parked Vehicle	Parked Vehicle - Unknown/Not Stated	Collision with Motor Vehicle	Parked MV	Not Available	Not Available	Not Available
95	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
96	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
97	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
98	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
99	Other Vehicle	Invalid Code	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
100	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
101	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
102	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
103	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
104	Fixed Object	Fixed Object - Guard or Reflector Posts	Collision with Fixed Object	Other Post, Pole or Support	Not Available	Not Available	Not Available
105	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
106	Fixed Object	Fixed Object - Barbed Wire Fence	Collision with Fixed Object	Fence	Not Available	Not Available	Not Available
107	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
108	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
109	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
110	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
111	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
112	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
113	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
114	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available

	33	34	35	36	37	38	39
Crash Number	CRASH CLASSIFICATION	CRASH ANALYSIS	FIRST HARMFUL EVENT	FIRST HARMFUL EVENT - ANALYSIS	FIRST HARMFUL EVENT – LOCATION	FIRST HARMFUL EVENT – MANNER OF IMPACT	FIRST HARMFUL EVENT – MANNER OF CRASH
115	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
116	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
117	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
118	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
119	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
120	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
121	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
122	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
123	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
124	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
125	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
126	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
127	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
128	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
129	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
130	Other Vehicle	Other Vehicle - All Others/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
131	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
132	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
133	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
134	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
135	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
136	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
137	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
138	Other (Object)	Other Object - Object Dropped From Vehicle - Load From Large Truck	Collision with Other Non-Fixed Object	Struck by Falling, Shifting Cargo or Anything Set in Motion by MV	Not Available	Not Available	Not Available
139	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
140	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
141	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
142	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
143	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
144	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
145	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
146	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
147	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
148	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available

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Crash Number	**CRASH CLASSIFICATION**	**CRASH ANALYSIS**	**FIRST HARMFUL EVENT**	**FIRST HARMFUL EVENT - ANALYSIS**	**FIRST HARMFUL EVENT – LOCATION**	**FIRST HARMFUL EVENT – MANNER OF IMPACT**	**FIRST HARMFUL EVENT – MANNER OF CRASH**
149	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
150	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
151	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
152	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
153	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
154	Parked Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
155	Fixed Object	Fixed Object - Median Raised Or Curb	Collision with Fixed Object	Median	Not Available	Not Available	Not Available
156	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
157	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
158	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
159	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
160	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
161	Other Vehicle	Other Vehicle - From Same Direction/Both Turn Right	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
162	Fixed Object	Left Blank	Collision with Fixed Object	Not Available	Not Available	Not Available	Not Available
163	Other Vehicle	Other Vehicle - One Vehicle/Leave Driveway Access	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
164	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
165	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
166	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
167	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
168	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
169	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
170	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
171	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
172	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
173	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
174	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
175	Other Vehicle	Other Vehicle - From Same Direction/One Right Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
176	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
177	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
178	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
179	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
180	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
181	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
182	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
183	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
184	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
185	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
186	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
187	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available

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Crash Number	**CRASH CLASSIFICATION**	**CRASH ANALYSIS**	**FIRST HARMFUL EVENT**	**FIRST HARMFUL EVENT - ANALYSIS**	**FIRST HARMFUL EVENT – LOCATION**	**FIRST HARMFUL EVENT – MANNER OF IMPACT**	**FIRST HARMFUL EVENT – MANNER OF CRASH**
188	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
189	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
190	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
191	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
192	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
193	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
194	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
195	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
196	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
197	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
198	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
199	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
200	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
201	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
202	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
203	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
204	Pedestrian	Pedestrian Collision - Vehicle Turning Right	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
205	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
206	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
207	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
208	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
209	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
210	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
211	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
212	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
213	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
214	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
215	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
216	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
217	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
218	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
219	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
220	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
221	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
222	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
223	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
224	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
225	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available

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Crash Number	**CRASH CLASSIFICATION**	**CRASH ANALYSIS**	**FIRST HARMFUL EVENT**	**FIRST HARMFUL EVENT - ANALYSIS**	**FIRST HARMFUL EVENT – LOCATION**	**FIRST HARMFUL EVENT – MANNER OF IMPACT**	**FIRST HARMFUL EVENT – MANNER OF CRASH**
226	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
227	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
228	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
229	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
230	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
231	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
232	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
233	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
234	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
235	Fixed Object	Fixed Object - Unknown/Not Stated	Collision with Fixed Object	Unknown	Not Available	Not Available	Not Available
236	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
237	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
238	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
239	Pedestrian	Pedestrian Collision - All Others and Not Known	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
240	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
241	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
242	Pedestrian	Pedestrian Collision - All Others and Not Known	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
243	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
244	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
245	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
246	Other (Non-Collision)	Non-Collision - All Other/Not Stated	Non-Collision	Other Non-Collision	Not Available	Not Available	Not Available
247	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
248	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
249	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
250	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
251	Other Vehicle	Left Blank	Collision with Motor Vehicle	Not Available	Not Available	Not Available	Not Available
252	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
253	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
254	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
255	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
256	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
257	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
258	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available	Not Available	Not Available
259	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
260	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
261	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
262	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
263	Other Vehicle	Other Vehicle - From Same Direction/One Stopped	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available

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Crash Number	**CRASH CLASSIFICATION**	**CRASH ANALYSIS**	**FIRST HARMFUL EVENT**	**FIRST HARMFUL EVENT - ANALYSIS**	**FIRST HARMFUL EVENT – LOCATION**	**FIRST HARMFUL EVENT – MANNER OF IMPACT**	**FIRST HARMFUL EVENT – MANNER OF CRASH**
264	Left Blank	Invalid Code	Not Available	Not Available	Not Available	Not Available	Not Available
265	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
266	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
267	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Not Available	Not Available	Not Available
268	Left Blank	Left Blank	Not Available	Not Available	Not Available	Not Available	Not Available
269	Left Blank	Invalid Code	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank
270	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
271	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
272	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Left Blank	Front-to-Rear	From Same Direction
273	Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Left Blank	Sideswipe	From Opposite Direction
274	Fixed Object	Fixed Object - Sign or Sign Post (Traffic)	Collision with Fixed Object	Traffic Sign Support	Left Blank	Left Blank	Left Blank
275	Other Vehicle	Other Vehicle - One Right Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
276	Left Blank	Invalid Code	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank
277	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
278	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Front-to-Rear	From Same Direction
279	Left Blank	Invalid Code	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank
280	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
281	Left Blank	Invalid Code	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank
282	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
283	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Front-to-Rear	From Same Direction
284	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Left Blank	Front-to-Rear	From Same Direction
285	Other Vehicle	Other Vehicle - From Opposite Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Front-to-Front	From Opposite Direction
286	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
287	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	On Roadway	Sideswipe	From Same Direction
288	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
289	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank	Front-to-Rear	From Same Direction
290	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
291	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
292	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
293	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
294	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
295	Left Blank	Invalid Code	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank
296	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Side	Intersecting Path (T-bone)

