CDOT

WB I-70 Peak Period Shoulder Lane

TRANSPORTATION TECHNICAL REPORT

October 26, 2018

Categorical Exclusion

TRANSPORTATION TECHNICAL REPORT

WESTBOUND I-70
PEAK PERIOD SHOULDER LANE

Prepared for:

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and

October 26, 2018

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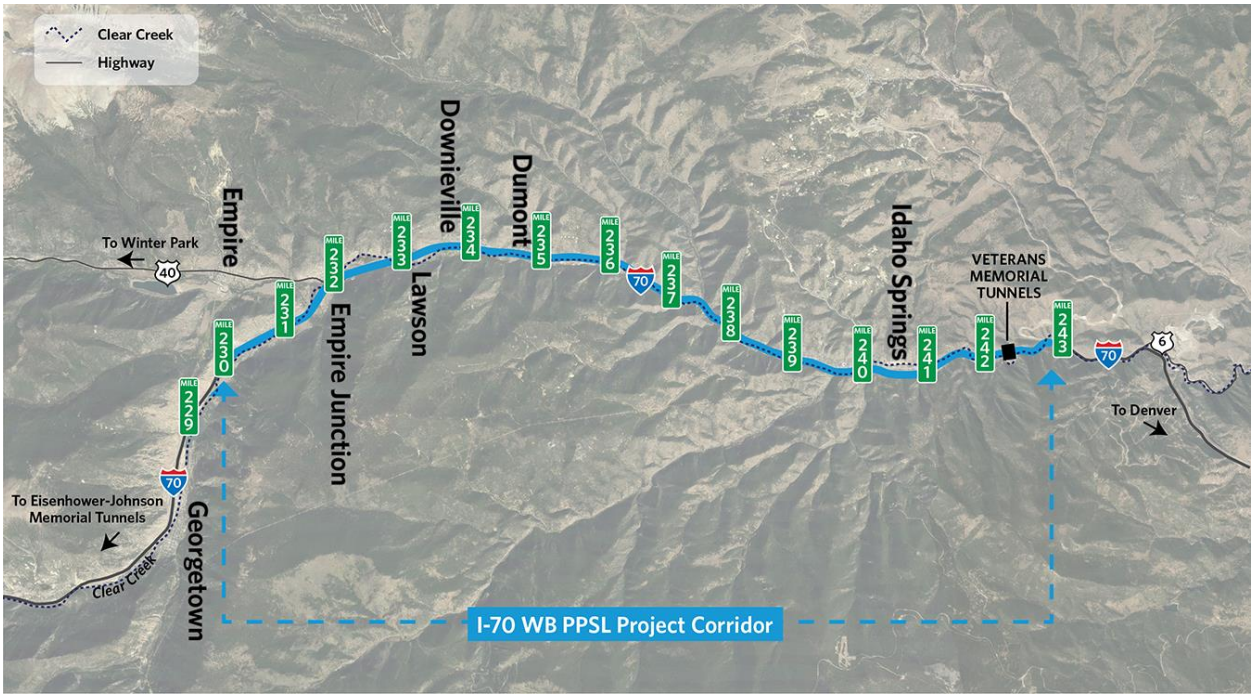
Acronyms and Abbreviations

AM	morning
ATR	Automatic Traffic Recorder
CDOT	Colorado Department of Transportation
CR	County Road
CSS	Context Sensitive Solutions
DRCOG	Denver Regional Council of Governments
EA	Environmental Assessment
EB	eastbound
FHWA	Federal Highway Administration
I-70	Interstate 70
LOSS	Level of Service of Safety
MP	milepost
mph	miles per hour
PEIS	Programmatic Environmental Impact Statement
PM	afternoon
PPSL	Peak Period Shoulder Lane
ROD	Record of Decision
SH	State Highway
US 40	U.S. Highway 40
VHT	Vehicle Hours of Travel
VMS	Variable Message Sign
VMT	Vehicle Miles of Travel
vpd	vehicles per day
vph	vehicles per hour
WB	westbound

Section 1. Purpose of the Report

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is preparing a Categorical Exclusion for proposed changes to the westbound (WB) lanes of Interstate 70 (I-70) between approximately milepost (MP) 230 and MP 243, in Clear Creek County, Colorado (Proposed Action; Figure 1). The Proposed Action includes the addition of a 12-mile tolled Peak Period Shoulder Lane (PPSL) between east Idaho Springs and the U.S. Highway 40 (US 40)/I-70 interchange in the WB direction and improvements to the State Highway (SH) 103 interchange.

Figure 1. Project Corridor



Source: HDR 2018.

The study area was used to evaluate the direct effects of the Proposed Action. The Proposed Action improves operations and travel time reliability in the WB direction of I-70 in the study area. Additionally, the improvements are consistent with the *I-70 Mountain Corridor Programmatic Environmental Impact Statement* (PEIS; CDOT 2011), PEIS Record of Decision (ROD; FHWA 2011), Context Sensitive Solutions (CSS) on the I-70 Mountain Corridor (CDOT 2009) process, and other commitments of the PEIS and ROD. The Proposed Action fits within the definition of "expanded use of existing transportation infrastructure in and adjacent to the corridor" included in the "Non-Infrastructure Related Components" element within the Preferred Alternative's Minimum Program of Improvements.

This document discusses the regulatory setting and describes the affected environment and the impacts of the Proposed Action on transportation resources within the identified study area. This document also identifies mitigation measures, including applicable measures identified in the I-70 Mountain Corridor PEIS and ROD, which reduce impacts to transportation during construction and operation.

Section 2. How Does the Analysis Relate to the Tier 1 PEIS?

The *I-70 Mountain Corridor Programmatic Environmental Impact Statement* (CDOT 2011) and the *I-70 Mountain Corridor PEIS Travel Demand Technical Report* (CDOT 2010) provide information about existing and future transportation conditions in the study area. Some of the key findings of the PEIS that are relevant to the PPSL study area are that 2035 peak period congestion is expected to occur for longer periods during the day and over more days of the week. These conditions are expected to deteriorate even more by 2050.

Section 3. How Does the Analysis Relate to the Twin Tunnels Environmental Assessment (EA)?

The Twin Tunnels EA and Section 4(f) Evaluation (CDOT 2012a) identified mobility and safety problems of the eastbound (EB) tunnel, including the 3 miles of EB I-70 from East Idaho Springs leading up to the tunnel and ending at the base of Floyd Hill. The segment was the site of higher than average crashes because of tight curves, poor sight distance, weather, and congested traffic conditions. The tunnel was also identified as a key bottleneck along the I-70 Mountain Corridor. The Twin Tunnels added a third EB travel lane and consistent 10-foot outside shoulder along I-70 between the East Idaho Springs Interchange and the base of Floyd Hill, where the project connects to an existing third travel lane. The EB bore of the Twin Tunnels was expanded to accommodate the wider roadway section. Construction of the EB Twin Tunnels project is complete and operating as expected.

The transportation benefit of the EB Twin Tunnels action includes decreasing average travel time for EB travelers between Georgetown and Floyd Hill by about 27 minutes compared to the No Action condition on peak Sundays in 2035. This reduced 2035 worst-case travel time of 162 minutes to 135 minutes.

The Twin Tunnels geometric and capacity improvements were projected to have a noticeable effect on safety, with the overall number of EB crashes within the study area expected to decrease 20 percent to 35 percent when compared to the No Action in 2035. At the highest crash location in the study area—the curve west of Hidden Valley—EB crashes would decrease more than 75 percent.

Section 4. How Does the Analysis Relate to the WB I-70 Twin Tunnels Categorical Exclusion?

The WB I-70 Twin Tunnels Categorical Exclusion (CDOT 2013) proposed adding additional width through the WB tunnel bore, providing enough space so that a third lane of vehicle traffic could be eventually added while still maintaining adequate shoulder widths on both sides of the highway. No capacity improvements to the highway on either side of the tunnel were included. Construction of the WB I-70 Twin Tunnel action is complete and operating as expected.

The improvements to the WB Twin Tunnels bore were necessary to address safety and operational needs in the WB direction of I-70 at the Twin Tunnels. High traffic volumes and constrained tunnel conditions contributed to congestion and crashes through and around the tunnels. The benefits of expanding the tunnel opening and roadway width, providing softer transitions, and improving lighting

conditions allowed accommodation of additional vehicles through the tunnel in peak periods, improved traffic flow, mobility, and safety even without the addition of another travel lane surrounding the tunnel.

Section 5. How Does the Analysis Relate to the EB I-70 PPSL Categorical Exclusion?

The EB I-70 PPSL Categorical Exclusion (CDOT 2014b) identified the need for improvements to EB I-70 from Empire Junction to Idaho Springs because of recurring congestion, local cut-through traffic, and safety concerns. The EB PPSL adds a PPSL between the US 40/I-70 interchange and east Idaho Springs, in the EB direction only. It is intended to be an interim solution to peak period congestion. The EB PPSL was opened to traffic in December 2015.

EB travel time from the Eisenhower-Johnson Memorial Tunnels to the top of Floyd Hill would be reduced approximately 42 percent to 48 percent with the implementation of the EB PPSL. In addition, travel time reliability would be improved as the managed lane would be priced to maintain a 45 miles per hour (mph) speed. Vehicle miles traveled would increase by 3 percent, but total vehicle hours of travel decreases approximately 31 percent, as travel times improve during peak period.

Section 6. Existing Transportation Conditions

6.1 What Segments of I-70 are Being Analyzed and What are Current Conditions (Speed Limits and Traffic Volumes)?

This document analyzes the segment of I-70 between the Veterans Memorial Tunnels (MP 242) and US 40/Empire Junction (MP 232). This segment currently has two travel lanes in the WB direction and two general purpose travel lanes plus a PPSL in the EB direction. The EB PPSL allows the EB direction to have three lanes of traffic during peak times. At least one, two-lane local road is also present throughout the corridor, running approximately parallel to I-70. The EB and WB lanes of I-70 are separated by either a median with guardrail or a concrete barrier. There are a total of nine grade-separated interchanges along I-70 within the project limits, including a Commercial Vehicle Weigh Station (Dumont Port-of-Entry) near MP 234.

In addition, the upstream section of I-70 between the bottom of Floyd Hill (MP 244) and the study area is assessed to understand the traffic impacts from the WB PPSL project upstream from the project (east to US 6). This segment has two travel lanes in the WB direction and three general purpose travel lanes in the EB direction.

The speed limit is posted at 55 mph with a 45 mph truck speed limit entering the east end of the project corridor, but the truck speed limit restriction is removed near MP 243. The speed limit is raised to 60 mph for all vehicles near mile post 240.5 and subsequently raised again to 65 mph near milepost 238.5.

Colorado law requires that speed limits are not to be higher or lower than reasonable and prudent speeds under normal conditions (Section 42-4-1102, Colorado Revised Statutes). Posted speeds have limited effect on driver behavior; traffic investigations have shown that most people will drive the roadway as they perceive the conditions and will ignore a speed limit that is unrealistically too low or too high. To consider changing the posted speed of a roadway, a speed investigation is required that determines the prevailing

speed, defined as the 85th percentile speed of motorists. Some speed studies have resulted in increasing the speed limit rather than reducing it.

CDOT is currently conducting an engineering study for I-70 during congested conditions to reduce crash rates. This study is considering introducing variable speed limits (VSL) to the I-70 corridor within the vicinity of the study area. The concept of operations is based on the fact that after a certain critical threshold combination of speed and density is reached, the crash rate rises rapidly. The engineering study will develop an algorithm for a variable speed limit intended to slow traffic in real time, given corridor-specific volume–density and speed data. The effectiveness will depend on enforcement, among other factors. It will be first implemented in the eastbound direction using the existing VSL signs, in the fall of 2018. Eventually the variable speed limit concept of operations could be employed on the westbound direction of I-70 through the study area.

The corridor's Annual Average Daily Traffic ranges from 50,000 vehicles per day (vpd) near the Veterans Memorial Tunnels to 41,000 vpd near US 40 (CDOT 2017a), with Design Hourly Volumes in the peak direction at approximately 6.6 percent of the Annual Average Daily Traffic.

Observed field traffic data is contained in Appendix A of this document.

6.2 What Field Devices Are Used to Collect Traffic Data?

CDOT collects a significant amount of traffic data along the I-70 Mountain Corridor using a variety of electronic devices listed below. These devices provided the data that was used to evaluate existing conditions for the study area.

- **Automatic Traffic Recorder (ATR).** These devices record volumes, speeds, and vehicle classifications on an hourly basis. An ATR is located on the west side of the Veterans Memorial Tunnel (MP 242).
- **Microwave Vehicle Radar Detectors.** These devices use radar to record the speed of each vehicle. They are typically located on poles along the road and can also record speed data for each lane of a multi-lane facility. There are two microwave vehicle radar detectors within the study area, one at the Veterans Memorial Tunnel (MP 242), the other at Dumont (MP 235).
- **Travel Time Indicators.** These devices record the time it takes for individual vehicles to travel between two indicators. Electronic devices are located along the road, and pick up unique identifying vehicle information from E-470 toll tags. The information gathered serves as the basis for the messages on variable message signs (VMS) indicating the travel time to major destinations. Travel time indicator devices are located at the Veterans Memorial Tunnels (MP 242), Stanley Road (MP 239) and US 40/Empire Junction (MP 232).
- **INRIX Data.** INRIX gathers real-time traffic data from commercial fleets, GPS, cell towers, mobile devices and cameras and determines travel times and speed of vehicles through the corridor. INRIX data is available for the entire study segment (MP 242 to MP 232).

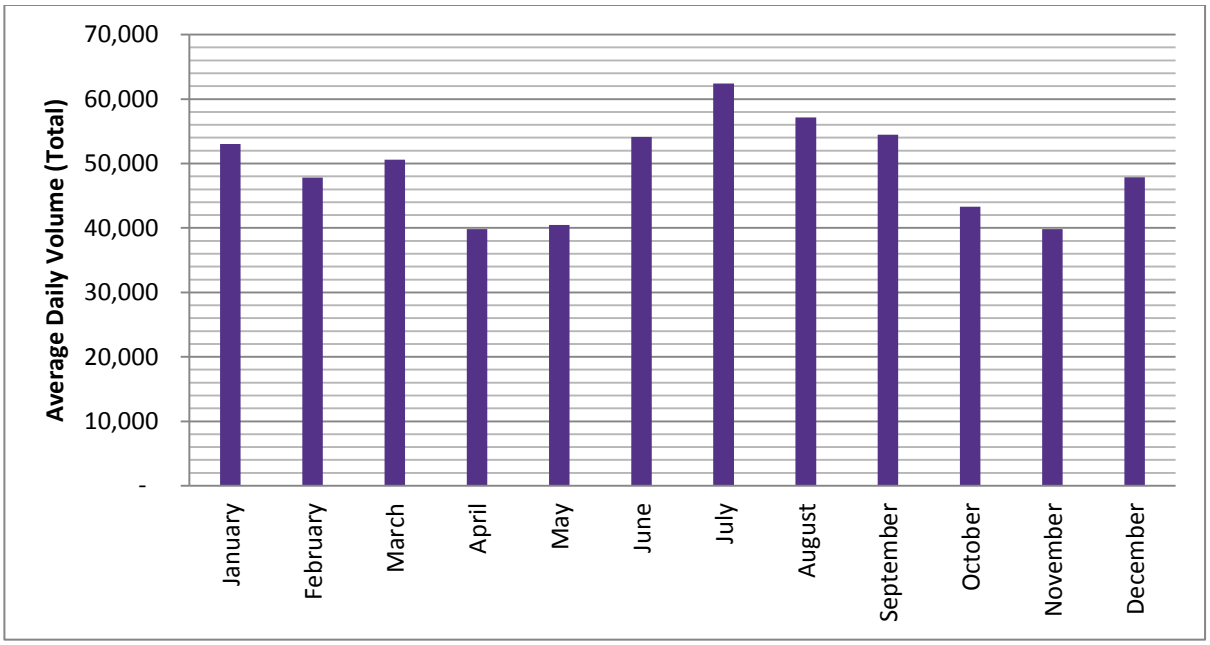
6.3 What are the Seasonal Patterns of Traffic?