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Crash Number	**CRASH CLASSIFICATION**	**CRASH ANALYSIS**	**FIRST HARMFUL EVENT**	**FIRST HARMFUL EVENT - ANALYSIS**	**FIRST HARMFUL EVENT – LOCATION**	**FIRST HARMFUL EVENT – MANNER OF IMPACT**	**FIRST HARMFUL EVENT – MANNER OF CRASH**
297	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Rear	From Same Direction
298	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Rear	From Same Direction
299	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Rear	From Same Direction
300	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Side	From Same Direction
301	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Side	From Same Direction
302	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
303	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Side	Intersecting Path (T-bone)
304	Left Blank	Invalid Code	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank
305	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Rear	From Same Direction
306	Left Blank	Left Blank	Collision with Fixed Object	Other Post, Pole or Support	Outside Trafficway	Left Blank	Left Blank
307	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Rear	From Same Direction
308	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Side	Intersecting Path (T-bone)
309	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank	Left Blank	Left Blank
310	Left Blank	Left Blank	Collision with Motor Vehicle	MV in Transport	On Roadway	Front-to-Side	Intersecting Path (T-bone)

	40	41	42	43	44	45	46	47	48	49
Crash Number	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT
1	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
2	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
3	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
4	Clear	Not Available	Dusk	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
5	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
6	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
7	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
8	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
9	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
10	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
11	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
12	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
13	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
14	Clear	Not Available	Daylight	No	Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
15	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
16	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
17	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
18	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
19	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved
20	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
21	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
22	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
23	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
24	Raining	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
25	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
26	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
27	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
28	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
29	Raining	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
30	Clear	Not Available	Dawn	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
31	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
32	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
33	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
34	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
35	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
36	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
37	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
38	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT
39	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
40	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
41	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
42	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
43	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved
44	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
45	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
46	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
47	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
48	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved
49	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
50	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
51	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
52	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
53	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
54	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
55	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
56	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
57	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
58	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
59	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
60	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
61	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
62	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
63	Raining	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
64	Raining	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
65	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
66	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
67	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
68	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
69	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
70	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
71	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
72	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
73	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
74	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
75	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
76	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
77	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT
78	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
79	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
80	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
81	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
82	Other	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
83	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
84	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
85	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
86	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
87	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
88	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
89	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
90	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
91	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
92	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
93	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
94	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
95	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
96	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
97	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
98	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
99	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
100	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
101	Clear	Not Available	Dark-Not Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
102	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
103	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
104	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
105	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
106	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
107	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
108	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
109	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
110	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
111	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
112	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
113	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
114	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT
115	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
116	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
117	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
118	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
119	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
120	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
121	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
122	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
123	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
124	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
125	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
126	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
127	Clear	Not Available	Dawn	No	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Involved
128	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
129	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
130	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
131	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
132	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
133	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
134	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved
135	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
136	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
137	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
138	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
139	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved
140	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
141	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
142	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
143	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
144	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
145	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
146	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
147	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
148	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT
149	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
150	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
151	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
152	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
153	Clear	Not Available	Dusk	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
154	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
155	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
156	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
157	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
158	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
159	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
160	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
161	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
162	Wind	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
163	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
164	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
165	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
166	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved
167	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
168	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
169	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
170	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved
171	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
172	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
173	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
174	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
175	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
176	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
177	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
178	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
179	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
180	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
181	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
182	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
183	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
184	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
185	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
186	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
187	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT
188	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
189	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
190	Clear	Not Available	Dark-Lighted	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
191	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
192	Clear	Not Available	Dawn	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
193	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
194	Left Blank	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
195	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
196	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
197	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
198	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
199	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
200	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
201	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
202	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
203	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
204	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
205	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
206	Raining	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
207	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
208	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
209	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
210	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
211	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
212	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
213	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
214	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
215	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
216	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
217	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
218	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
219	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
220	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
221	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
222	Clear	Not Available	Dusk	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
223	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
224	Left Blank	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
225	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT
226	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
227	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
228	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
229	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
230	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
231	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
232	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
233	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
234	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
235	Raining	Not Available	Other	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
236	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
237	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
238	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
239	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
240	Clear	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
241	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
242	Clear	Not Available	Daylight	Yes	Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
243	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
244	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
245	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
246	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved
247	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
248	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
249	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
250	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
251	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
252	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
253	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
254	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved
255	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
256	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
257	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
258	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved
259	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
260	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
261	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
262	Left Blank	Not Available	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
263	Raining	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	**WEATHER**	**WEATHER 2**	**LIGHTING**	**HIT AND RUN CRASH**	**ALCOHOL INVOLVEMENT**	**DRUG INVOLVEMENT**	**PEDESTRIAN INVOLVEMENT**	**MOTORCYCLE INVOLVEMENT**	**PEDALCYCLE INVOLVEMENT**	**HEAVY TRUCK INVOLVEMENT**
264	Clear	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
265	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
266	Left Blank	Not Available	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
267	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
268	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
269	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
270	Clear	Left Blank	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
271	Left Blank	Left Blank	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
272	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
273	Clear	Left Blank	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
274	Clear	Left Blank	Dark-Lighted	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
275	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
276	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
277	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
278	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
279	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
280	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
281	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
282	Clear	Left Blank	Daylight	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
283	Clear	Left Blank	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
284	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
285	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
286	Clear	Left Blank	Dawn	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
287	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved
288	Clear	Left Blank	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
289	Clear	Left Blank	Dawn	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
290	Clear	Left Blank	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
291	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
292	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
293	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
294	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
295	Left Blank	Left Blank	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
296	Clear	Left Blank	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	40	41	42	43	44	45	46	47	48	49
Crash Number	**WEATHER**	**WEATHER 2**	**LIGHTING**	**HIT AND RUN CRASH**	**ALCOHOL INVOLVEMENT**	**DRUG INVOLVEMENT**	**PEDESTRIAN INVOLVEMENT**	**MOTORCYCLE INVOLVEMENT**	**PEDALCYCLE INVOLVEMENT**	**HEAVY TRUCK INVOLVEMENT**
297	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
298	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
299	Clear	Left Blank	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
300	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
301	Clear	Left Blank	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved
302	Left Blank	Left Blank	Left Blank	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
303	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
304	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
305	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
306	Clear	Left Blank	Dark-Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
307	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
308	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
309	Left Blank	Left Blank	Left Blank	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved
310	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
1	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
2	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	No Damage	Not Available	Not Available
3	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
4	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
5	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Functional	Not Available	Not Available
6	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
7	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
8	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
9	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
10	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
11	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
12	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
13	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
14	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	No Damage	Not Available	Not Available
15	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
16	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
17	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Other Property	Not Available	Not Available
18	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
19	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Fire	Not Available	Not Available
20	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Appearance	Not Available	Not Available
21	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
22	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
23	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Other Property	Not Available	Not Available
24	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
25	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
26	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
27	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
28	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
29	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available
30	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
31	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
32	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
33	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
34	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
35	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
36	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	No Damage	Not Available	Not Available
37	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
38	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
39	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
40	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
41	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
42	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
43	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available
44	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
45	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
46	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
47	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
48	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
49	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
50	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
51	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
52	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
53	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
54	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
55	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
56	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
57	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
58	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
59	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
60	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Functional	Not Available	Not Available
61	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
62	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
63	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Not Available	Not Available	Not Available
64	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
65	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
66	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
67	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
68	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
69	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
70	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
71	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
72	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
73	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
74	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
75	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
76	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
77	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
78	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
79	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
80	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
81	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
82	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
83	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
84	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
85	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
86	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
87	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available
88	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
89	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Not Available	Not Available	Not Available
90	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
91	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
92	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
93	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
94	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
95	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Functional	Not Available	Not Available
96	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
97	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
98	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
99	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
100	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
101	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
102	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
103	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	No Damage	Not Available	Not Available
104	Not Involved	Not Involved	Not Involved	Local Drivers	Delineators / Reflector Posts	Urban	Disabling	Not Available	Not Available
105	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
106	Not Involved	Not Involved	Not Involved	Out Of State		Urban	Disabling	Not Available	Not Available
107	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
108	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
109	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
110	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
111	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
112	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
113	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
114	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
115	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
116	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
117	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
118	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available
119	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
120	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Not Available	Not Available	Not Available
121	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
122	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
123	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
124	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
125	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
126	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
127	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
128	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
129	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
130	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
131	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
132	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
133	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
134	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
135	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
136	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
137	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
138	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
139	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
140	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
141	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available
142	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
143	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
144	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
145	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
146	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
147	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
148	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
149	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
150	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
151	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
152	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available
153	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
154	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
155	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
156	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
157	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
158	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Appearance	Not Available	Not Available
159	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
160	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
161	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
162	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
163	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
164	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
165	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
166	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
167	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
168	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
169	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
170	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
171	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
172	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
173	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
174	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
175	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
176	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
177	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
178	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
179	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
180	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
181	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
182	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
183	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
184	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
185	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
186	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
187	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
188	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
189	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
190	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
191	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available
192	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
193	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
194	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
195	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
196	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
197	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
198	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
199	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
200	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
201	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
202	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
203	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
204	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
205	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
206	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
207	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Other Property	Not Available	Not Available
208	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
209	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
210	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
211	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	No Damage	Not Available	Not Available
212	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
213	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
214	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Functional	Not Available	Not Available
215	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
216	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
217	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
218	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
219	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
220	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	No Damage	Not Available	Not Available
221	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
222	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
223	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
224	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
225	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
226	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
227	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
228	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
229	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
230	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
231	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
232	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
233	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
234	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
235	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
236	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
237	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
238	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
239	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
240	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
241	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
242	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
243	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	No Damage	Not Available	Not Available
244	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
245	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
246	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
247	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
248	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
249	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
250	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
251	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
252	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
253	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
254	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
255	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
256	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
257	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
258	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
259	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
260	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
261	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
262	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
263	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Not Available	Not Available