Based on data taken from the *Twin Tunnels Environmental Assessment Transportation Technical Memorandum* (CDOT 2012c) and observations and data about the established traffic patterns, summer season weekends (June through September) generate the highest daily traffic volumes. Winter season

weekends (December through March) generate slightly lower traffic volumes. Traffic volumes during the spring and fall months are notably lower (Figure 2).

Observed field traffic data is contained in Appendix A of this document.

Figure 2. I-70 2016 Average Daily Volumes by Month at the Veterans Memorial Tunnels



Source: Online Transportation Information System (OTIS 2017b).

6.4 What are the Daily Patterns of Traffic?

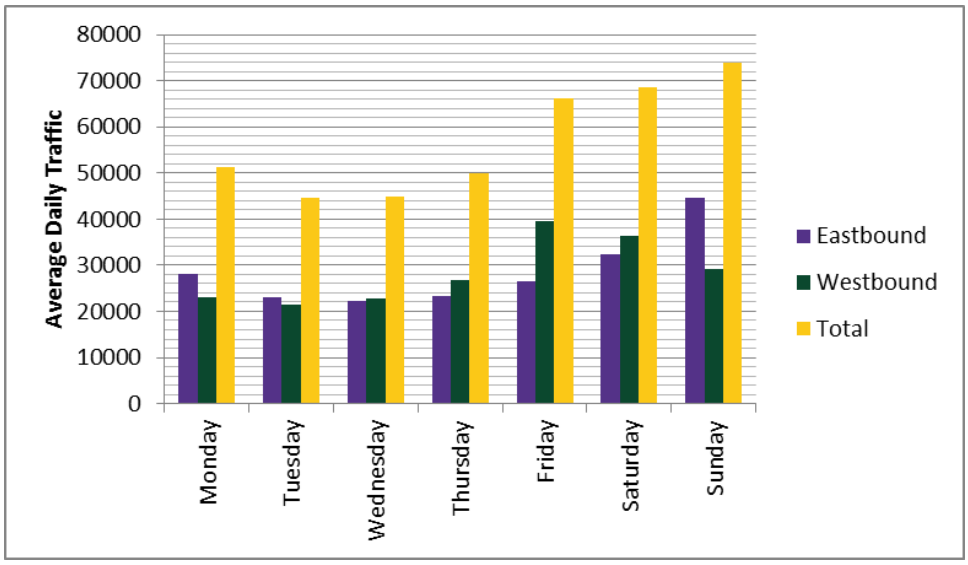
I-70 is used for different purposes on weekdays (work, shopping, medical, and social trips) and weekends (primarily recreation). Figure 3 (summer) and Figure 4 (winter) show that daily volume patterns during both seasons are highest on Friday through Sunday. While the total corridor traffic is highest on Sunday, WB daily volumes are highest on Fridays and Saturdays as travelers drive to the mountains for recreational activities.

6.5 How Many Trucks Use the I-70 Mountain Corridor?

The *Twin Tunnels Transportation Technical Memorandum* (CDOT 2012c) measured the annual average percentage of trucks traveling through the Veterans Memorial Tunnels at 8.5 percent in 2010. Truck percentages also vary by season because of variations in both truck volumes and passenger vehicle traffic. Further, truck volumes are lower and passenger traffic is highest during the weekend peak periods, so truck percentages on peak travel days are noticeably less than the annual average; winter weekend truck percentages are between 2 percent and 3 percent and summer weekend truck percentages are between 3 percent and 4 percent.

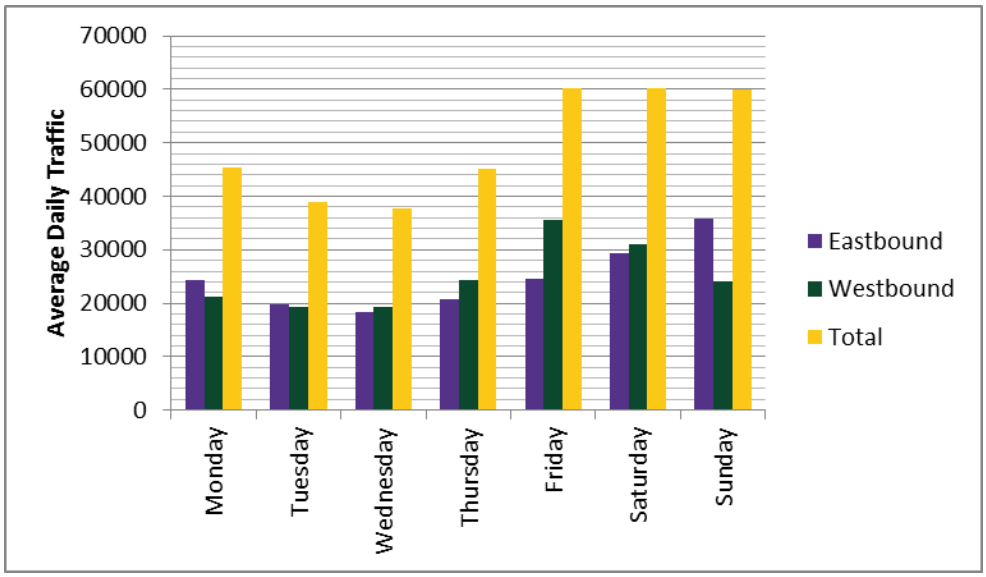
The Dumont Port of Entry is located within the study area, and is operated by the Colorado State Patrol. There are no WB chain stations on I-70 within the study area.

Figure 3. 2016 Summer Daily Traffic Patterns (June through September)



Source: Online Transportation Information System (OTIS 2017b).

Figure 4. 2016 Winter Daily Traffic Patterns (December through March)



Source: Online Transportation Information System (OTIS 2017b).

6.6 How Much Traffic Uses the Frontage Road that Parallels I-70?

A two-lane frontage road runs along most of the corridor. When I-70 is congested, some traffic uses the frontage road as an alternative route (this was a more problematic issue prior to the completion of the EB PPSL). Table 1 summarizes 2016 summer daily traffic volumes on the frontage road (after completion of the EB PPSL). Two-way counts were collected Wednesday through Sunday. As indicated, two-way frontage road traffic close to doubles on Fridays, Saturdays and Sundays compared to typical weekdays. This indicates that some volume of WB I-70 traffic diverts to the frontage road.

Table 1. 2016 Summer Frontage Road Daily and Peak Hour Traffic Volumes

Count Location	Time	Wednesday	Thursday	Friday	Saturday	Sunday
County Road 314 east of Idaho Springs	Daily	500 vpd	535 vpd	595 vpd	630 vpd	675 vpd
	Peak Hour	65 vph	90 vph	90 vph	75 vph	110 vph
Stanley Road west of Idaho Springs	Daily	850 vpd	980 vpd	1,800 vpd	1,500 vpd	2,000 vpd
	Peak Hour	105 vph	100 vph	220 vph	250 vph	350 vph
Stanley Road east of Dumont	Daily	830 vpd	945 vpd	1,600 vpd	1,100 vpd	2,100 vpd
	Peak Hour	90 vph	90 vph	195 vph	190 vph	465 vph

Source: Clear Creek County.
vpd = vehicles per day
vph = vehicles per hour

6.7 How were the Design Day and Peak Period Selected?

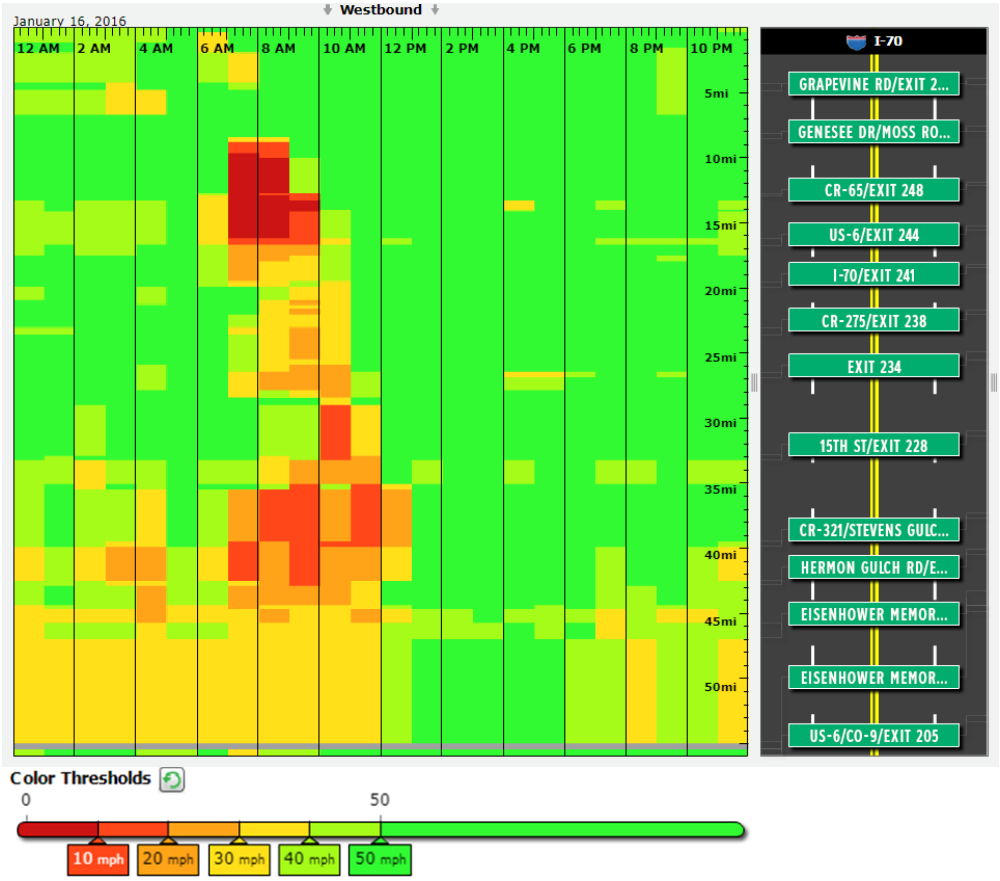
The Proposed Action focuses on easing WB congestion during peak periods. As indicated in Sections 3.3 and 3.4, the peak traffic periods for WB traffic occur on Fridays and Saturdays during the summer and winter months, with Sundays and holidays also high traffic days that benefit from the Proposed Action. Therefore, the Proposed Action operates as a vehicle travel lane on Fridays, Saturdays, Sundays and holidays during the winter and summer peaks, and functions as a shoulder during all other times. This operation is similar to how the EB PPSL operates.

The design day for model calibration is based on traffic volume data from CDOT and traffic congestion data from INRIX. INRIX indicated that congestion is most prominent through the WB PPSL study area on Saturday mornings during the winter season, when a rush of skier traffic hits the corridor at around 6:00 to 7:00 in the morning (AM). The congestion extends beyond the Floyd Hill bottleneck into the WB PPSL study area. CDOT data indicate that Saturday, January 16, 2016, has peak hour volumes (3,200 vph) and peak period volumes (9,500 vehicles over three hours) similar to the 10th highest traffic day on the corridor. The existing daily volume on this day was 62,900 vpd (two-way). These data were used for design conditions. The congestion profile for January 16, 2016, is shown in Figure 5.

On- and off-ramp traffic volumes in the study area were collected in 2014. The combination of the Veterans Memorial Tunnels widening, opening of the I-70 EB PPSL and general population growth has resulted in an increase in demand during the winter and summer peaks on the I-70 corridor between 2014 and 2016. To account for this growth, the 2014 ramp counts were increased by 8 percent. Figure 6 depicts the 2016 WB design day traffic volumes. The two highest volumes for off-ramps are at US 40 and Exit 241 (into east Idaho Springs.) For on-ramps, the highest volumes are at Exit 240 and Exit 241.

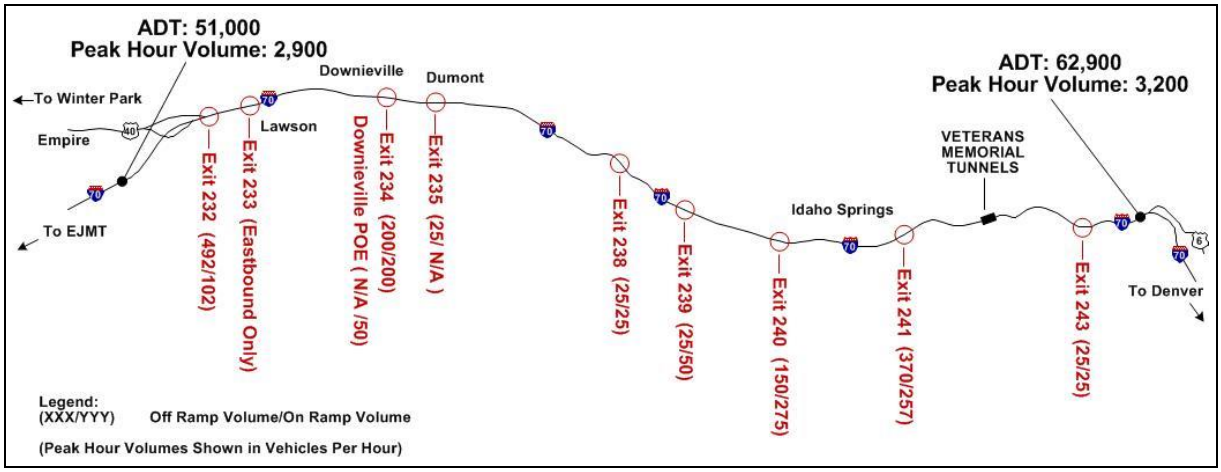
Additional details are provided in Appendix B of this document.

Figure 5. I-70 WB Congestion on January 16, 2016



Source: INRIX Congestion Scan.

Figure 6. 2016 Design Day Traffic Volumes



6.8 How was the Future Year Selected?

The Proposed Action is an interim solution for the corridor. The Memorandum of Understanding for the EB PPSL notes that the EB PPSL is also an interim solution and ceases operation by 2035. It is assumed that the Proposed Action is subject to a similar lifespan restriction. Given this, 2035 was selected as the future design year for the traffic evaluation.