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
264	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Not Available	Not Available
265	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
266	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Not Available	Not Available
267	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Not Available	Not Available
268	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Not Available	Not Available
269	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
270	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
271	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
272	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
273	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
274	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Left Blank	Left Blank
275	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
276	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
277	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
278	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
279	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
280	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
281	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
282	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Left Blank	Left Blank
283	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Left Blank	Left Blank
284	Not Involved	Not Involved	Not Involved	Out Of State		Urban	Disabling	Left Blank	Left Blank
285	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
286	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Left Blank	Left Blank
287	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
288	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Left Blank	Left Blank
289	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
290	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
291	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
292	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
293	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
294	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
295	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
296	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Work Zone – Construction	Lane Shift/Crossover

	50	51	52	53	54	55	56	57	58
Crash Number	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE
297	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
298	Not Involved	Not Involved	Not Involved	Both Local and Out Of State		Urban	Disabling	Left Blank	Left Blank
299	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
300	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
301	Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
302	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
303	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Left Blank	Left Blank
304	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
305	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
306	Not Involved	Not Involved	Not Involved	Local Drivers	Light Poles	Urban	Disabling	Left Blank	Left Blank
307	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Not Available	Left Blank	Left Blank
308	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Functional	Left Blank	Left Blank
309	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Appearance	Left Blank	Left Blank
310	Not Involved	Not Involved	Not Involved	Local Drivers		Urban	Disabling	Left Blank	Left Blank

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
1	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
2	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
3	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
4	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
5	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
6	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
7	Not Available	Straight	Level	Not Available	Not Available	Not Available	Left Blank		3	5	3
8	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
9	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
10	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
11	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
12	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
13	Not Available	Straight	Level	Not Available	Not Available	Not Available	Left Blank		3	5	3
14	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
15	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
16	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
17	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
18	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
19	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
20	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
21	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
22	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
23	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
24	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
25	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
26	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
27	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
28	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
29	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
30	Not Available	Curve	Hillcrest	Not Available	Not Available	Not Available	No		3	5	3
31	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
32	Not Available	Straight	Level	Not Available	Not Available	Not Available	Left Blank		3	5	3
33	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
34	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
35	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
36	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
37	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
38	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
39	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
40	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
41	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
42	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
43	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
44	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
45	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
46	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
47	Not Available	Straight	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
48	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
49	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
50	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
51	Not Available	Curve	Level	Not Available	Not Available	Not Available	Left Blank		3	5	3
52	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
53	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
54	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
55	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
56	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
57	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
58	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
59	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
60	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
61	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
62	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
63	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
64	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
65	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
66	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
67	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
68	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
69	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
70	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
71	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
72	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
73	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
74	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
75	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
76	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
77	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
78	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
79	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
80	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
81	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
82	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
83	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
84	Not Available	Straight	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
85	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
86	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
87	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
88	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
89	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
90	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
91	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
92	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
93	Not Available	Straight	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
94	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	Left Blank		3	5	3
95	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
96	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
97	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
98	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
99	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
100	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
101	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
102	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
103	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
104	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
105	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
106	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
107	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
108	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
109	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
110	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
111	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
112	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
113	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
114	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
115	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
116	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
117	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
118	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
119	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
120	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
121	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
122	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
123	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
124	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
125	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
126	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
127	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
128	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
129	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
130	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
131	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
132	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
133	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
134	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
135	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
136	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
137	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
138	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
139	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
140	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
141	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
142	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
143	Not Available	Straight	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
144	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
145	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
146	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
147	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
148	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
149	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
150	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
151	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
152	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
153	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
154	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
155	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
156	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
157	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
158	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
159	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
160	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
161	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
162	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
163	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
164	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
165	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
166	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
167	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
168	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
169	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
170	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
171	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
172	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
173	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
174	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
175	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
176	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
177	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
178	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
179	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
180	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
181	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
182	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
183	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
184	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
185	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
186	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
187	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
188	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
189	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
190	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
191	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
192	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
193	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
194	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
195	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
196	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
197	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
198	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
199	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
200	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
201	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
202	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
203	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
204	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
205	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
206	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
207	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
208	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
209	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
210	Not Available	Straight	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
211	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
212	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
213	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
214	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
215	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
216	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
217	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
218	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
219	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
220	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
221	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
222	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
223	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
224	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
225	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
226	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
227	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
228	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
229	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
230	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
231	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
232	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
233	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
234	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
235	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
236	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
237	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
238	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
239	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
240	Not Available	Straight	On Grade	Not Available	Not Available	Not Available	No		3	5	3
241	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
242	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
243	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
244	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
245	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
246	Not Available	Straight	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
247	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
248	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
249	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
250	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
251	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
252	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
253	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
254	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
255	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
256	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
257	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
258	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
259	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
260	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
261	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
262	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
263	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT
264	Not Available	Curve	Level	Not Available	Not Available	Not Available	No		3	5	3
265	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
266	Not Available	Left Blank	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
267	Not Available	Straight	Left Blank	Not Available	Not Available	Not Available	No		3	5	3
268	Not Available	Straight	Level	Not Available	Not Available	Not Available	No		3	5	3
269	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
270	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
271	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
272	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
273	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
274	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
275	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
276	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
277	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
278	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
279	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
280	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
281	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
282	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
283	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
284	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
285	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
286	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
287	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
288	Left Blank	Left Blank	Level	Left Blank	Left Blank	No	No		3	5	3
289	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
290	Left Blank	Straight	Level	Left Blank	Left Blank	No	No		3	5	3
291	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
292	Left Blank	Straight	Level	Left Blank	Left Blank	No	Yes		3	5	3
293	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
294	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
295	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
296	Transition Area	Left Blank	Left Blank	Four-Way	Intersection	No	No		3	5	3