6.9 What Multimodal Facilities are in the Study Area?

6.9.1 Bicycle

The existing bicycle facilities within the project limits primarily consist of designated bike routes along frontage roads to the south of I-70. From the east project limits at the Veterans Memorial Tunnels, the Scott Lancaster Memorial Trail connects to East Idaho Springs Road/ CR-314 across Clear Creek. CR-314 runs parallel to I-70 on the south side and connects to Idaho Springs on the north side of I-70 via an underpass at Edwards Street (to the west of Exit 241A). The existence of shoulders is intermittent along CR-314 in this segment.

The Charlie Tayler Water Wheel trail connects downtown Idaho Springs to the south side of the SH 103 Mt. Evans Road interchange (Exit 240). This trail crosses I-70 via an underpass at 17th Avenue and runs parallel to I-70 along the south side. This trail connects to the Idaho Springs Trail and Big Five Trail which are soft-surface trails that run parallel to I-70 along the south side and eventually connect to Stanley Road/CR-312 via multiple bridges over the Clear Creek.

Stanley Road/CR-312 is a frontage road with shoulders on the south side of I-70 that serves as the bicycle connection from the west side of Idaho Springs to Dumont. Fall River Road is a designated bikeway traveling north from Exit 238, though there is no connection across I-70 from Stanley Road. Bicyclists currently must use I-70 to connect to Fall River Road from Idaho Springs. At Dumont CR-312 crosses over I-70 to the north side and continues as CR-308 up to Empire Junction.

As mentioned in Section 11.1 No Action Definition, the City of Idaho Springs has programmed improvements to the parallel bicycle and pedestrian trail system through Idaho Springs as part of the Clear Creek Greenway. The improvements will provide a new multi-use trail along Clear Creek from the east end of Colorado Boulevard to Courtney-Ryley-Cooper Park at the intersection of Colorado Boulevard and 23rd Avenue.

Another programmed improvement is the Fall River Road Bridge. This is a new bridge with bicycle and pedestrian accommodations that connects Stanley Road to Fall River Road and crosses over Clear Creek. This bridge is programmed for construction beginning winter 2018. It will be in place prior to completion of the Proposed Action.

6.9.2 Transit

The study area is served by three existing transit services: Clear Creek County Prospector local transit, CDOT's Bustang regional transit, and Greyhound intercity service. The Prospector route runs between Georgetown and Idaho Springs with stops in Empire and Dumont, and deviated stops as requested. The route makes two runs in the morning (7:00 AM to 10:00 AM) and two runs in the evening (2:00 in the afternoon [PM] to 5:00 PM).

CDOT's Bustang service runs between Grand Junction and Denver, with stops in Glenwood Springs, Rifle, Parachute, Eagle, Vail, Frisco, and Idaho Springs. There are two runs EB and two runs WB, 7 days

a week. Both services currently stop at the bus shelter at 13th Avenue and Idaho Street in Idaho Springs, near the Exit 240 interchange.

Greyhound Bus Line stops at Idaho Springs three times a day, in each direction. The Greyhound stop is located on 13th Avenue between Miner Street and Idaho Street. The Greyhound routes stopping at Idaho Springs serve Grand Junction and Denver, with connecting routes to cities across the country. The scheduled stop times in Idaho Springs occur over the 24-hour day.

Section 7. Existing Safety Assessment

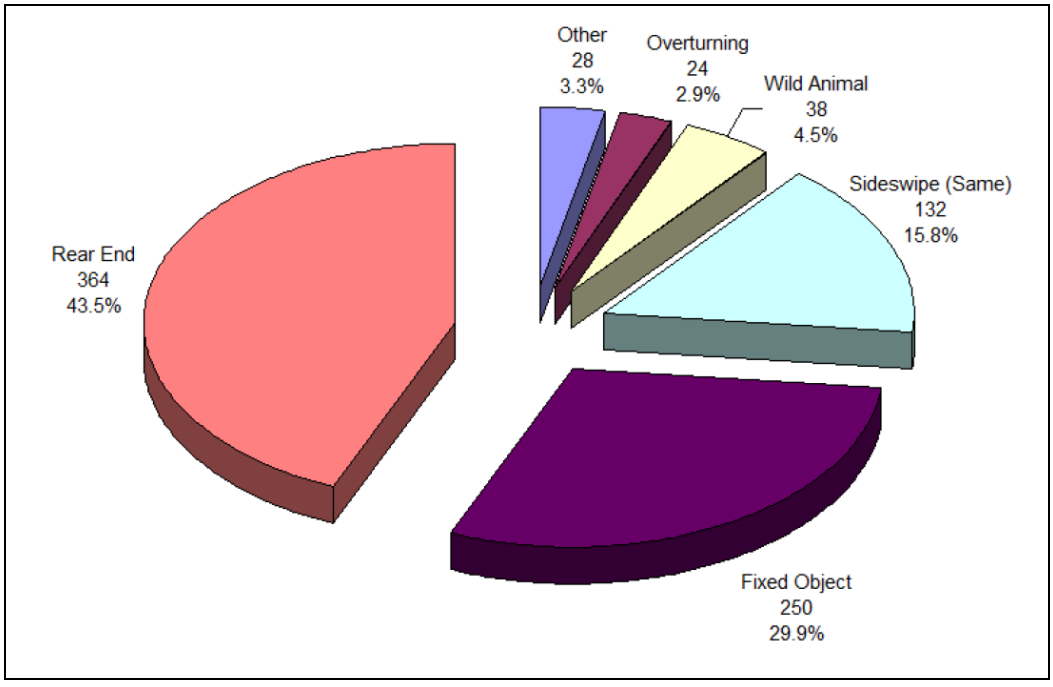
7.1 What is the Study Area for the Safety Assessment?

The following findings are taken from the *Safety Assessment Report I-70: MP 231.00 to MP 243.00 Westbound Peak Period Shoulder Lane Study* (FHU 2017; Appendix C). The safety assessment focused on crashes that occurred between July 1, 2011, and June 30, 2016, on a 12-mile segment of highway on I-70 between MP 243 and MP 231. This covers the PPSL study area (MP 242 to MP 232).

7.2 What are the Crash Patterns in the Study Area?

A total of 884 crashes (in both directions) were reported during the 5-year time period. Of these crashes, 79 percent were property damage-only crashes and 21 percent were injury or fatal crashes. The most common types of crashes were rear-end (44 percent), fixed object (30 percent), and sideswipe (16 percent). Figure 7 shows the distribution of crash types that occurred within the study area.

Figure 7. I-70 Mainline Crash Distribution by Type, MP 231 to MP 242 (Both Directions)



Source: Safety Assessment Report *I-70: MP 231.00 to MP 243.00 Westbound Peak Period Shoulder Lane Study* (FHU 2017).

The most predominant crash type was rear-end collisions, followed by fixed object collisions and sideswipe collisions. 26 percent of the rear-end collisions, 39 percent of the fixed object collisions and 26 percent of the sideswipe collisions occurred in the WB direction. WB rear-end crashes and fixed object crashes were more common during the winter when poor road conditions were factors. WB sideswipe collisions were evenly split between winter and summer.

Wildlife crashes are concentrated within the segment MP 232.5 to MP 231.5. 40% of all wildlife crashes within the study area occur within this one-mile segment at the far western end of the study area, in the vicinity of the US 40 interchange.

There is a concentration of concrete barrier crashes in the WB direction in Idaho Springs at two locations. These occur at the curves near the SH 103 and Colorado Boulevard interchanges at MP 240 and 241 (CDOT 2017a).

7.3 What Are the Locations Where Crashes Are Most Likely to Occur?

In order to facilitate a more detailed crash analysis, the 12-mile corridor is divided into seven segments:

- Segment 1: US 40 (Empire Junction)—MP 231.00 to MP 233.11
- Segment 2: Downieville—MP 233.12 to MP 234.69
- Segment 3: Dumont—MP 234.70 to MP 236.41
- Segment 4: Fall River Road—MP 236.42—MP 238.33
- Segment 5: SH 70K (west Idaho Springs access)—MP 238.34 to MP 239.31
- Segment 6: SH 103—MP 239.32 to MP 240.42
- Segment 7: SH 70K (east Idaho Springs access)—MP 240.43 to MP 243.00

Level of Service of Safety (LOSS) is calculated for both crash frequency and crash severity in each segment. The concept of LOSS uses qualitative measures that characterize safety of a roadway segment in reference to its expected performance. If the level of safety predicted represents a normal or expected number of crashes at a specific level of Average Daily Traffic, selected percentiles within the frequency distribution are stratified to represent specific LOSS.

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

For the frequency of crashes, Segments 2, 4, 5, and 6 had low to moderate potential for crash reduction. Segments 1, 3, and 7 were in the LOSS III category indicating moderate to high potential for crash reduction.

For the severity of crashes, Segments 4, 5, 6, and 7 had low to moderate potential for crash reduction. Segments 2 and 3 were in the LOSS III category, while Segment 1 was in the LOSS IV category indicating high potential for crash reduction.

The safety assessment recommends the following efforts to enhance the safety of the corridor:

- Review and verify existing lighting through the corridor to ensure that it is sufficient.

- Consider installing variable speed limit signs on the WB approach to the tunnel (approximately MP 243.00) and carrying the lower speed limit at least through Idaho Springs. This could help to reduce rear-end crashes around the tunnel and reduce concrete barrier crashes in the vicinity of the first two Idaho Springs exits (East Idaho Springs [Exit 241] and SH 103 [Exit 240]).
- Consider installing deer warning signs for the segment MP 231.5 to MP 232.5 (US 40 Empire Junction interchange). Alternatively, consider using VMS signs to warn of deer during peak wildlife crash times (May through August, dawn and dusk).
- Continue monitoring EB crashes to determine the impacts of the PPSL.

Section 8. Future Growth Forecasting Methodology

8.1 What Process was Followed to Analyze Transportation Conditions?

The process followed to forecast future traffic volumes for the WB PPSL project was similar to that used for the EB I-70 PPSL project, as described in Section 5 of the *EB I-70 Peak Period Shoulder Lane Transportation Technical Memorandum* (CDOT 2014c). As a point of reference, a traffic growth factor of 1.22 is used for 2035 peak period forecasts.

The details of the forecasting process are contained in Appendix B of this document.

8.2 What is the Basis for Off-Peak Volume Forecasts?

Off-peak volume forecasts, generally consisting of weekdays, were provided and analyzed as part of the *I-70 Twin Tunnels Transportation Technical Memorandum* (CDOT 2012b). The Proposed Action and No Action alternatives presented in this document are based on a tolled PPSL operating during the peak period as previously defined. As such, this study did not analyze off-peak conditions and did not forecast those volumes.

8.3 What is the Process for Forecasting Peak Period Volumes?

Table 2 summarizes the various traffic growth rates that have been used by previous corridor studies or are available through either CDOT or the Denver Regional Council of Governments (DRCOG). The I-70 Mountain Corridor PEIS developed a travel demand model that projected future weekend traffic demand on the corridor. That model indicated the corridor would experience an annual traffic growth rate of 0.84 percent on Winter Saturdays (the focus of this evaluation) and 0.79 percent on Summer Sundays; both the Twin Tunnels EA and the I-70 EB PPSL Categorical Exclusion used the 0.79 percent growth rate because Summer Sundays were the focus of those evaluations. The 2014 I-70 Traffic and Revenue Study updated the PEIS travel demand model and forecasted a 1.4 percent annual growth rate for weekend traffic on the corridor. CDOT publishes a 20-year growth factor for each segment of the state highway system and projects a 1.06 percent annual growth for both weekday and weekend traffic. The DRCOG travel demand model projects a 1.4 percent annual growth for weekday traffic on the corridor.

Since the DRCOG growth rate applies to weekday conditions, it would not be appropriate for this evaluation, which focuses on weekend conditions only. The 1.4 percent annual growth rate projected in the updated PEIS travel demand model equates to WB traffic volumes that would be around 30 percent higher in 2035 than today, which may not be realistic given the capacity constraint on I-70 at Floyd Hill

and at the Eisenhower-Johnson Memorial Tunnels, which already requires metering in the EB direction during peak hours because it operates at capacity.

Table 2. Growth Rates from Previous I-70 Mountain Corridor Studies

Source	2035 Growth Rate Source	Annual Growth Rate	2035 Volume
2011 I-70 PEIS	Travel demand model, microsimulation model, socio-economic forecasts	0.84%[1] 0.79%[2]	76,400[1]
2012 Twin Tunnels EA	PEIS	0.79%[2]	77,100[2]
2013 I-70 EB PPSL Categorical Exclusion	PEIS	0.79%[2]	77,700[2]
2014 Traffic and Revenue Study	Updated PEIS travel demand model	1.40%	Not Specified
CDOT Twin Tunnels ATR	CDOT OTIS data	1.06%[3]	61,300[3]
DRCOG	2040 Travel Demand Model	1.40%[4]	33,000[4]

[1]WB winter Saturday conditions.

[2]EB summer Sunday conditions.

[3]Average volume, including peak and off-peak weekdays and weekends.

[4]Weekday conditions

On the other hand, the 0.84 percent growth rate from the PEIS travel demand model is based on population and land use forecasts that are somewhat dated (last updated in 2011) and likely don't account for the significant population increases the Denver Metro area has experienced in the past five years, and thus may now be under-representing future traffic growth and induced and latent demand. Therefore, opening day and 2035 traffic is based on the middle range 1.06 percent annual growth from CDOT; this growth rate is slightly more conservative than the PEIS growth rate, but is still consistent with historical traffic growth on the corridor, where the 10th highest day traffic has grown at a rate of approximately 0.88 percent per year between 1998 and 2015. Use of the higher percent annual growth rate of 1.06% compared to other sources also is supported by the possibility of traffic growth that may be induced by improvements to I-70 (or of latent demand caused by the constraint of inadequate capacity being lifted) and the possibility of higher traffic flows afforded by connected and/or autonomous vehicles. While there remains uncertainty on the future timing of vehicle fleet adoption rates for these new technologies, a higher traffic growth rate is a real possibility. This growth rate results in a 2035 design day daily volume forecast of 76,700 vpd (two-way).

Section 9. Overview of Operational Analyses Procedures

9.1 What Methodology was Used to Analyze Peak Day Conditions?

VISSIM is a microscopic traffic simulation software that simulates each vehicle in a network in order to analyze the effects of traffic behavior based on roadway or traffic flow changes. The VISSIM modeling for the PPSL analyses included the following assumptions:

- Traffic volumes represent a peak Saturday during the winter.