	59	60	61	62	63	64	65	66	67	68	69
Crash Number	**WORK ZONE – LOCATION**	**ROAD CHARACTER**	**ROAD GRADE**	**INTERSECTION TYPE**	**RELATION TO JUNCTION**	**SECONDARY CRASH**	**TRIBAL JURISDICTION**	**GIS-DERIVED RESERVATION**	**GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT**	**GIS-DERIVED STATE POLICE DISTRICT**	**GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT**
297	Left Blank	Left Blank	Left Blank	Four-Way	Intersection	No	No		3	5	3
298	Left Blank	Left Blank	Left Blank	Not an Intersection	Intersection	Yes	No		3	5	3
299	Left Blank	Left Blank	Left Blank	Four-Way	Intersection	No	No		3	5	3
300	Left Blank	Left Blank	Left Blank	Not an Intersection	Intersection Related	Yes	No		3	5	3
301	Left Blank	Left Blank	Left Blank	Four-Way	Intersection	No	No		3	5	3
302	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
303	Left Blank	Left Blank	Left Blank	Not an Intersection	Through Roadway	No	No		3	5	3
304	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
305	Left Blank	Left Blank	Left Blank	T-Intersection	Non-Junction	Yes	No		3	5	3
306	Left Blank	Left Blank	Left Blank	Not an Intersection	Non-Junction	Yes	No		3	5	3
307	Left Blank	Left Blank	Left Blank	T-Intersection	Intersection	No	No		3	5	3
308	Left Blank	Left Blank	Left Blank	Four-Way	Intersection	No	No		3	5	3
309	Left Blank	Left Blank	Left Blank	Left Blank	Left Blank	No	No		3	5	3
310	Left Blank	Left Blank	Left Blank	T-Intersection	Intersection	Yes	No		3	5	3

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
1	344055.5844	3883251.81	35.07999	-106.71053				710265824	Left Blank	Yes
2	344055.5844	3883251.81	35.07999	-106.71053				AP160001206	Yes	No
3	344055.5844	3883251.81	35.07999	-106.71053				710263935	Left Blank	Yes
4	344055.5844	3883251.81	35.07999	-106.71053				710265227	Left Blank	Yes
5	345206.5134	3883541.62	35.08278	-106.69796				AP160007385	No	No
6	344055.5844	3883251.81	35.07999	-106.71053				160010260	No	No
7	344055.5844	3883251.81	35.07999	-106.71053				160010813	No	No
8	344055.5844	3883251.81	35.07999	-106.71053				160013404	Yes	No
9	344055.5844	3883251.81	35.07999	-106.71053				160013443,	Yes	No
10	344055.5844	3883251.81	35.07999	-106.71053				710269578	Left Blank	Yes
11	344055.5844	3883251.81	35.07999	-106.71053				160014722	Yes	No
12	344055.5844	3883251.81	35.07999	-106.71053				160014756	Yes	No
13	344055.5844	3883251.81	35.07999	-106.71053				160015177	No	No
14	344055.5844	3883251.81	35.07999	-106.71053				710241909	Left Blank	Yes
15	344055.5844	3883251.81	35.07999	-106.71053				160015831	Yes	No
16	344055.5844	3883251.81	35.07999	-106.71053				710276181	Left Blank	Yes
17	344055.5844	3883251.81	35.07999	-106.71053				160021261	Yes	No
18	344055.5844	3883251.81	35.07999	-106.71053				16-21135	Yes	No
19	344055.5844	3883251.81	35.07999	-106.71053				710279016	Left Blank	Yes
20	344055.5844	3883251.81	35.07999	-106.71053				710279020	Left Blank	Yes
21	344055.5844	3883251.81	35.07999	-106.71053				710279066	Left Blank	Yes
22	344055.5844	3883251.81	35.07999	-106.71053				AP160031708	Yes	No
23	344055.5844	3883251.81	35.07999	-106.71053				160035718	Yes	No
24	344055.5844	3883251.81	35.07999	-106.71053				710275469	Left Blank	Yes
25	344055.5844	3883251.81	35.07999	-106.71053				710277744	Left Blank	Yes
26	344055.5844	3883251.81	35.07999	-106.71053				710215249	Left Blank	Yes
27	344055.5844	3883251.81	35.07999	-106.71053				710277745	Left Blank	Yes
28	344055.5844	3883251.81	35.07999	-106.71053				710279023	Left Blank	Yes
29	344055.5844	3883251.81	35.07999	-106.71053				710278540	Left Blank	Yes
30	344055.5844	3883251.81	35.07999	-106.71053				710127717	Left Blank	Yes
31	344055.5844	3883251.81	35.07999	-106.71053				710271649	Left Blank	Yes
32	344055.5844	3883251.81	35.07999	-106.71053				160047772	Yes	No
33	344055.5844	3883251.81	35.07999	-106.71053				16-50135	Yes	No
34	344055.5844	3883251.81	35.07999	-106.71053				710283097	Left Blank	Yes
35	344055.5844	3883251.81	35.07999	-106.71053				710275478	Left Blank	Yes
36	344055.5844	3883251.81	35.07999	-106.71053				710280952	Left Blank	Yes
37	344055.5844	3883251.81	35.07999	-106.71053				710275349	Left Blank	Yes
38	344055.5844	3883251.81	35.07999	-106.71053				710278692	Left Blank	Yes

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
39	344055.5844	3883251.81	35.07999	-106.71053				160061447	Yes	No
40	344055.5844	3883251.81	35.07999	-106.71053				160061851	Yes	No
41	344055.5844	3883251.81	35.07999	-106.71053				710276684	Left Blank	Yes
42	344055.5844	3883251.81	35.07999	-106.71053				AP160068273	Yes	No
43	344055.5844	3883251.81	35.07999	-106.71053				710363361	Left Blank	Yes
44	344055.5844	3883251.81	35.07999	-106.71053				AP160070671	Yes	No
45	344055.5844	3883251.81	35.07999	-106.71053				710363366	Left Blank	Yes
46	344055.5844	3883251.81	35.07999	-106.71053				AP160075454	Yes	No
47	344055.5844	3883251.81	35.07999	-106.71053				160078042	Yes	No
48	344055.5844	3883251.81	35.07999	-106.71053				710363380	Left Blank	Yes
49	344055.5844	3883251.81	35.07999	-106.71053				710365942	Left Blank	Yes
50	344055.5844	3883251.81	35.07999	-106.71053				AP160084092	Yes	No
51	344055.5844	3883251.81	35.07999	-106.71053				160085981	Yes	No
52	344055.5844	3883251.81	35.07999	-106.71053				710366934	Left Blank	Yes
53	344055.5844	3883251.81	35.07999	-106.71053				710365115	Left Blank	Yes
54	344055.5844	3883251.81	35.07999	-106.71053				710366344	Left Blank	Yes
55	344055.5844	3883251.81	35.07999	-106.71053				710280555	Left Blank	Yes
56	344055.5844	3883251.81	35.07999	-106.71053				710366349	Left Blank	Yes
57	344055.5946	3883251.805	35.07999	-106.71053				160108295	Yes	No
58	344055.5844	3883251.81	35.07999	-106.71053				710367235	Left Blank	Yes
59	344055.5892	3883251.804	35.07999	-106.71053				AP160098252	Yes	No
60	344055.5892	3883251.804	35.07999	-106.71053				AP160098994	Yes	No
61	344055.5844	3883251.81	35.07999	-106.71053				160101717	Yes	No
62	344055.5946	3883251.805	35.07999	-106.71053				AP160105496	Yes	No
63	344055.5946	3883251.805	35.07999	-106.71053				160105363	Yes	No
64	344055.5844	3883251.81	35.07999	-106.71053				710280900	Left Blank	Yes
65	344055.5844	3883251.81	35.07999	-106.71053				710366540	Left Blank	Yes
66	344055.5844	3883251.81	35.07999	-106.71053				710282064	Left Blank	Yes
67	344055.5946	3883251.805	35.07999	-106.71053				PP160107778	Yes	No
68	344055.5844	3883251.81	35.07999	-106.71053				710368508	Left Blank	Yes
69	344055.5946	3883251.805	35.07999	-106.71053				AP160108538	Yes	No
70	344055.5892	3883251.804	35.07999	-106.71053				AP160109353	Yes	No
71	344055.5844	3883251.81	35.07999	-106.71053				710370009	Left Blank	Yes
72	349758.5365	3883610.479	35.08409	-106.64806				710275127	Left Blank	Yes
73	344055.5844	3883251.81	35.07999	-106.71053				710365772	Left Blank	Yes
74	344055.5844	3883251.81	35.07999	-106.71053				710283829	Left Blank	Yes
75	344055.5844	3883251.81	35.07999	-106.71053				710370014	Left Blank	Yes
76	344055.5844	3883251.81	35.07999	-106.71053				710370701	Left Blank	Yes
77	344055.5844	3883251.81	35.07999	-106.71053				710371985	Left Blank	Yes

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
78	344061.7154	3883140.904	35.07899	-106.71044				160118421	Yes	No
79	344055.5844	3883251.81	35.07999	-106.71053				710273784	Left Blank	Yes
80	344055.5844	3883251.81	35.07999	-106.71053				710372462	Left Blank	Yes
81	344055.5844	3883251.81	35.07999	-106.71053				710279309	Left Blank	Yes
82	344055.5946	3883251.805	35.07999	-106.71053				AP160122813	Yes	No
83	344055.5844	3883251.81	35.07999	-106.71053				710372470	Left Blank	Yes
84	344055.5892	3883251.804	35.07999	-106.71053				160122881	Yes	No
85	344055.5892	3883251.804	35.07999	-106.71053				AP160124028	Yes	No
86	344055.5844	3883251.81	35.07999	-106.71053				710372476	Left Blank	Yes
87	344055.5946	3883251.805	35.07999	-106.71053				710367163	Left Blank	Yes
88	344055.5946	3883251.805	35.07999	-106.71053				710365600	Left Blank	Yes
89	344055.5946	3883251.805	35.07999	-106.71053				710400147	Left Blank	Yes
90	344055.5946	3883251.805	35.07999	-106.71053				AP170009256	Yes	No
91	344055.5946	3883251.805	35.07999	-106.71053				AP170010554	Yes	No
92	344055.5946	3883251.805	35.07999	-106.71053				710401489	Left Blank	Yes
93	344055.5946	3883251.805	35.07999	-106.71053				AP170012536	Yes	No
94	344055.5946	3883251.805	35.07999	-106.71053				AP170015418	Yes	No
95	344055.5946	3883251.805	35.07999	-106.71053				710368919	Left Blank	Yes
96	344055.5946	3883251.805	35.07999	-106.71053				710368918	Left Blank	Yes
97	344055.5946	3883251.805	35.07999	-106.71053				AP170020777	Yes	No
98	344055.5946	3883251.805	35.07999	-106.71053				710403639	Left Blank	Yes
99	344055.5946	3883251.805	35.07999	-106.71053				AP170024403	Yes	No
100	344055.5946	3883251.805	35.07999	-106.71053				710372363	Left Blank	Yes
101	344055.5946	3883251.805	35.07999	-106.71053				710239268	Left Blank	Yes
102	344063.6546	3883180.776	35.07935	-106.71043				AP170028601	Yes	No
103	344055.5946	3883251.805	35.07999	-106.71053				AP170030572	Yes	No
104	343979.2343	3883231.183	35.07979	-106.71136				710279314	Left Blank	Yes
105	344055.5946	3883251.805	35.07999	-106.71053				710365421	Left Blank	Yes
106	344055.5892	3883251.804	35.07999	-106.71053				710367170	Left Blank	Yes
107	344055.5946	3883251.805	35.07999	-106.71053				AP170038876	Yes	No
108	344055.5946	3883251.805	35.07999	-106.71053				AP170041883	No	No
109	344055.5946	3883251.805	35.07999	-106.71053				710239273	Left Blank	Yes
110	344055.5946	3883251.805	35.07999	-106.71053				170048594	Yes	No
111	344055.5946	3883251.805	35.07999	-106.71053				170051164	Yes	No
112	344055.5946	3883251.805	35.07999	-106.71053				710407794	Left Blank	Yes
113	343993.2369	3883234.965	35.07983	-106.71121				710369873	Left Blank	Yes
114	344055.5946	3883251.805	35.07999	-106.71053				710273157	Left Blank	Yes