- The model represents traffic conditions between the hours of 6:00 a.m. and 9:00 a.m.
- The base model and calibration process was completed by comparing the model volumes, speeds, and travel times to those from Department of Transportation Development ATR data, 2016 traffic counts, and INRIX data.
- Calibration of the model is confined to the I-70 corridor and more specifically the I-70 mainlines.
- The results of the analyses refer only to WB traffic operations between the Veterans Memorial Tunnels and Empire Junction unless otherwise noted.
- The weather conditions chosen were meant to represent typical conditions that cause congestion through the corridor without creating any lane closures or special restrictions.
- Because of the relatively low volume of diverting traffic, the frontage roads are not modeled in the analysis.
- WB PPSL usage is determined by using data taken from the EB PPSL operations comparing the relationship between mainline volumes and PPSL volumes.
- The analysis assumes that the managed lane is restricted to passenger vehicles only, similar to the EB PPSL.

9.2 What Performance Measures Were Used to Compare Scenarios?

Measures of Effectiveness evaluated as part of *the I-70 Peak Period Shoulder Lane Traffic Analysis Feasibility Study* (CDOT 2013) included the following:

- Travel Times
- Link Speeds
- Link Volumes
- Vehicle Hours of Travel (VHT) and Vehicle Miles of Travel (VMT)

Speed, VMT, and VHT are reiterated in this document as they provide an adequate representation of travel conditions. Travel times are simply an inverse function of speed, and volume is a direct function of VMT and the corridor length.

Section 10. No Action Alternative

10.1 No Action Definition

The No Action Alternative for WB I-70 from the Veterans Memorial Tunnels to US 40 at Empire Junction remains as it exists today, consisting of two WB travel lanes. The outside shoulder in the WB direction is approximately 10 feet wide and the inside shoulder is approximately 4 feet wide.

In contrast, EB I-70 in this section (between Empire Junction and the Veterans Memorial Tunnels) includes an EB PPSL. The EB cross-section is configured to provide a tolled travel lane on the inside shoulder during peak period demand of heavy traffic returning to the metropolitan area.

The No Action Alternative includes improvements to the parallel bicycle and pedestrian trail system through Idaho Springs as a result of programmed improvements to the Clear Creek Greenway. The improvements consist of a new multi-use trail along the Clear Creek from the east end of Colorado Boulevard to Dumont.

The No Action Alternative also includes completion of a new vehicular bridge over Clear Creek to connect Stanley Road to the Fall River Road interchange with I-70.

The No Action Alternative assumes no other transportation improvement projects in the vicinity of the study area.

10.2 How does the I-70 Corridor Operate Under the No Action Alternative in 2020?

Opening Day peak period traffic conditions in this segment of I-70 are based on the growth assumptions outlined in Section 9.3. The VISSIM traffic modelling software evaluated traffic conditions. The traffic conditions summarized in this section and the following section are for the Design Day on the corridor, as defined in Sections 7.7 and 7.8. Although traffic volumes vary day-to-day and season-to-season, the conditions on the Design Day can be considered as typical of what drivers experience when driving through the study area.

Table 3 presents 2016 Existing Conditions and 2020 No Action peak period (6 AM to 9 AM) conditions. Traffic growth between 2016 and 2020 results in relatively small increases in both VMT and VHT on I-70, but no change in speed or travel time. In other words, in the next few years, traffic volumes and congestion continue to increase slightly through the study area, but generally take the same amount of time to travel through the study area.

Table 3. WB I-70 Peak Period 2016 Existing and 2020 No Action Travel Conditions

	Veterans Memorial Tunnels to US 40				US 6 to US 40
	Peak Period VMT[1] (vehicle-miles)	**Peak Period VHT[1] (vehicle-hours)**	**Average Speed[1] (mph)**	**Travel Time[1] (Min: sec)**	**Travel Time[2] (Min: sec)**
2016 Existing Conditions	238,300	5,330	46 mph	14:08	17:11
2020 No Action	249,300	5,650	46 mph	14:12	17:25
Change	**4.6%**	**5.9%**	**0%**	**0.4%**	**1.4%**

1. Measured from the Veterans Memorial Tunnels to US 40 at Empire Junction.
2. Measured from the US 6 on ramp at the bottom of Floyd Hill to US 40 at Empire Junction.

However, the travel conditions in 2020 No Action result in uncertain travel time reliability. Congestion on the corridor occurs frequently and unpredictably.

Note that Table 3 includes both the travel speed and travel time through the study area segment (Veterans Memorial Tunnels to US 40, as a reference for comparing the direct benefit of the Proposed Action within the study segment) and the travel time from the bottom of Floyd Hill (MP 244, where US 6 enters I-70 and creates a bottleneck) to Empire Junction (as a reference for comparing the benefits of the Proposed Action on I-70 upstream of the improvement).

10.3 How does the I-70 Corridor Operate under the No Action Alternative in 2035?

Table 4 presents 2020 and 2035 No Action peak period (6 AM to 9 AM) conditions. Traffic growth between 2020 and 2035 results in a modest increase in the VMT, but a more significant increase in VHT on I-70. In other words, the corridor is serving moderately more trips, but the trips are taking longer to complete.

As in 2020, the conditions in 2035 No Action do not provide travel time reliability. Congestion on the corridor occurs frequently and unpredictably.

Table 4. WB I-70 Peak Period 2020 and 2035 No Action Travel Conditions

	Veterans Memorial Tunnels to US 40				US 6 to US 40
	Peak Period VMT[1] (vehicle-miles)	Peak Period VHT[1] (vehicle-hours)	Average Speed[1] (mph)	Travel Time[1] (Min: sec)	Travel Time[2] (Min: sec)
2020 No Action	249,300	5,650	46 mph	14:12	17:25
2035 No Action	267,300	7,070	45 mph	14:27	19:33
Change	**7.2%**	**25%**	**-2%**	**1.8%**	**12.3%**

1. Measured from the Veterans Memorial Tunnels to US 40 at Empire Junction.
2. Measured from the end of the US 6 on ramp at the bottom of Floyd Hill to US 40 at Empire Junction.

Section 11. Proposed Action

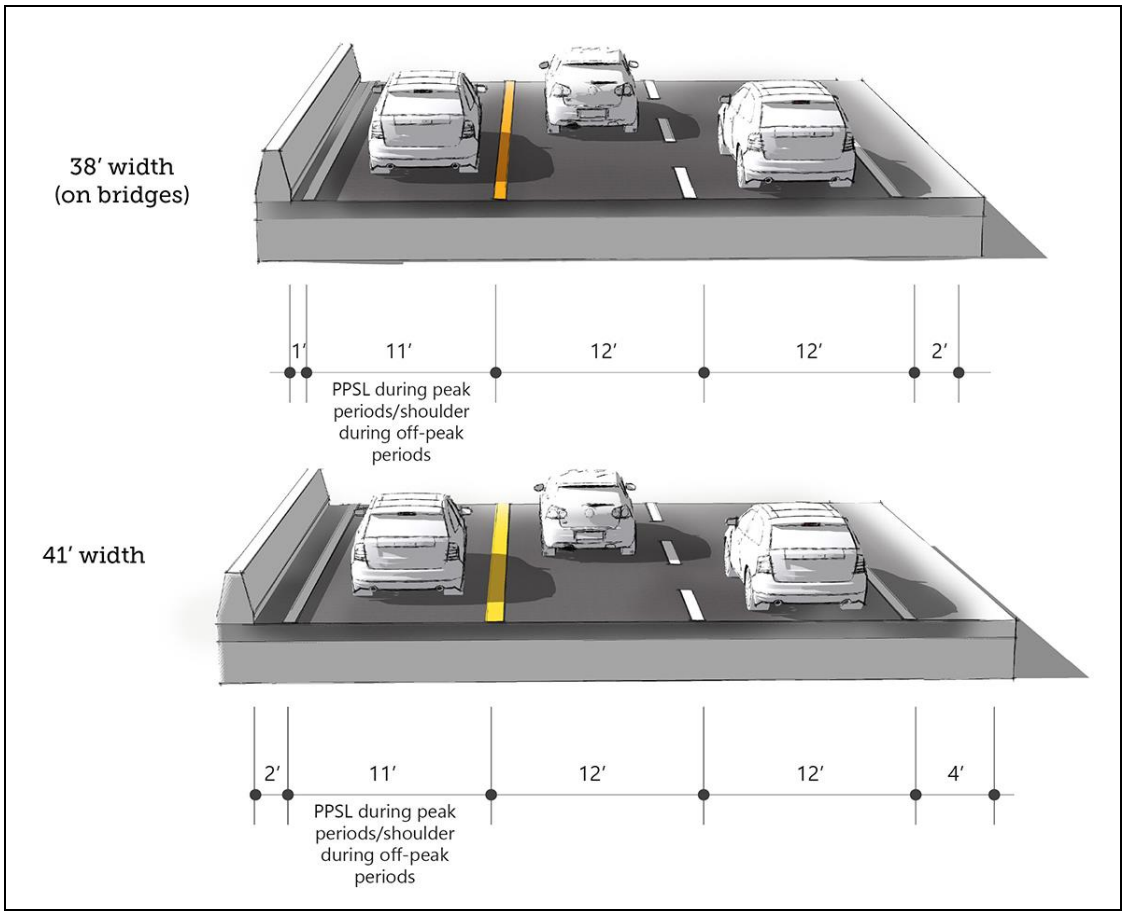
11.1 What is the Proposed Action?

The WB PPSL project adds an approximate 12-mile tolled PPSL on WB I-70 between the Veterans Memorial Tunnels (just west of MP 243) and the US 40/I-70 interchange (MP 232). The lane entrance begins approximately 500 feet east of the Veterans Memorial Tunnels portal. The WB PPSL maximizes the use of the existing alignment and infrastructure in order to minimize any new impacts within the study area. The 11-foot lane is open for use only during peak periods, and otherwise serves as the shoulder of the interstate. Use of the WB PPSL is prohibited for trucks, buses, or any vehicle over 25 feet long. Overhead signs showing the lane status and toll rate are located throughout the corridor and at the entrance point.

An ingress/entrance point for traffic coming onto WB I-70 from Idaho Springs is provided approximately 2,500 feet west of Exit 239. An egress point for traffic exiting to Downieville is provided about 4,400 feet east of Exit 235, and an egress point for traffic exiting to US 40 is provided approximately 4,400 feet east of Exit 232.

The WB PPSL ends approximately 1/2 mile west of Exit 232. Figure 8 illustrates the typical cross sections of the Proposed Action.

Figure 8. WB PPSL Proposed Action Typical Cross Sections



Source: HDR 2018.

Improvements include:

I-70 Modifications. The general purpose lanes and shoulder of WB I-70 are resurfaced and widened in select locations on the existing alignment between approximately MP 241.5 and MP 232 to accommodate a lane on the shoulder during peak travel periods. Drainage enhancements include a storm system for minor and major storm events and water quality facilities. At SH 103, I-70 is slightly realigned to enhance safety and improve drainage.

SH 103 Interchange Improvements. Ramp improvements address sight distance problems. The pedestrian sidewalk is improved by adding lighting and a decorative paving buffer adjacent to the existing sidewalk on the SH 103 bridge over I-70. This sidewalk connects to a new sidewalk buffered from 13th Avenue between the interchange ramp and Idaho Street in Idaho Springs.

Safety Pull-Outs. A total of seven new safety pull-outs are built—five along WB I-70 and two along EB I-70. One existing safety pull-out on EB I-70 is improved. The intention of these is to provide a space for vehicles to use if they experience a break down and for law enforcement to use.

Rockfall Mitigation. Rockfall mitigation measures are added at five locations to reduce the chance of rocks or other debris from falling on travel lanes or shoulders and reduce the potential for crashes and

travel disruptions. Rockfall mitigation measures are included in the WB direction at MP 239, MP 238.4, MP 237.1, and MP 236.4, and in the EB direction at MP 240.3.

Active Traffic Management. Dynamic signage informs drivers so the WB PPSL is appropriately used to reduce congestion. This innovative design improves mobility.

Fiber Optic Upgrades. Fiber optics are designed to accommodate future emerging technologies for autonomous and connected vehicles, improving driver information and emergency response capabilities.

Dumont Port-of-Entry Interchange. Merge area improvements to the Dumont interchange acceleration lane includes restriping of I-70 to reduce merge conflicts between truck traffic and the general-purpose lane traffic.

Dynamic signage

Appendix D of this document includes the proposed Concept of Operations. This report details how the Proposed Action is planned to operate, including its hours of operation.

Appendix E of this document includes additional information on the entry and exit points.

11.2 What are the Operations Under the Proposed Action in 2020?

As with Section 10, the 2020 traffic conditions summarized here are for the Design Day on the corridor, and can be considered as typical of what drivers experience when driving through the study area.

A primary advantage of the Proposed Action in 2020 is the improvement of travel time reliability. The PPSL provides a mechanism for CDOT, though the use of tolling, to assure a reliable and efficient travel time option as travel time reliability degrades in the general purpose lanes. In other words, when the adjacent general purpose lanes become congested and travel times in those lanes increase, travelers can use the PPSL and travel through the study area in around 13 minutes.

Table 5 shows 2020 traffic conditions for the Proposed Action as compared to No Action. Within the study area segment (Veterans Memorial Tunnels to US 40 at Empire Junction) the Proposed Action slightly increases VMT, slightly decreases VHT, and slightly improves overall travel speeds. Through this segment (Veterans Memorial Tunnels to US 40) travel times in the general purpose lanes are slightly improved from No Action conditions (3.4 percent, or around half a minute), while travel times for vehicles using the PPSL are 9 percent faster than No Action conditions (around a minute and a half).

In addition, the Proposed Action also slightly improves traffic conditions on the upstream segment, between US 6 and the Veterans Memorial Tunnels; general purpose lane travel times between US 6 and US 40 are 40 seconds faster under the Proposed Action than under No Action (an additional 10 seconds of travel time savings). This upstream improvement occurs because the Proposed Action addresses the existing slow-point through the Veterans Memorial Tunnels by restriping the WB tunnel to include a WB PPSL and two general purpose lanes, and the removal of this bottleneck helps to alleviate some of the upstream congestion.

Table 5. WB I-70 Peak Period 2020 No Action and Proposed Action Travel Conditions

	Veterans Memorial Tunnels to US 40					US 6 to US 40
	Peak Period VMT[1] (vehicle-miles)	Peak Period VHT[1] (vehicle-hours)	General Purpose Lane Average Speed[1] (mph)	General Purpose Lanes Travel Time[1] (min: sec)	PPSL Travel Time[1] (min: sec)	General Purpose Lanes Travel Time[2] (min: sec)
2020 No Action	249,300	5,650	46 mph	14:12	N/A	17:25
2020 Proposed Action	251,100	5,560	48 mph	13:41	12:40	16:46
Change	**0.7%**	**-1.5%**	**4.3%**	**-3.6%**	**-9.0%**	**-3.8%**

1. Measured from the Veterans Memorial Tunnels to US 40 at Empire Junction.
2. Measured from the US 6 on ramp at the bottom of Floyd Hill to US 40 at Empire Junction.

N/A: Not Applicable

11.3 What are the Operations Under the Proposed Action in 2035?

As with 2020, a primary advantage of the Proposed Action in 2035 is the improvement of travel time reliability. The PPSL provides a mechanism for CDOT, though the use of tolling, to assure a reliable and efficient travel time option as travel time reliability degrades in the general purpose lanes. In other words, when the adjacent general purpose lanes become congested and travel times in those lanes increase, travelers will still be able to use the PPSL and travel through the study area in around 13 minutes. Studies have shown that travelers are willing to pay a toll for travel time reliability.