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
115	344055.5892	3883251.804	35.07999	-106.71053				17-55868	Yes	No
116	344055.5892	3883251.804	35.07999	-106.71053				17-55868	Yes	No
117	344055.5946	3883251.805	35.07999	-106.71053				710403066	Left Blank	Yes
118	344055.5946	3883251.805	35.07999	-106.71053				710372373	Left Blank	Yes
119	344055.5946	3883251.805	35.07999	-106.71053				710441532	Left Blank	Yes
120	344055.5892	3883251.804	35.07999	-106.71053				AP170063962	Yes	No
121	344055.5946	3883251.805	35.07999	-106.71053				710402767	Left Blank	Yes
122	344055.5946	3883251.805	35.07999	-106.71053				710441777	Left Blank	Yes
123	344055.5946	3883251.805	35.07999	-106.71053				170069737	Yes	No
124	344055.5892	3883251.804	35.07999	-106.71053				AP170070819	Yes	No
125	344055.5892	3883251.804	35.07999	-106.71053				AP170070819	Yes	No
126	344055.5946	3883251.805	35.07999	-106.71053				AP170074637	Yes	No
127	344055.5946	3883251.805	35.07999	-106.71053				710363663	Left Blank	Yes
128	344055.5946	3883251.805	35.07999	-106.71053				710402223	Left Blank	Yes
129	344055.5946	3883251.805	35.07999	-106.71053				710404538	Left Blank	Yes
130	344055.5946	3883251.805	35.07999	-106.71053				710400003	Left Blank	Yes
131	344055.5946	3883251.805	35.07999	-106.71053				710446176	Left Blank	Yes
132	344055.5946	3883251.805	35.07999	-106.71053				710404541	Left Blank	Yes
133	344055.5946	3883251.805	35.07999	-106.71053				710372572	Left Blank	Yes
134	344055.5946	3883251.805	35.07999	-106.71053				710443202	Left Blank	Yes
135	344055.5892	3883251.804	35.07999	-106.71053				AP170089674	Yes	No
136	344055.5946	3883251.805	35.07999	-106.71053				AP170091720	Yes	No
137	344055.5946	3883251.805	35.07999	-106.71053				710440631	Left Blank	Yes
138	344055.5946	3883251.805	35.07999	-106.71053				710447129	Left Blank	Yes
139	344055.5946	3883251.805	35.07999	-106.71053				710446586	Left Blank	Yes
140	344055.5946	3883251.805	35.07999	-106.71053				710402250	Left Blank	Yes
141	344055.5946	3883251.805	35.07999	-106.71053				710444305	Left Blank	Yes
142	344055.5892	3883251.804	35.07999	-106.71053				710369972	Left Blank	Yes
143	344055.5946	3883251.805	35.07999	-106.71053				17-101129	Yes	No
144	344055.5946	3883251.805	35.07999	-106.71053				710444506	Left Blank	Yes
145	344055.5946	3883251.805	35.07999	-106.71053				710447142	Left Blank	Yes
146	344055.5946	3883251.805	35.07999	-106.71053				170103939	Yes	No
147	344055.5946	3883251.805	35.07999	-106.71053				AP170111640	Yes	No
148	344055.5946	3883251.805	35.07999	-106.71053				710404544	Left Blank	Yes

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
149	344055.5946	3883251.805	35.07999	-106.71053				710454435	Left Blank	Yes
150	344055.5946	3883251.805	35.07999	-106.71053				710454273	Left Blank	Yes
151	344055.5946	3883251.805	35.07999	-106.710528				710454445	Left Blank	Yes
152	344055.5946	3883251.805	35.07999	-106.710528				710454862	Left Blank	Yes
153	344055.5946	3883251.805	35.07999	-106.710528				710447733	Left Blank	Yes
154	344055.5946	3883251.805	35.07999	-106.710528				18-10448	Yes	No
155	344055.5946	3883251.805	35.07999	-106.710528				710459327	Left Blank	Yes
156	344055.5946	3883251.805	35.07999	-106.710528				710455441	Left Blank	Yes
157	344055.5946	3883251.805	35.07999	-106.710528				18-14494	Yes	No
158	344055.5946	3883251.805	35.07999	-106.710528				710456808	Left Blank	Yes
159	344055.5946	3883251.805	35.07999	-106.710528				18-19850	Yes	No
160	344055.5946	3883251.805	35.07999	-106.710528				710459034	Left Blank	Yes
161	344055.5946	3883251.805	35.07999	-106.710528				710456816	Left Blank	Yes
162	344055.5946	3883251.805	35.07999	-106.710528				180025336	Yes	No
163	344055.5946	3883251.805	35.07999	-106.710528				710447736	Left Blank	Yes
164	344055.5946	3883251.805	35.07999	-106.710528				180027103	Yes	No
165	344055.5946	3883251.805	35.07999	-106.710528				710403859	Left Blank	Yes
166	344055.5946	3883251.805	35.07999	-106.710528				710453479	Left Blank	Yes
167	344055.5946	3883251.805	35.07999	-106.710528				710539610	Left Blank	Yes
168	344055.5946	3883251.805	35.07999	-106.710528				710539839	Left Blank	Yes
169	344055.5946	3883251.805	35.07999	-106.710528				710542426	Left Blank	Yes
170	344055.5946	3883251.805	35.07999	-106.710528				710459879	Left Blank	Yes
171	344055.5946	3883251.805	35.07999	-106.710528				AP180043736	Yes	No
172	344055.5946	3883251.805	35.07999	-106.710528				710542652	Left Blank	Yes
173	344055.5946	3883251.805	35.07999	-106.710528				710542653	Left Blank	Yes
174	344055.5946	3883251.805	35.07999	-106.710528				710448605	Left Blank	Yes
175	344055.5946	3883251.805	35.07999	-106.710528				710537498	Left Blank	Yes
176	344055.5946	3883251.805	35.07999	-106.710528				710545147	Left Blank	Yes
177	344055.5892	3883251.804	35.07999	-106.710528				710542617	Left Blank	Yes
178	344047.0078	3883311.51	35.080527	-106.710634				710543057	Left Blank	Yes
179	344055.5946	3883251.805	35.07999	-106.710528				710543254	Left Blank	Yes
180	344055.5946	3883251.805	35.07999	-106.710528				710544091	Left Blank	Yes
181	344055.5946	3883251.805	35.07999	-106.710528				710454906	Left Blank	Yes
182	344055.5946	3883251.805	35.07999	-106.710528				710365697	Left Blank	Yes
183	344055.5946	3883251.805	35.07999	-106.710528				710545148	Left Blank	Yes
184	343348.2647	3883058.32	35.078137	-106.718247				180066340	Yes	No
185	344055.5946	3883251.805	35.07999	-106.710528				710542299	Left Blank	Yes
186	344055.5946	3883251.805	35.07999	-106.710528				710457187	Left Blank	Yes
187	344055.5946	3883251.805	35.07999	-106.710528				710545661	Left Blank	Yes