Table 6 shows 2035 traffic conditions for the Proposed Action as compared to No Action. By 2035 the Proposed Action shows a much more significant increase in VMT and decrease in VHT over No Action conditions, while overall travel speed are slightly improved. Through the study area segment (Veterans Memorial Tunnels to US 40) travel times in the general purpose lanes are slightly improved from No Action conditions (3.3 percent, or around half a minute faster, a similar travel time gain as in 2020), while travel times for vehicles using the PPSL are 10.2 percent faster than No Action conditions (around a minute and a half, also similar to the travel time gain in 2020).

Table 6. WB I-70 Peak Period 2035 No Action and Proposed Action Travel Conditions

	Veterans Memorial Tunnels to US 40					US 6 to US 40
	Peak Period VMT[1] (vehicle-miles)	Peak Period VHT[1] (vehicle-hours)	GP Lane Average Speed[1] (mph)	GP Lanes Travel Time[1] (min: sec)	PPSL Travel Time[1] (min: sec)	GP Lanes Travel Time[2] (min: sec)
2035 No Action	267,300	7,070	45 mph	14:27	N/A	19:33
2035 Proposed Action	288,200	6,700	47 mph	13:59	12:59	17:33
Change	**7.8%**	**5.2%**	**4%**	**-3.3%**	**-10.2%**	**-10.3%**

1. Measured from the Veterans Memorial Tunnels to US 40 at Empire Junction.
2. Measured from the US 6 on ramp at the bottom of Floyd Hill to US 40 at Empire Junction.

N/A: Not Applicable

In addition, a notable benefit from the Proposed Action in 2035 is the improvement in traffic conditions on the upstream segment, between US 6 and the Veterans Memorial Tunnels; whereas the Proposed Action improved travel times on that segment by 10 seconds in 2020, in 2035 the Proposed Action results in a minute and a half of travel time savings. This occurs because under No Action, the increase in traffic volumes by 2035 create a much more significant bottleneck at the Veterans Memorial Tunnels if that facility has two lanes, but with the addition of the PPSL in the Proposed Action, the tunnel is able to handle the additional traffic flow, thereby relieving more of the upstream congestion.

11.4 How are Frontage Road Volumes Impacted by the Implementation of the Proposed Action?

Traffic volumes taken in 2017 by Clear Creek County indicate that some WB traffic diverts to the frontage roads during the peak hours. Based on data from EB PPSL, with the improved speeds on I-70 because of the Proposed Action, the amount of diversion to the frontage roads decreases. This reduction in traffic on local roads has benefits to the adjacent communities. These include:

- Access and mobility improvements to roads intersecting with the frontage roads
- Safety improvements
- Emergency response time improvements
- Noise reductions
- Emissions reductions

11.5 What are the Impacts to Parking?

Surface parking currently located in the northeast quadrant of the SH 103/I-70 interchange is affected by the improvements to the northside entrance and exit ramps at SH 103. 34 parking spaces along the south edge of the lot are shifted slightly to the north; restriping allows for all current parking spaces to be retained.. The approximately nine unmarked parallel parking spaces on both the north and south sides of Water Street to the west of the parking lot (between 14th Avenue and 15th Avenue) are removed. Figure 9 illustrates the changes to parking.

11.6 What Transportation Infrastructure Needs are Addressed by the Proposed Action?

The Proposed Action helps address aging infrastructure in the study area. While the Proposed Action does not have any facility expansions, it replaces or rebuilds some infrastructure elements:

- Pavement in some sections of the study corridor receive a mill and overlay that provides new pavement surface.
- Barrier and guardrail in some locations is replaced.
- Inlets to drainage systems are improved.
- Sediment basins are constructed to improve water quality.

Figure 9. Parking Impacts of the Proposed Action

11.7 What are the Advantages of Managed Lane Operations?

PPSLs are a form of managed lanes. Managed lanes have operational strategies which are implemented and managed (in real time) in response to changing conditions, such as pricing and/or vehicle eligibility to maintain free-flow conditions. Managed lanes provide many advantages over general purpose lanes in the efficient operation of highway facilities. These advantages include improved operations, efficiency, flexibility, mode choice, safety, and economy.

Advantages of the Proposed Action include:

- **Travel Time Reliability.** As travel demand on I-70 continues to grow, congestion, long travel times, and uncertain travel time reliability increase. Congestion, which in 2017 is confined primarily to peak periods on weekends, grows over time to encompass some weekday periods as well. A managed lane provides a mechanism for CDOT to assure a reliable and efficient travel time for 2035 and beyond as travel time reliability degrades in the general-purpose lanes. Studies have shown that travelers are willing to pay a toll for travel time reliability. The use of the EB PPSL clearly demonstrates that travelers are willing to pay for reliability.

- **Options for Travelers.** Managed lanes that are added in the same corridor as existing general-purpose lanes provide options for travelers. Travelers are not required to use the facility, and many will only use them periodically, but travelers are provided the option for a faster, more reliable trip.
- **Consistency with a User Pay Philosophy.** Nationwide, highway funding and environmental groups have been advocating funding of highway capacity that ties highway travel more closely to a user pay philosophy. A managed lane that clearly matches an increasing cost with higher demand is more likely to encourage alterations in travel behavior. Environmental groups nationwide support this approach because it more clearly passes on transportation costs to the user and serves to encourage transit use or carpooling, which increase person throughput rather than vehicle throughput.
- **Efficient Use of a Highway.** There is a substantial premium in adding highway capacity in most highway corridors, and the I-70 Mountain Corridor has greater constraints than most. Providing the long-term ability to maintain a lane of free-flow travel greatly enhances the peak period capacity of the corridor.
- **Improved Person-Throughput.** The pricing of highway usage has been clearly shown to increase vehicle occupancy rates. The person throughput of the facility is increased. Travelers can gain the advantages of faster and more reliable travel time afforded by managed lanes at a lower per person cost by carpooling.
- **Improved Emergency Response Reliability.** Emergency vehicles are allowed to use the lanes without paying a toll as long as they have been dispatched to run with lights and sirens for emergency purposes. The managed lane provides a less congested alternative for emergency vehicles, increasing their reliability and response time.
- In addition, the PPSL is available for use during off-peak hours for emergency vehicles thus improving emergency service response times during off-peak periods, as well as peak periods.
- **Improved Economic Viability.** In contrast to congestion gridlock, managed lanes provide an option for those willing to pay to travel through the corridor during peak periods with a reliable travel time. This improves conditions for recreational travelers, as well as other providers of goods and services along the I-70 corridor. This enhances the economic competitiveness of all users of I-70, as well as those communities adjacent to I-70.

11.8 What are the Impacts to Potential Future Transportation Improvements?

Some potential transportation network improvements have been identified in the vicinity of the WB PPSL. These potential improvements are not planned or programmed and therefore are not assumed in the No Action network. The Proposed Action for WB I-70 PPSL does not preclude these future improvements.

Exit 240 SH 103. One such potential improvement is a reconfigured intersection on the north side of I-70 for SH 103 in Idaho Springs. Discussion has indicated that a roundabout may be suitable for this location. To demonstrate that the WB PPSL would not preclude a roundabout option, a preliminary roundabout layout was developed at the WB I-70 on-ramp and off-ramp at Exit 240 to SH 103, Idaho Street, SH 103, and 13th Avenue (shown in Appendix F). This roundabout configuration would require reconfiguration and reconstruction of the WB I-70 Exit 240 off-ramp that will be reconstructed as part of the WB I-70 PPSL project to accommodate the widening along WB I-70. The Proposed Action for WB I-70 PPSL does not preclude this option at SH 103.

Exit 239 Miner Street. The second potential improvement involves Exit 239 to Miner Street in Idaho Springs. A new adventure park is proposed on the west side of Idaho Springs in Clear Creek County. Access to this adventure park will be primarily from Exit 239. The current configuration of this exit from WB I-70 is a short deceleration ramp that exits traffic directly onto Miner Street behind several private residences. Vehicles exiting the freeway have the options to take 1st Avenue, 2nd Avenue, or 3rd Avenue to travel north to Colorado Boulevard.

The Proposed Action requires resetting approximately 500-linear feet of the noise wall to the north approximately 3 feet to 4 feet to accommodate the widening for the PPSL. With the noise wall reset, the existing Type 3 guardrail on either side of the noise wall is replaced with Type 9 barrier (a half shaped concrete barrier installed directly against the noise wall). This does not have any impacts to Miner Street or the existing configuration of Exit 239.

One potential alternative for a future reconfiguration of Exit 239 to accommodate heavier traffic related to the proposed adventure park includes closing access of Miner Street to off-ramp traffic past 3rd Avenue. Traffic between 1st Avenue and 3rd Avenue along Miner Street would be restricted to local access only for the residents to access their properties (area shown in orange on Figure 2 in the Appendix F). The Proposed Action does not preclude this reconfiguration of the WB I-70 Exit 239 off-ramp.

A second potential option would move the WB I-70 Exit 239 off-ramp to the west and tie into Stanley Road with a roundabout at Stanley Road. This option would require large right-of-way takes on the Big 5 Mine property (which is historic). It would also have major impacts to Miner Street. It would require moving the noise wall that is being reset as part of the Proposed Action to accommodate the new off-ramp. An early concept of the footprint is shown in Appendix F. The Proposed Action does not preclude this reconfiguration of the WB I-70 Exit 239 off-ramp.

The Proposed Action for WB I-70 PPSL does not preclude any of these future options at Exit 239.

Section 12. Future Safety Conditions

12.1 What is the Safety Assessment of the Corridor?

A *Safety Assessment Report I-70: MP 231.00 to MP 243.00 Westbound Peak Period Shoulder Lane Study* (WB PPSL safety assessment) was prepared for the I-70 WB PPSL project (FHU 2017). The WB PPSL safety assessment calculated the potential for crash reduction using Level of Service of Safety (LOSS) factors from the Highway Safety Manual for crash frequency and severity. These factors describe the comparison to the expected norm of the magnitude of crashes as it relates to frequency and severity. Further analysis was conducted to determine the possible cause of a problem through diagnostic analysis using direct diagnostic and pattern recognition techniques.

The WB PPSL safety assessment concluded that Segments 1, 3, and 7 have a moderate to high potential for crash reduction as it relates to the frequency of crashes and Segments 2 and 3 have a moderate to high potential for crash reduction as it relates to crash severity. Segment 1 (MP 231 to MP 233) has the highest potential for crash reduction as it relates to severity.

In the future, crash rates may be reduced because of autonomous and connected vehicles. There is uncertainty regarding the timeline and rate that these technologies will be adopted into the vehicle fleet, but expectations are that safety will be improved.

12.2 What are Safety Concerns of the Proposed Action?

The Proposed Action implements peak period shoulder running operations on a freeway and as such introduces some safety concerns:

- Any compromises in roadway design standards, including shoulder width, lane width, shy distance to median barriers, and absence of a buffer, has the potential to reduce overall safety performance. The negative safety implications of those types of compromises are exacerbated on the Proposed Action because of the winding alignment, uphill grade, and frequent adverse weather conditions.
- The purpose of the added lane in the shoulder in other projects is to address peak period traffic during commuting hours. Therefore, users of the added lane become familiar with the facility's operation more quickly. Because this corridor has a high percent of recreational traffic, there will always be a higher proportion of unfamiliar drivers on PPSL projects than on commuter routes.
- As the PPSL ends near the US 40 interchange there will be weaving as some PPSL users move to the right to exit at US 40 and general-purpose lane users weave to the left to stay on I-70. This weaving activity creates friction in the traffic stream and is a potential hot spot for crashes.
- There are limited speed limit enforcement opportunities during peak hours for the PPSL project, because of high volumes and limited space in the mountain corridor. The Proposed Action includes seven pull-outs, which is more than were provided for the EB PPSL. These pull-outs are also larger than those provided for the EB PPSL project.
- Because of desires to maintain certain viewsheds and to reduce light pollution, the number of overhead lane control signs is less than optimal and some lengthy stretches of the corridor have no visible lane control indications. This is a compromise to traffic operations and safety.

To alleviate safety concerns, the shoulder lane is only to be used during peak periods of congestion, balancing the need to reduce congestion-related crashes during peak times and allowing for a wider roadway envelope during off peak times.

12.3 What is the EB PPSL Safety Record?

The I-70 EB PPSL opened in December 2015. At the time of this report, crash data was only available for the first six months of that lane's operation (through June 2016). That data showed an increase in the number of crashes in the EB direction as compared to the average for the same period from the previous 3 years (January through June, 2013 to 2015). However, because of the small crash data sample size when the lane was operational, a full safety evaluation for it was not conducted (safety evaluations are typically based on between 3 and 5 years' of crash data, and there is only 6 months of data for the EB PPSL). As further empirical data is obtained from EB PPSL, minor refinements to the final design of WB PPSL may be made as appropriate.

One benefit of the EB PPSL is that the time required for emergency personnel to respond to and clear incidents has improved. The EB PPSL has contributed to CDOT meeting its target for average incident clearance time on EB I-70; the target is typically exceeded for WB I-70 (CDOT 2017a).

12.4 What Safety Improvements were Considered for the Proposed Action?

The Proposed Action incorporates safety improvements to address potential safety problems associated with shoulder-running operations. Table 7 lists the various safety measures that were considered.

Table 7. Potential Safety Measures

Safety Measure Type	Measure
Physical Improvements	Widths: Lanes, Shoulders, Buffers, Shy Distance
	Lighting
	Pullouts
	Rumble Strips and Striping
	Clear Zones/Unpaved hardened shoulder
	ITS: VMS, DSRC, Ramp Meters
	Acceleration and Deceleration Lengths
	Ramp Terminal Designs
	Vehicle-Wildlife collision mitigation
	Signage (balance need with aesthetics)
Operational Improvements	Variable Speed Limits
	Enforcement—Speed, Lane and Traction Violations
	Winter Operations Plan: ▪ Plowing ▪ Courtesy Patrol ▪ Traffic Incident Management ▪ Other
	Speed Harmonization

Most of these measures—both physical and operational—have been incorporated as a part of the Proposed Action. The ones that have not include:

- Widths. Lane widths for the general purpose are standard, but outside shoulder widths are less than standard to minimize the roadway footprint. Inside shoulder widths and shy distance are standard except near Idaho Springs, to minimize the roadway footprint,
- Lighting. Lighting is not provided as it is a rural mountain corridor. Some lighting is provided in the vicinity of Idaho Springs.
- Clear zones/Unpaved hardened shoulder. These are less than standard to minimize the roadway footprint.
- Variable speed limits. CDOT is considering implementation of variable speed limits (VSL) as a part of an overall I-70 Mountain Corridor strategy. The agency is currently conducting an engineering study for I-70 during congested conditions to reduce crash rates. This study is considering introducing VSL to the I-70 corridor within the vicinity of the study area. The concept of operations is based on the fact that after a certain critical threshold combination of speed and density is reached, the crash rate rises

rapidly. The engineering study will develop an algorithm for a variable speed limit intended to slow traffic in real time, given corridor-specific volume–density and speed data. The effectiveness will depend on enforcement, among other factors. It will be first implemented in the eastbound direction using the existing VSL signs, in the fall of 2018. Eventually the variable speed limit concept of operations could be employed on the westbound direction of I-70 through the study area.