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
188	343993.0995	3883000.911	35.077719	-106.711166				710540962	Left Blank	Yes
189	344055.5946	3883251.805	35.07999	-106.710528				710543066	Left Blank	Yes
190	344055.5946	3883251.805	35.07999	-106.710528				710544675	Left Blank	Yes
191	344055.5946	3883251.805	35.07999	-106.710528				710456590	Left Blank	Yes
192	344055.5946	3883251.805	35.07999	-106.710528				710546023	Left Blank	Yes
193	344055.5946	3883251.805	35.07999	-106.710528				710547932	Left Blank	Yes
194	344055.5946	3883251.805	35.07999	-106.710528				180082670	Yes	No
195	344055.5946	3883251.805	35.07999	-106.710528				AP180082012	Yes	No
196	344055.5946	3883251.805	35.07999	-106.710528	35.04.82	10642.71		710391170	Left Blank	Yes
197	344055.5946	3883251.805	35.07999	-106.710528				180085085	Yes	No
198	344055.5946	3883251.805	35.07999	-106.710528				710547936	Left Blank	Yes
199	344055.5946	3883251.805	35.07999	-106.710528				180086226	Yes	No
200	344055.5946	3883251.805	35.07999	-106.710528				180091919	Yes	No
201	344055.5946	3883251.805	35.07999	-106.710528				180095556	Yes	No
202	344055.5946	3883251.805	35.07999	-106.710528				710457660	Left Blank	Yes
203	344055.5946	3883251.805	35.07999	-106.710528				AP180095368	Yes	No
204	356777.7993	3882614.9	35.076137	-106.570919				710543979	Left Blank	Yes
205	344055.5946	3883251.805	35.07999	-106.710528				710406751	Left Blank	Yes
206	344055.5946	3883251.805	35.07999	-106.710528				710456132	Left Blank	Yes
207	344055.5946	3883251.805	35.07999	-106.710528				180104377	Yes	No
208	344055.5946	3883251.805	35.07999	-106.710528				710550872	Left Blank	Yes
209	344055.5946	3883251.805	35.07999	-106.710528				710457664	Left Blank	Yes
210	344055.5946	3883251.805	35.07999	-106.710528				180106547	Yes	No
211	344055.5946	3883251.805	35.07999	-106.710528				710451160	Left Blank	Yes
212	344055.5946	3883251.805	35.07999	-106.710528				710554697	Left Blank	Yes
213	344055.5946	3883251.805	35.07999	-106.710528				18-109242	Yes	No
214	344055.5946	3883251.805	35.07999	-106.710528				AP19005463	Yes	No
215	344055.5946	3883251.805	35.07999	-106.710528				710554086	Left Blank	Yes
216	344055.5946	3883251.805	35.07999	-106.710528				710554091	Left Blank	Yes
217	344055.5946	3883251.805	35.07999	-106.710528				710554093	Left Blank	Yes
218	344055.5946	3883251.805	35.07999	-106.710528				710554095	Left Blank	Yes
219	344055.5946	3883251.805	35.07999	-106.710528				180121166	Yes	No
220	344055.5946	3883251.805	35.07999	-106.710528				AP180122804	Yes	No
221	344055.6102	3883251.782	35.07999	-106.710528				710558576	Left Blank	Yes
222	344055.6102	3883251.782	35.07999	-106.710528				710454319	Left Blank	Yes
223	344055.6102	3883251.782	35.07999	-106.710528				710447770	Left Blank	Yes
224	344055.6102	3883251.782	35.07999	-106.710528				190009829	Yes	No
225	344055.6102	3883251.782	35.07999	-106.710528				AP190015237	Yes	No

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
226	344055.6102	3883251.782	35.07999	-106.710528				710560907	Left Blank	Yes
227	344057.24	3883251.088	35.079984	-106.71051	35.0799897	-106.71052		710558322	Left Blank	Yes
228	344055.6102	3883251.782	35.07999	-106.710528				AP190021365	Yes	No
229	344055.6102	3883251.782	35.07999	-106.710528				19-24124	Yes	No
230	344055.6102	3883251.782	35.07999	-106.710528				AP190026845	Yes	No
231	344055.6102	3883251.782	35.07999	-106.710528				710560641	Left Blank	Yes
232	344055.6102	3883251.782	35.07999	-106.710528				AP190030597	Yes	No
233	344055.6102	3883251.782	35.07999	-106.710528				710565121	Left Blank	Yes
234	344055.6102	3883251.782	35.07999	-106.710528				710563743	Left Blank	Yes
235	344055.6102	3883251.782	35.07999	-106.710528				710545433	Left Blank	Yes
236	344055.6102	3883251.782	35.07999	-106.710528				710541840	Left Blank	Yes
237	344055.6102	3883251.782	35.07999	-106.710528				710445746	Left Blank	Yes
238	343922.9329	3883216.005	35.079647	-106.711976				710558536	Left Blank	Yes
239	344055.6102	3883251.782	35.07999	-106.710528				710556825	Left Blank	Yes
240	344055.6102	3883251.782	35.07999	-106.710528				710565548	Left Blank	Yes
241	344055.6102	3883251.782	35.07999	-106.710528				710568208	Left Blank	Yes
242	344055.6102	3883251.782	35.07999	-106.710528				710569803	Left Blank	Yes
243	344055.6102	3883251.782	35.07999	-106.710528				710457573	Left Blank	Yes
244	344055.6102	3883251.782	35.07999	-106.710528				AP190069162	Yes	No
245	344055.6102	3883251.782	35.07999	-106.710528				710553612	Left Blank	Yes
246	344055.6102	3883251.782	35.07999	-106.710528				710568255	Left Blank	Yes
247	344055.6102	3883251.782	35.07999	-106.710528				AP190074925	Yes	No
248	344055.6102	3883251.782	35.07999	-106.710528				710541845	Left Blank	Yes
249	344055.6102	3883251.782	35.07999	-106.710528				710571556	Left Blank	Yes
250	344055.6102	3883251.782	35.07999	-106.710528				AP190077588	Yes	No
251	344055.6102	3883251.782	35.07999	-106.710528		ON		AP190081158	Yes	No
252	344055.6102	3883251.782	35.07999	-106.710528				1979848	Yes	No
253	344055.6102	3883251.782	35.07999	-106.710528				710566074	Left Blank	Yes
254	344055.6102	3883251.782	35.07999	-106.710528				710562237	Left Blank	Yes
255	344055.6102	3883251.782	35.07999	-106.710528				710440949	Left Blank	Yes
256	344055.6102	3883251.782	35.07999	-106.710528				710576609	Left Blank	Yes
257	344055.6102	3883251.782	35.07999	-106.710528				AP190104949	Yes	No
258	344055.6102	3883251.782	35.07999	-106.710528				710570155	Left Blank	Yes
259	344055.6102	3883251.782	35.07999	-106.710528				710570928	Left Blank	Yes
260	344055.6102	3883251.782	35.07999	-106.710528			710569001	710569001	Left Blank	Yes
261	344055.6102	3883251.782	35.07999	-106.710528				AP190108087	Yes	No
262	344055.6102	3883251.782	35.07999	-106.710528				AP19010108758	Yes	No
263	344055.6102	3883251.782	35.07999	-106.710528				710562310	Left Blank	Yes

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
264	344055.6102	3883251.782	35.07999	-106.710528				190112373	Yes	No
265	344055.6102	3883251.782	35.07999	-106.710528				AP190115528	Yes	No
266	344055.6102	3883251.782	35.07999	-106.710528				710581471	Left Blank	Yes
267	344055.6102	3883251.782	35.07999	-106.710528				190116495	Yes	No
268	344055.6102	3883251.782	35.07999	-106.710528				19089019	Yes	No
269	344055.5946	3883251.805	35.07999	-106.710528				AP200007185	Yes	No
270	344055.5946	3883251.805	35.07999	-106.710528				710442295	Left Blank	Yes
271	344055.5946	3883251.805	35.07999	-106.710528				200014042	Yes	No
272	344055.5946	3883251.805	35.07999	-106.710528				710551164	Left Blank	Yes
273	344055.5946	3883251.805	35.07999	-106.710528				710559318	Left Blank	Yes
274	344055.5946	3883251.805	35.07999	-106.710528				710583190	Left Blank	Yes
275	344055.5946	3883251.805	35.07999	-106.710528				710585146	Left Blank	Yes
276	344055.5946	3883251.805	35.07999	-106.710528				AP20021003	Yes	No
277	344055.5946	3883251.805	35.07999	-106.710528				200023925	Yes	No
278	344055.5946	3883251.805	35.07999	-106.710528				710584578	Left Blank	Yes
279	344055.5946	3883251.805	35.07999	-106.710528				AP200029552	Yes	No
280	344055.5946	3883251.805	35.07999	-106.710528				710581032	Left Blank	Yes
281	344055.5946	3883251.805	35.07999	-106.710528				AP200031433	Yes	No
282	344055.5946	3883251.805	35.07999	-106.710528				710585170	Left Blank	Yes
283	344055.5946	3883251.805	35.07999	-106.710528				710584438	Left Blank	Yes
284	344055.5946	3883251.805	35.07999	-106.710528				710759393	Left Blank	Yes
285	344055.5946	3883251.805	35.07999	-106.710528				710577074	Left Blank	Yes
286	344055.5946	3883251.805	35.07999	-106.710528				710572433	Left Blank	Yes
287	344055.5946	3883251.805	35.07999	-106.710528				200048942	Yes	No
288	344055.5946	3883251.805	35.07999	-106.710528				710761067	Left Blank	Yes
289	344055.5946	3883251.805	35.07999	-106.710528				710544936	Left Blank	Yes
290	344055.5946	3883251.805	35.07999	-106.710528				710761491	Left Blank	Yes
291	344055.5946	3883251.805	35.07999	-106.710528				200060103	Yes	No
292	344055.5946	3883251.805	35.07999	-106.710528				200062754	Yes	No
293	344055.5946	3883251.805	35.07999	-106.710528				200063592	Yes	No
294	344055.5946	3883251.805	35.07999	-106.710528				AP200069958	Yes	No
295	344055.5946	3883251.805	35.07999	-106.710528				200072691	Yes	No
296	344053.8252	3883264.682	35.080106	-106.71055	35.0801058	-106.71055		200074595	Left Blank	Yes

	70	71	72	73	74	75	76	77	78	79
Crash Number	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
297	344055.5946	3883251.805	35.07999	-106.710528				200077105	Left Blank	Yes
298	344055.5946	3883251.805	35.07999	-106.710528				200077887	Left Blank	Yes
299	344055.5946	3883251.805	35.07999	-106.710528				200078950	Left Blank	Yes
300	344055.5946	3883251.805	35.07999	-106.710528				200079934	Left Blank	Yes
301	344055.5946	3883251.805	35.07999	-106.710528				200083532	Left Blank	Yes
302	344055.5946	3883251.805	35.07999	-106.710528				200085326	Yes	No
303	344055.5946	3883251.805	35.07999	-106.710528				200084730	Left Blank	Yes
304	344055.5946	3883251.805	35.07999	-106.710528				AP200085849	Yes	No
305	344055.5946	3883251.805	35.07999	-106.710528				200086014	Left Blank	Yes
306	344055.5946	3883251.805	35.07999	-106.710528				200088180	Left Blank	Yes
307	344055.5946	3883251.805	35.07999	-106.710528				200092392	Left Blank	Yes
308	344055.5946	3883251.805	35.07999	-106.710528				200100605	Left Blank	Yes
309	344055.5946	3883251.805	35.07999	-106.710528				AP200103520	Yes	No
310	344055.5946	3883251.805	35.07999	-106.710528				200103540	Left Blank	Yes

APPENDIX K

SIGNAL TIMING SHEET

ASC3 COORDINATION PLAN DATA

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375 - Central & Coors

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	FREE	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	YELLOW	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	NO
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6-3		
CYCLE	130s	STD (COS)	211
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T
SPLITS	18	32	19	31	18	26	16	34

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL								

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7-2		
CYCLE	130s	STD (COS)	231
OFFSET VAL	34%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T
SPLITS	18	32	25	25	18	26	16	34

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL								

COORDINATION PATTERN 25

ASC3 COORDINATION PLAN DATA

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USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8-1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T
SPLITS	18	32	22	28	19	25	16	34

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL								

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	3:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	5
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	1
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	4
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 100

PATTERN	FREE	SYS OVERRIDE	NO

ASC3 COORDINATION PLAN DATA

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TIMING PLAN	0	SEQUENCE	1
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	100	0:00
2	23	6:30
3	100	20:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	100	0:00
2	21	6:30
3	23	10:00
4	25	15:30
5	100	20:00

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	100	0:00
2	23	6:30
3	100	20:00

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1	
DAY PLAN NO	1	CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	.	.	.	.	.	.

DAY(DOM)										
1	2	3	4	5	6	7	8	9	10	11
X	X	X	X	X	X	X	X	X	X	X
12	13	14	15	16	17	18	19	20	21	22
X	X	X	X	X	X	X	X	X	X	X
23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X	X	X	X		

ASC3 COORDINATION PLAN DATA

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SCHEDULE NUMBER 2

SCHEDULE NUMBER	2	
DAY PLAN NO	2	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	.	X	X	X	X	X	.

DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3	
DAY PLAN NO	3	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	.	.	.	.	.	.	X

DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

NOTES:

1. Coord sheet created for ASC3 by BB, 11/1/13.
2. Coordination sheet updated to ASC3 form 11/1/2013.