- Speed harmonization. This program utilizes police vehicles during peak hours to pace traffic at speeds, on average, of between 35 and 55 mph, depending upon weather conditions. The concept is that when traffic moves at a more uniform rate, more vehicles can pass through more efficiently. CDOT tested speed harmonization on the I-70 Corridor in 2012, and has decided to not move forward with it at this time.

12.5 What are the Impacts of Proposed Action Design and Operational Elements on Safety?

The Proposed Action includes the conversion of the inside and outside shoulders, and re-striping of the corridor, into a part-time use travel lane. Typical conversions of this type do not change the cross-section. However, the Proposed Action includes widening of the cross-section within the context of the corridor to provide additional shoulder width and lane width beyond what could have been included with a simple re-striping of the corridor. These improvements are possible within the physical constraints of the WB PPSL corridor. In addition, the design of the Proposed Action is informed by initial safety data from EB PPSL. As further empirical data is obtained from EB PPSL, minor refinements to the final design of WB PPSL may be made as appropriate. The improvements to the cross-section include the following:

- **Lane Width.** The Proposed Action includes roadway widening to accommodate 12-foot, standard lane widths for the two General Purpose lanes.
- **Shoulder Width and Shy Distance.** Outside shoulder widths are less than standard to minimize the roadway footprint. During peak operations, the inside shoulder/shy distance (2 feet) is also less than standard. However, during off-peak operations, when the WB PPSL is a full shoulder, the inside shoulder/shy distance (13-feet) is much greater than the standard. Narrowing a roadway envelope can compromise safe operations to some extent.

To alleviate this, the Proposed Action includes a wider paved area where corridor conditions allow, to provide extra space.

In addition to the cross-section changes described above, the Proposed Action also includes these safety features and elements on the corridor:

- **Emergency Pull-outs.** Seven pull-outs are added which increase safety and help minimize disturbance if a vehicle breakdown occurs. Five pull-outs are added in the WB direction and two are added to the EB direction. In addition, one existing EB pull-out is enhanced. The pull-outs are also available for law enforcement to use for enforcement functions.
- **Monitoring of Operations by CDOT Staff.** Personnel at the Colorado Traffic Management Center monitor activity in the WB PPSL through Closed Circuit Television cameras placed strategically along the corridor to ensure efficient and safe operations. This helps to reduce incident clearance times, thereby reducing secondary congestion-related crashes.
- **Signage.** Signage, including dynamic message signs, is installed for traffic control and operation of the lane to inform motorists in order to provide safe conditions for all travelers.

- **Lane Opening Procedures.** The WB PPSL is only opened to traffic after the lane is cleared of all obstructions, minimizing any potential safety conflicts.
- **Emergency Response.** Clear Creek County is responsible for emergency response along the WB PPSL corridor. Emergency response procedures for the Proposed Action follow the corridor incident management plan prepared for the EB PPSL. CDOT has prepared predetermined message sequences for the dynamic message signs to implement immediately when an incident occurs. This dramatically decreases crash response times. As experienced in the EB direction, emergency response times are anticipated to noticeably decrease. Reducing emergency response delay results in enhanced potential for those injured in a crash to receive critical medical treatment in a timely manner.
- **SH 103 Ramp Improvements.** The Proposed Action improves safety by improving the sight distance for the WB and EB off-ramps to SH 103, adding pedestrian lighting on the SH 103 bridge, adding raised patterned concrete next to the sidewalk on the SH 103 bridge, and lengthening the acceleration lane for the EB on-ramp.
- **Pedestrian Lighting.** In addition to the pedestrian lighting added to the SH 103 bridge, lighting is added to the box culvert carrying the East Idaho Springs Trail under I-70 just west of the Shelly/Quinn ballfields. Lighting of the portion of the Clear Creek Greenway that crosses under I-70 east of Idaho Springs City Hall is upgraded to LED lighting.
- **Drainage Improvements.** In the vicinity of the SH 103 interchange, the I-70 mainline centerline is shifted slightly, allowing improvements to drainage infrastructure that reduce safety concerns currently associated with the ponding of water and ice on the highway. Improvements are made in three areas in this vicinity: new inlets in the center of mainline I-70, just east of the bridge; improvements and replacement of the existing inlet at the WB off-ramp from I-70 to SH 103; and improvements on the EB I-70 on-ramp at SH 103.
- **Rockfall Mitigation.** By rock scaling and other actions, the Proposed Action improves some high-risk areas of traditional rockfall zones, reducing the likelihood of rocks tumbling onto the highway.
- **Wildlife Crash Mitigation.** Mitigation measures to reduce WVCs include seasonal signage and a reduced speed limit on the US 40/CR 257 to I-70 WB on-ramp.
- **Exit 241 Improvements.** Increased sight distance for drivers exiting EB I-70 and turning onto the bridge at Exit 241. Drivers can see Colorado Boulevard traffic (including pedestrians using the sidewalk on the bridge) from the stop bar without inching into the crosswalk, and pedestrian safety is improved. The acceleration length of the WB on-ramp is increased which also improves safety.
- **Exit 240 to Exit 239 Auxiliary Lane.** The new WB auxiliary lane between Exit 240 and Exit 239 provides additional safety for motorists accelerating onto the WB lanes from Exit 240 or decelerating at Exit 239 to leave the WB lanes.
- **Dumont Port of Entry.** Decreased potential for vehicular conflicts results from the changes at the Port of Entry, where striping and reconfiguration of lanes separates traffic merging onto WB I-70 from the on-ramp from truck traffic exiting the Dumont Port of Entry.
- **Public education**. A public education campaign is planned prior to opening the WB PPSL to clarify correct PPSL usage related to speed and complying with laws related to driving over lane striping.

All of these design elements offer improved safety and help to mitigate safety concerns that result from using the shoulder as a part-time travel lane.

In addition, operational benefits of the Proposed Action include reduced congestion which also reduces congestion-related crashes.

Section 13. Construction Phase Traffic Operations

13.1 How will Traffic be Detoured During Construction?

I-70 traffic is not detoured because most of the work occurs on the shoulder of I-70. However, the north side on- and off-ramps at Exit 240 (Idaho Springs/SH 103) will be reconfigured during the PPSL construction, which creates a need for occasional temporary detours to other Idaho Springs interchanges at Exit 241 or Exit 239.

13.2 How will Construction Affect Travel on the I-70 Highway?

Two travel lanes are maintained on I-70 in each direction for most of the construction; therefore, this project does not have a large effect on traffic and does not adversely affect the overall operations in the corridor. However, the travel lanes during construction are narrow, and the speed limit is reduced in the construction area. Motorists traveling through the study area experience a slight increase in travel time because of the reduced speed limit.

During blasting for rock scaling, all traffic on I-70 is stopped for approximately 10 minutes before and 30 to 40 minutes after each detonation. Blasts are small to limit collateral effects. There could be four to six blasts per day depending on the sequence and number of benches. Blasting during peak periods is limited to the extent possible. These peaks are Friday afternoons and early evenings, Saturday mornings, and Sunday afternoons and evenings.

The I-70 on- and off ramps at US 40 remain open except for traffic lane shifts during some construction activity.

The weigh-in-motion instrumentation currently in place at the Dumont port of entry moves a few feet to accommodate the Proposed Action. This requires daytime lane closures and may require trucks outfitted with weigh-in-motion technology to stop at the port of entry temporarily.

13.3 How are Traffic Impacts Mitigated during the Construction Period?

CDOT continues to work closely with local agencies (including Clear Creek County and Idaho Springs) through the Context Sensitive Solutions (CSS) process regarding the design and plans for the Proposed Action. Construction phasing, blasting, rock scaling, and other activities are planned to minimize the impact to the traveling public and area residents, schools, and businesses.

The Region 1 Lane Closure Strategy, Second Edition, 2008 provides general guidance for lane closures along I-70. The Lane Closure Strategy also provides procedures that allow variances to the basic schedules for unique projects and activities. Any variances must be approved by the Region 1 Traffic Engineer. It is anticipated that specific lane closures schedules encompassing the multitude of construction activities are developed during the design phase of the project in close coordination with the contractor and Region 1 Traffic Engineer. The lane closure schedule is developed to avoid peak periods as much as possible. Typical low volume periods are identified using the history of traffic volume data

provided by the Veterans Memorial Tunnels ATR traffic count station as a reference. In addition, queues and delays are monitored throughout the construction phases to make sure that impacts to travelers are minimized to the greatest extent possible.

Most work occurs on the shoulder; however, occasional temporary one lane or full closures are necessary at various points along the project during activities related to constructing the Proposed Action. One lane closures are conducted at night as much as possible. Access to local business signs to advise drivers are placed during times of ramp closures at SH 103.

CDOT and the contractor provide the schedule in advance of closures to emergency service responders. CDOT's Public Information Office provides frequent and timely updates about construction activities through all relevant media. Motorists are provided notice of construction activities through ample advance signs and VMS to provide real-time information. Table 8 outlines the mitigation commitments for traffic during construction.

Table 8. Mitigation Tracking

NEPA—National Environmental Policy Act; CDOT—Colorado Department of Transportation

Mitigation Category	Impact from NEPA Document	Commitment from Mitigation Table in Source Document (Use Exact Wording from Table in Source Document)	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed
Transportation	Traffic backups and detours may affect school district operations	CDOT will work with local communities and the school district to minimize impacts to local traffic.	CDOT Engineering and Contractor	During Construction
Transportation	Traffic backups because of lane restrictions	Work requiring closure of one lane will be conducted at night as much as possible. CDOT will work closely with the contractor to avoid closures to the greatest extent practicable. Closures will be minimized to the greatest extent possible during peak periods (westbound—Friday afternoon, and Saturday/Sunday mornings) (eastbound—Sunday afternoon).	CDOT Engineering and Contractor	During Construction
Transportation	Traffic backups	Advance signage along I-70 will warn of impending closures.	CDOT Engineering and Contractor	During Construction
Transportation	Traffic delays and detours may affect emergency vehicles	Notify emergency service providers (Colorado State Patrol, sheriff, police, fire dispatchers, ambulance providers, etc.) of the timing of impending detours or closures.	CDOT Engineering and Contractor	During Construction
Transportation	Economic losses because of drivers not stopping to patronize local businesses.	Signs notifying drivers of access to local business will be placed in both directions in advance of the East Idaho Springs interchange (Exit 241), SH 103 interchange (Exit 240), and West Idaho Springs interchange (Exit 239) as appropriate based on actual closures.	CDOT Engineering and Contractor	During Construction
Transportation	Increased potential for crashes during construction.	There will be extensive warning of the work zone for affected traffic so that they know to slow to the appropriate posted speed limit.	CDOT Engineering and Contractor	During Construction

Table 8. Mitigation Tracking

NEPA—National Environmental Policy Act; CDOT—Colorado Department of Transportation

Mitigation Category	Impact from NEPA Document	Commitment from Mitigation Table in Source Document (Use Exact Wording from Table in Source Document)	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed
Transportation	Impacts to travelers on other roads and pedestrians and bicyclists.	As feasible, CDOT will minimize I-70 construction activities on weekends that could shift travel to alternative routes (SH 9 and US 285, in particular). In addition, CDOT will avoid peak travel weekends and special event time periods.	CDOT Engineering and Contractor	During Construction
Transportation	Temporary road closures and detours during construction. Impaired access to residences and businesses.	All construction activity will follow CDOT Region 1's Lane Closure Strategy for I-70 Mountain Corridor lane closure schedules.	CDOT Engineering and Contractor	During Construction
Transportation	Removal of bicycle access from I-70 shoulder in study area	Construct a bridge between the Fall River Road/I-70 interchange and Stanley Road to improve bicycle and pedestrian mobility in the WB PPSL corridor.. This mitigation is being advanced and is being done as a separate project (Fall River Road Bridge, project code 21892).	CDOT Environmental/ CDOT Engineering	/Pre-WB PPSL Project Completion

Section 14. References

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Appendix A.

I-70 Corridor Traffic Data

2016 ATR Data at Twin Tunnels

COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20160101	P	106	97	80	89	125	172	355	547	748	1157	1659	2231	2621	2914	3250	3661	3511	3343	2072	1708	1030	593	367	229	1/1/2016	5	32665	1
120	20160101	S	148	177	140	111	112	251	1195	2985	2752	2518	2634	2643	2424	2329	2199	1960	1623	1176	947	766	538	427	270	245	1/1/2016	5	30570	1
120	20160102	P	129	102	98	122	169	423	699	1089	1448	1997	2790	3540	3772	3878	3598	4494	4092	3828	3616	3165	2447	1150	556	356	1/2/2016	6	47558	1
120	20160102	S	131	112	81	108	185	430	2493	3310	3049	2935	2975	3007	2280	1969	1852	1612	1407	1116	809	640	550	420	334	244	1/2/2016	6	32049	1
120	20160103	P	215	133	127	122	185	249	463	820	1416	2700	3642	2896	3763	4546	3025	3592	3072	2400	1842	1767	1307	810	388	241	1/3/2016	7	39721	1
120	20160103	S	163	129	109	88	131	250	1531	2828	2335	2031	2054	2067	1801	1705	1776	1477	1240	914	969	1039	590	400	302	193	1/3/2016	7	26122	1
120	20160104	P	127	100	80	98	120	352	704	1036	1164	1240	1639	1690	1776	1689	2670	3130	2948	2692	1373	761	503	340	230	128	1/4/2016	1	26590	1
120	20160104	S	146	100	91	116	196	425	783	2082	2887	2525	2168	1756	1471	1459	1330	1312	1220	1009	887	600	520	393	359	236	1/4/2016	1	24071	1
120	20160105	P	118	72	61	59	82	216	472	647	805	1004	1228	1362	1391	1646	2096	2545	2504	1817	1112	728	422	336	228	164	1/5/2016	2	21115	1
120	20160105	S	97	127	92	98	173	346	670	1740	2394	2090	1658	1281	1164	1144	1127	1159	1105	935	844	694	553	430	293	216	1/5/2016	2	20430	1
120	20160106	P	93	70	59	83	103	289	467	732	786	972	1162	1286	1358	1562	1931	2275	2183	1636	1062	668	421	343	242	132	1/6/2016	3	19915	1
120	20160106	S	122	114	105	98	143	339	702	1585	2199	1990	1552	1346	1186	1174	1192	1235	1300	1024	906	705	603	446	357	275	1/6/2016	3	20698	1
120	20160107	P	104	73	56	74	77	199	402	648	794	896	992	1226	1193	1379	1787	2011	2179	1662	1054	608	445	348	200	126	1/7/2016	4	18533	1
120	20160107	S	168	120	87	110	164	275	682	1677	2196	1840	1437	1274	1123	1152	1317	1330	1365	1125	1048	835	671	503	370	218	1/7/2016	4	21087	1
120	20160108	P	112	72	64	72	157	260	491	689	757	974	1288	1484	1399	1581	1956	2511	2470	1786	1326	817	554	327	248	144	1/8/2016	5	21539	1
120	20160108	S	153	130	109	76	107	233	530	1253	2397	2137	1840	1828	1437	1516	1728	2327	3098	2835	2448	2233	1714	996	633	369	1/8/2016	5	32127	1
120	20160109	P	84	75	60	58	85	169	302	661	780	1034	1465	2045	2310	2502	3132	3260	3273	3096	2747	2001	1075	636	319	209	1/9/2016	6	31378	1
120	20160109	S	198	120	103	92	161	489	3072	3180	2885	3159	2981	2523	1727	1657	1582	1546	1456	1166	931	665	568	435	315	219	1/9/2016	6	31230	1
120	20160110	P	100	98	49	79	98	163	305	579	892	1725	2842	3570	3402	3694	3245	4122	3513	3235	2859	2534	1508	715	305	169	1/10/2016	7	39801	1
120	20160110	S	132	68	72	60	93	245	2218	3330	2676	1726	1662	1600	1274	1365	1220	1165	1055	932	729	617	435	316	235	149	1/10/2016	7	23374	1
120	20160111	P	113	59	51	70	131	293	785	1158	1108	1122	1319	1561	1457	1665	1926	2156	2250	1615	874	541	376	273	178	142	1/11/2016	1	21223	1
120	20160111	S	124	106	67	103	197	356	696	1381	2044	1834	1516	1095	1084	1080	1021	1061	1045	897	772	569	445	333	264	194	1/11/2016	1	18284	1
120	20160112	P	77	50	27	58	85	232	444	741	744	985	1070	1113	1319	1532	1672	1841	2060	2062	974	616	409	298	206	131	1/12/2016	2	18746	1
120	20160112	S	121	96	68	97	149	297	633	1453	2086	1835	1416	1165	928	1053	999	1034	1055	930	801	602	465	367	342	171	1/12/2016	2	18163	1
120	20160113	P	113	76	66	82	102	199	463	738	779	965	944	1215	1381	1822	2056	2254	2333	1570	1061	668	451	327	246	127	1/13/2016	3	20038	1
120	20160113	S	139	108	96	109	167	296	714	1649	2181	2109	1634	1351	1107	1128	1165	1181	1263	1055	803	689	623	491	487	254	1/13/2016	3	20799	1
120	20160114	P	93	96	53	94	108	234	481	681	816	910	1088	1152	1212	1710	1808	2080	1945	1432	1011	695	473	347	231	154	1/14/2016	4	18904	1
120	20160114	S	192	132	88	118	166	328	724	1573	2033	1948	1650	1416	1399	1415	1368	1312	1590	1537	1358	1122	953	744	618	406	1/14/2016	4	24190	1
120	20160115	P	125	81	70	70	98	207	446	632	787	935	1118	1548	1709	1857	2417	2735	2601	2166	1407	946	537	403	245	191	1/15/2016	5	23331	1
120	20160115	S	212	154	123	112	163	313	984	2681	3075	2489	2245	1986	1926	2162	2520	2734	3340	3171	3167	3080	2104	1390	870	539	1/15/2016	5	41540	1
120	20160116	P	133	78	63	60	68	133	235	395	611	914	1323	1697	1911	2793	3082	3402	3490	3297	2119	1405	886	561	316	228	1/16/2016	6	29200	1
120	20160116	S	328	160	131	118	150	656	3213	3146	3231	3072	2444	2373	2184	2085	2003	1727	1569	1336	1075	891	659	507	370	236	1/16/2016	6	33664	1
120	20160117	P	110	114	62	61	81	109	233	397	827	1322	2410	2835	2974	2843	2773	2641	2927	2450	2604	2617	1851	1084	953	162	1/17/2016	7	34440	1
120	20160117	S	146	80	90	78	98	301	2640	3279	2843	1817	1728	1667	1361	1261	1110	977	882	674	916	977	664	402	268	162	1/17/2016	7	24421	1
120	20160118	P	80	122	97	101	166	340	842	1447	1681	2150	2988	3717	3395	3534	3698	3771	3691	3068	3132	2335	1159	567	278	132	1/18/2016	1	42491	1
120	20160118	S	109	88	85	123	190	435	1760	2093	3254	3030	2856	1701	1427	1268	1167	1085	1085	850	657	559	418	354	269	165	1/18/2016	1	25028	1
120	20160119	P	88	55	55	54	84	252	559	615	1228	1078	1186	1233	1158	1811	1936	2165	2110	1427	1011	659	397	304	233	166	1/19/2016	2	19864	1
120	20160119	S	121	96	73	86	134	291	711	1508	1973	1691	1298	1126	951	891	872	972	982	881	629	558	470	375	311	171	1/19/2016	2	17171	1
120	20160120	P	94	71	57	58	80	189	413	719	717	864	958	1084	1159	1328	1577	1652	1621	1194	964	558	426	377	244	123	1/20/2016	3	16527	1
120	20160120	S	135	103	70	84	165	291	668	1529	1794	1530	1174	1133	1051	1016	1104	1058	1159	834	726	608	490	421	346	251	1/20/2016	3	17740	1
120	20160121	P	113	84	75	60	85	216	381	637	660	799	840	1262	1320	1656	2098	2353	2298	1625	999	774	483	326	222	177	1/21/2016	4	19543	1
120	20160121	S	139	119	76	98	154	326	895	2083	2313	1995	1518	1337	1226	1209	1339	1402	1430	1344	920	802	933	784	524	331	1/21/2016	4	23297	1
120	20160122	P	97	89	49	82	111	244	431	672	749	943	1157	1320	1479	1779	2414	2756	3109	2457	1487	922	636	435	288	188	1/22/2016	5	23894	1
120	20160122	S	171	151	116	100	162	349	973	2436	3083	2907	2309	1797	1756	1914	2127	2519	3339	3146	3277	3107	2171	1277	766	445	1/22/2016	5	40398	1
120	20160123	P	114	77	57	67	88	150	230	450	650	1042	1455	1716	1891	2479	3236	3395	4043	3620	3271	2946	1585	792	514	270	1/23/2016	6	34138	1
120	20160123	S	257	170	112	104	155	697	3213	3410	3290	3143	3067	3114	1833	1824	1817	1677	1550	1354	974	806	661	494	350	249	1/23/2016	6	34321	1
120	20160124	P	167	92	88	91	95	149	286	666	1570	2954	3956	4005	3610	2954	3131	3172	2832	2307	2056	1527	1124	621	262	115	1/24/2016	7	37830	1
120	20160124	S	135	89	77	89	97	267	2200	2790	1778	1514	1445	1476	1249	967	884	836	775	1212	1067	671	454	298	184	173	1/24/2016	7	20727	1
120	20160126	P	64	68	37	63	75	201	483	747	812	867	1047	1144	1218	1362	1752	1880	2005	1501	866	577	412	301	209	134	1/26/2016	2	17825	1
120	20160126	S	130	96	65	96	141	297	630	1407	1897	1660	1315	1139	1011	1018	1015	1063	1006	864	775	618	497	374	279	174	1/26/2016	2	17567	1
120	20160127	P	79	64	43	64	101	185	346	587	781	998	722	1224	1255	1319	1424	1671	1801	2153	2032	692	450	329	224	121	1/27/2016	3	18665	1
120	20160127	S	145	105	66	78	167	342	687	1510	2064	2021	1537	1273	1120	1147	1024	1136	1326	1039	918	748	626	526	420	279	1/27/2016	3	20304	1
120	20160128	P	98	75	59	79	90	247	489	717	863	941	1039	1163	1203	1465	1946	2176	2135	1738	1071	666	510	343	236	152	1/28/2016	4	19501	1
120	20160128	S	189	118	102	109	164	340	714	1530	2125	2125	1760	1557	1430	1430	1490	1592	1605	1658	1503	1270	943	673	628	326	1/28/2016	4	25381	1
120	20160129	P	95	70	56	75	110	222	379	647	733	968	1216	1550	1466	1848	2131	2601	2654	2373	1491	957	666	498	328	210	1/29/2016	5	23344	1
120	20160129	S	230	167	88	142	174	378	942	2316	2790	2690	2194	2064	2096	2277	2552	3000	3470	3208	3019	3265	3115	1344	834	521	1/29/2016	5	42876	1
120	20160130	P	129	88	164	138	127	152	301	513	733	1097	1570	1740	2124	2483	2874	2889	2636	1908	1601	1261	1285	1619	819	268	1/30/2016	6	28519	1
120	20160130	S	312	209	114	115	158	659	3316	3369	3119	2836	2294	2419	2229	2048	1995	1963	1748	1269	1035	704	566	442	318	210	1/30/2016	6	33447	1
120	20160131	P	141	93	101	78	93	158	288	567	958	1537	2430	3521	3678	3861	3855	3415	2540	2715	2369	1616	1464	1547	1554	1365	1/31/2016	7	39944	1
120	20160131	S	137	60	66	64	94	579	3087	3121	2285	1236	1469	1458	1423	1378	1206	1069	935	649	530	450	336	291	204	146	1/31/2016	7	22273	1
120	20160201	P	1073	109	73	79	105	343	812	700	1583	1115	1475	1388	1326	1547	1582	1821	1465	1293	739	413	292	202	143	72	2/1/2016	1	19750	2
120	20160201	S	107	105	84	103	130	236	656	1497	1523	1157	946	774	677	652	611	610	520	469	356	282	219	172	137	115	2/1/2016	1	12138	2
120	20160202	P	86	56	33	58	64	130	174	352	474	509	671	811	1053	1287	1608	1957	2096	1786	1003	550	343	257	198	125	2/2/2016	2	15681	2
120	20160202	S	96	63	55	58	87	171	562	1475	1453	1119	934	794	638	682	619	695	669	528	398	336	313	260	259	170	2/2/2016	2	12434	2
120	20160203	P	73	58	41	68	95	183	445	667	777	904	1047	1247	1198	1567	1630	1748	1782	1382	817	514	430	285	217	131	2/3/2016	3	17306	2
120	20160203	S	116	99	67	70	112	250	610	1416	1768	1677	1363	1161	1110	1140	1151	1111	1203	1063	842	715	557	489	446	316	2/3/2016	3	18852	2
120	20160204	P	78	67	37	73	79	199	409	649	724	836	1081	1129	1135	1362	1782	2048	1973	1464	957	640	477	319	232	162	2/4/2016	4	17912	2
120	20160204	S	181	151	121	138	168	284	694	1515	2101	2124	1689	1491	1196	1394	1439	1226	1455	1328	1360	1413	914	734	609	363	2/4/2016	4	24088	2
120	20160205	P	85	58	44	69	76	211	393	440	351	370	666	1234	1285	1722	2299	2744	2893	2307	1404	856	606	209	110	50	2/5/2016	5	20482	2
120	20160205	S	221	174	102	83	175	298	958	2337	2739	2590	2192	1836	1758	1956	2181	2506	3096	3298	2924	2671	2014	1264	774	476	2/5/2016	5	38623	2
120	20160206	P	31	28	17	36	30	46	97	204	284	596	890	990	1158	1588	2205	2487	2685	2413	2053	1316	789	614	383	236	2/6/2016	6	21176	2
120	20160206	S	278	203	154	128	158	646	3238	3327	3025	3080	3007	2591	1994	1968	1816	1713	1524	1234	951	752	623	465	383	237	2/6/2016	6	33495	2
120	20160207	P	146	108	77	102	132	171	338	797	1232	2223	3075	3906	3510	3693	2514	3494	3304	1990	952	750	593	1391	760	254	2/7/2016	7	35512	2
120	20160207	S	158	128	93	76	92	205	2086	3042	2147	1788	1604	1509	1357	1288	1162	921	683	516	352	290	291	561	418	171	2/7/2016	7	20938	2
120	20160218	P	71	57	45	58	74	217	465	652	758	982	1063	1092	1108	1287	1397	1541	1521	1307	797	430	304	227	149	151	2/18/2016	4	15753	2
120	20160218	S	160	121	69	86	126	250	528	1221	1558	1508	1258	1124	1152	1230	1382	1282	1425	1410	1242	1027	814	686	419	402	2/18/2016	4	20480	2
120	20160219	P	99	84	59	74	86	198	373	647	725	970	1010	1170	1355	1670	2073	2463	2779	2142	1337	915	649	427	250	203	2/19/2016	5	21758	2
120	20160219	S	226	121	91	79	98	274	885	2313	2713	2377	1951	1630	1617	1801	2022	2370	3158	3055	2804	2289	1831	1140	727	418	2/19/2016	5	35990	2
120	20160220	P	101	73	53	74	110	169	329	585	857	1238	1543	1770	1889	2379	2977	3289	3681	3628	1982	1321	933	643	317	217	2/20/2016	6	30158	2

2016 ATR Data at Twin Tunnels

COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20160220	S	258	175	118	99	156	585	3197	3371	3045	2521	2105	2119	1879	1947	1727	1709	1581	1396	993	829	659	493	383	274	2/20/2016	6	31619	2
120	20160221	P	113	82	60	95	102	162	344	636	1212	2046	3160	3513	3549	3571	3839	3761	3806	2932	1918	1743	1327	709	345	231	2/21/2016	7	39256	2
120	20160221	S	138	85	89	66	114	232	2107	2710	1911	1540	1621	1652	1465	1421	1316	1282	1168	944	796	613	491	325	258	160	2/21/2016	7	22504	2
120	20160222	P	98	67	57	87	100	295	805	1234	1213	1324	1349	1490	1500	1639	2433	1721	1612	1338	737	510	400	306	241	196	2/22/2016	1	20752	2
120	20160222	S	101	100	85	91	186	347	639	1179	1549	1455	1138	1025	999	1052	960	1066	1065	956	695	438	331	277	218	164	2/22/2016	1	16116	2
120	20160223	P	118	63	53	56	66	183	392	597	665	914	1062	1007	981	1132	1363	1606	1658	1313	857	547	460	342	164	167	2/23/2016	2	15766	2
120	20160223	S	88	110	46	79	132	249	516	1194	1391	1470	1004	877	823	851	941	944	963	832	733	633	467	384	310	236	2/23/2016	2	15273	2
120	20160224	P	71	147	63	71	91	240	508	763	921	1115	1168	1101	1185	1318	1732	1923	1800	1486	1053	643	407	446	163	222	2/24/2016	3	18637	2
120	20160224	S	145	78	85	85	183	324	604	1465	1956	1807	1336	1144	1065	1183	1230	1288	1347	1162	999	771	654	530	477	381	2/24/2016	3	20299	2
120	20160225	P	122	82	67	79	96	225	501	749	877	1041	1139	1167	1057	1204	1553	1864	1944	1539	1295	780	554	377	267	176	2/25/2016	4	18755	2
120	20160225	S	225	145	149	147	200	358	657	1417	1919	1698	1543	1534	1251	1273	1289	1835	1761	1611	1550	1280	1091	763	600	382	2/25/2016	4	24678	2
120	20160226	P	120	74	69	70	100	256	479	739	912	1172	1226	1611	1550	1780	2262	2630	2729	2492	1555	951	707	474	323	207	2/26/2016	5	24488	2
120	20160226	S	244	167	110	121	183	337	890	2361	3028	2586	2322	1834	1750	1877	2178	2549	3191	3142	2931	2478	1905	1106	703	430	2/26/2016	5	38423	2
120	20160227	P	100	93	77	87	132	156	364	676	1002	1400	1889	1979	2096	2609	3076	3378	3446	3121	1721	1303	992	617	364	192	2/27/2016	6	30870	2
120	20160227	S	252	189	110	117	170	572	3075	3303	3077	2071	2101	2190	1925	1816	1823	1862	1703	1483	1137	884	744	592	473	270	2/27/2016	6	31939	2
120	20160228	P	151	98	94	102	113	185	386	765	1282	2338	3341	3909	2934	4366	3858	4023	3698	3373	2588	1962	1379	745	334	198	2/28/2016	7	42222	2
120	20160228	S	179	127	103	84	108	246	2018	2818	2128	1917	1936	1775	1657	1632	1648	1545	1363	1190	878	686	518	409	268	166	2/28/2016	7	25399	2
120	20160229	P	114	78	63	83	143	370	821	1217	1269	1295	1418	1496	1537	1976	2279	2016	1890	1382	920	591	458	314	176	139	2/29/2016	1	22045	2
120	20160229	S	122	104	71	93	185	399	660	1242	1545	1653	1326	1160	983	1050	1038	1094	1131	1001	754	507	416	351	277	147	2/29/2016	1	17309	2
120	20160301	P	81	67	60	64	80	229	514	730	788	955	1142	1172	1307	1373	1734	1767	1737	1504	882	554	394	368	210	140	3/1/2016	2	17852	3
120	20160301	S	153	96	74	104	186	320	644	1276	1742	1550	1200	1037	943	1002	1021	1070	1039	910	809	605	470	399	278	238	3/1/2016	2	17166	3
120	20160302	P	101	68	54	80	88	224	499	708	699	1011	1037	923	1349	1405	1373	1497	1592	1343	920	571	408	351	240	143	3/2/2016	3	16684	3
120	20160302	S	119	102	89	100	165	315	605	1211	1361	1366	1132	996	964	1098	1198	1214	1206	1057	1022	742	616	576	488	313	3/2/2016	3	18055	3
120	20160303	P	110	83	74	74	95	233	495	750	896	1092	1196	1119	1195	1459	1712	2354	2138	1723	1114	809	492	396	248	140	3/3/2016	4	19997	3
120	20160303	S	218	139	139	118	170	380	745	1639	2320	2212	1769	1490	1380	1398	1531	1614	1635	1624	1453	1200	904	706	602	354	3/3/2016	4	25740	3
120	20160304	P	120	70	52	66	109	239	504	724	910	1057	1255	1464	1449	1823	2339	2592	2757	2233	1458	973	604	502	338	159	3/4/2016	5	23797	3
120	20160304	S	248	202	114	108	170	335	846	2268	2770	2539	2200	1888	1823	2088	2039	2581	3098	3104	3298	2480	1801	1078	664	478	3/4/2016	5	38220	3
120	20160305	P	120	103	73	97	89	163	319	647	933	1428	1900	1943	1901	2385	2811	3219	2869	3783	1918	1304	955	671	443	320	3/5/2016	6	30394	3
120	20160305	S	269	216	125	96	195	535	3189	3348	2495	2264	2478	2251	2052	1962	2017	1941	1809	1518	1210	914	833	557	440	289	3/5/2016	6	33003	3
120	20160306	P	192	128	122	101	110	178	347	716	1351	2290	3404	3786	3329	3950	3836	3779	3761	3446	2134	1706	1203	720	374	171	3/6/2016	7	41134	3
120	20160306	S	164	112	89	65	112	260	1547	2362	1930	1802	1843	1843	1769	1809	1751	1595	1476	1156	973	771	552	392	271	210	3/6/2016	7	24854	3
120	20160307	P	108	73	61	75	131	313	708	1063	954	1066	828	1688	1824	1938	1681	1778	1673	1145	723	813	606	499	282	140	3/7/2016	1	20170	3
120	20160307	S	124	81	83	116	160	370	657	1328	1665	1636	1291	1143	1038	1057	984	1040	996	911	770	560	401	346	273	198	3/7/2016	1	17228	3
120	20160308	P	109	80	58	64	86	220	502	808	908	1155	1283	1084	1100	1309	1580	1785	1825	1502	1263	835	523	337	231	175	3/8/2016	2	18822	3
120	20160308	S	121	100	76	94	175	341	783	1588	1939	1550	1257	1043	936	983	979	1051	1030	1026	812	553	503	475	355	228	3/8/2016	2	17998	3
120	20160309	P	109	74	62	72	100	237	508	817	1028	1113	1265	1240	1436	1504	1935	2117	2071	1571	1086	675	535	355	223	156	3/9/2016	3	20289	3
120	20160309	S	120	92	68	99	170	328	829	1572	1820	2061	1512	1249	1145	1174	1244	1262	1221	1147	986	734	583	486	427	339	3/9/2016	3	20668	3
120	20160310	P	142	96	64	63	95	252	548	817	940	1199	1329	1272	1339	1513	1875	2241	2258	1902	1313	859	566	431	308	184	3/10/2016	4	21606	3
120	20160310	S	195	135	119	123	193	338	806	1526	2274	2089	1652	1386	1333	1364	1481	1562	1588	1497	1372	1175	881	706	565	391	3/10/2016	4	24751	3
120	20160311	P	108	94	61	82	134	248	541	844	1028	1311	1471	1531	1438	1796	2404	2369	2989	2776	1727	1285	825	604	355	225	3/11/2016	5	26246	3
120	20160311	S	230	167	116	154	214	411	908	2214	2736	2668	2204	1997	1842	2082	2206	2486	2810	2993	2684	2313	1677	1122	723	495	3/11/2016	5	37452	3
120	20160312	P	142	99	70	104	104	221	419	772	1152	1641	1954	2245	2184	2443	2726	3062	2976	2589	1558	1055	812	563	350	210	3/12/2016	6	29451	3
120	20160312	S	289	218	156	144	246	530	2771	2925	2135	2312	2261	2269	2287	2283	2422	2265	2140	1880	1359	1125	921	734	455	337	3/12/2016	6	34464	3
120	20160313	P	120	118	113	110	174	252	521	869	1559	2275	3070	3148	3133	3495	3656	3156	3180	2504	2354	1483	930	502	286	0	3/13/2016	7	37008	3
120	20160313	S	180	138	120	128	269	1321	2340	2089	2128	2251	2445	2337	2304	2243	2150	1968	1583	1209	871	748	508	392	255	0	3/13/2016	7	29977	3
120	20160314	P	148	98	102	79	133	315	651	961	1083	1219	1351	1453	1534	1555	1678	2069	901	1897	1067	443	469	360	208	216	3/14/2016	1	19990	3
120	20160314	S	182	109	118	120	188	411	745	1305	1756	1839	1634	1403	1481	1313	1454	1264	1259	1120	905	580	485	406	260	200	3/14/2016	1	20537	3
120	20160315	P	83	50	94	178	157	253	453	697	805	799	1096	1237	1450	1679	2230	1965	2208	2047	1448	760	524	347	253	157	3/15/2016	2	20970	3
120	20160315	S	150	94	75	101	140	321	875	1875	2014	1576	1454	1126	1076	1100	1086	1147	1086	1015	863	687	592	433	388	227	3/15/2016	2	19501	3
120	20160316	P	112	85	64	71	102	189	419	686	829	1105	1171	1620	1652	1811	2468	3037	2944	2278	707	862	690	835	338	198	3/16/2016	3	24273	3
120	20160316	S	158	91	89	101	150	341	1131	2513	2647	2001	1587	1396	1289	1235	1245	1297	1254	1167	1038	722	657	546	356	282	3/16/2016	3	23293	3
120	20160317	P	124	97	82	93	99	235	478	785	913	1054	1249	1515	1721	1789	2765	2157	2572	2094	1277	687	557	427	255	134	3/17/2016	4	23159	3
120	20160317	S	196	160	117	101	169	350	850	2054	2461	2106	1697	1421	1416	1288	1352	1368	1764	1325	1280	879	754	645	442	278	3/17/2016	4	24473	3
120	20160318	P	197	113	85	99	101	222	385	575	837	906	1404	1979	1908	2115	2137	2565	2561	2681	2025	1132	825	563	384	251	3/18/2016	5	26050	3
120	20160318	S	292	169	129	106	144	292	750	1769	2295	2298	2548	2392	1914	1575	2035	2492	2797	2777	2580	2103	1702	1156	730	521	3/18/2016	5	35566	3
120	20160319	P	132	125	95	88	106	216	397	736	1067	1554	2054	2157	2339	2879	3265	3470	3229	3304	3108	1902	1153	863	496	279	3/19/2016	6	35014	3
120	20160319	S	291	190	149	115	186	728	2910	3217	2984	2879	3024	2887	2986	2987	2421	2236	2026	1713	1350	1024	893	725	511	335	3/19/2016	6	38767	3
120	20160320	P	158	147	101	107	116	166	331	680	1062	1672	2625	3153	3269	3670	3440	4080	3915	3466	2877	2578	1729	1082	570	313	3/20/2016	7	41307	3
120	20160320	S	185	138	102	94	158	359	2461	3338	2824	2475	2542	2596	2280	2243	2149	1949	1747	1399	1097	850	605	496	347	230	3/20/2016	7	32664	3
120	20160321	P	160	122	91	109	137	347	743	1013	1091	1147	1364	1819	1922	2184	2432	2811	2787	2390	1576	1034	690	530	366	198	3/21/2016	1	27063	3
120	20160321	S	156	139	88	125	190	427	895	2138	2608	2448	2053	1778	1649	1563	1442	1397	1337	1224	945	721	603	446	348	224	3/21/2016	1	24944	3
120	20160322	P	130	105	68	77	106	257	457	748	931	1075	1400	1469	1838	1841	2359	2411	2453	2043	1483	1026	757	571	378	174	3/22/2016	2	24157	3
120	20160322	S	154	118	95	110	170	336	738	1623	2027	1260	2168	1616	1476	1448	1403	1417	1441	1253	1155	882	779	660	465	272	3/22/2016	2	23066	3
120	20160323	P	103	80	82	64	62	141	294	361	351	449	525	18	6	16	849	537	1071	1302	780	465	357	251	168	104	3/23/2016	3	8436	3
120	20160323	S	195	136	95	59	80	177	254	296	542	752	938	545	216	124	189	121	691	567	544	394	233	189	120	66	3/23/2016	3	7523	3
120	20160324	P	84	72	79	79	102	202	381	617	772	1143	1437	1573	2529	2413	2456	2691	2892	2505	1556	925	842	472	335	238	3/24/2016	4	26395	3
120	20160324	S	54	63	32	57	110	209	694	1862	2481	2336	2234	2006	1823	1748	1982	1928	1924	1774	1453	1162	971	761	676	456	3/24/2016	4	28796	3
120	20160325	P	140	79	86	107	90	216	442	627	851	1112	1199	1658	2196	3105	2874	3052	2818	2989	2010	1044	617	396	410	372	3/25/2016	5	28490	3
120	20160325	S	276	193	166	159	199	388	1184	2920	3098	2930	2192	1922	1905	1911	2025	2023	2303	2442	2300	1701	1249	821	541	368	3/25/2016	5	35216	3
120	20160326	P	195	127	108	93	88	178	325	571	759	1250	1882	2259	2482	2723	2788	2944	3080	2380	2303	2249	1060	694	431	164	3/26/2016	6	31133	3
120	20160326	S	214	151	117	111	113	602	2926	3324	1862	1512	1689	1772	1692	1655	1538	1402	1318	1115	906	699	553	458	328	236	3/26/2016	6	26293	3
120	20160327	P	252	133	80	98	87	167	259	561	902	1657	2424	2850	2978	3435	3538	3529	3562	3332	2364	1973	1452	949	527	293	3/27/2016	7	37402	3
120	20160327	S	121	109	103	78	76	231	1633	2538	2066	1892	1820	1728	1644	1533	1550	1472	1444	1223	1023	826	632	476	305	203	3/27/2016	7	24726	3
120	20160328	P	156	82	66	91	132	328	747	1104	1240	1326	1304	1395	1569	1907	2789	3115	2683	2141	1412	908	685	479	308	169	3/28/2016	1	26136	3
120	20160328	S	112	99	82	132	200	404	844	1813	2308	2311	2110	1596	1519	1419	1323	1312	1226	1085	943	700	527	455	329	203	3/28/2016	1	23052	3
120	20160329	P	113	82	61	60	93	251	482	767	842	1056	1173	1345	1291	1378	1826	2633	1950	1580	1036	644	365	207	114	57	3/29/2016	2	19406	3
120	20160329	S	119	114	81	94	177	307	652	1273	1802	1656	1425	1223	1175	1158	1181	1219	1162	1050	893	676	539	433	285	237	3/29/2016	2	18931	3
120	20160330	P	141	215	118	75	99	197	436	627	806	903	1012	1223	1368	1699	1729	1748	1977	1412	770	398	342	447	383	236	3/30/2016	3	18361	3
120	20160330	S	154	87	73	109	176	332	704	1442	1780	1541	1437	1265	1225	1123	1136	1128	1055	1017	730	593	528	399	266	239	3/30/2016	3	18539	3

2016 ATR Data at Twin Tunnels

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120	20160331	P	143	94	69	65	75	183	436	699	795	838	1130	1195	1810	1744	1939	2116	2080	1852	1106	820	512	356	295	133	3/31/2016	4	20485	3
120	20160331	S	141	123	112	101	178	333	759	1795	2084	1726	1520	1313	1150	1169	1186	1168	1367	1210	1089	871	620	589	413	303	3/31/2016	4	21320	3
120	20160401	P	110	84	76	80	137	227	469	777	909	1168	1363	1349	2188	2614	2743	3251	3049	3013	1972	1180	857	559	395	230	4/1/2016	5	28800	4
120	20160401	S	306	154	89	121	184	391	1020	2636	3253	2917	2551	2071	1850	1906	2060	2284	2517	2630	2402	2034	1518	1031	657	423	4/1/2016	5	37005	4
120	20160402	P	143	114	84	93	135	210	314	710	1001	1464	1855	2068	2138	2529	3090	3725	3578	3257	2593	1456	1000	711	438	285	4/2/2016	6	32991	4
120	20160402	S	279	163	100	125	189	534	2857	3248	3233	2517	2480	2300	2007	1859	1825	1625	1536	1390	1144	957	803	594	415	259	4/2/2016	6	32439	4
120	20160403	P	169	123	90	81	116	167	235	539	917	1602	2576	3070	3235	3180	3655	3766	3774	3467	3199	1933	1475	843	441	263	4/3/2016	7	38916	4
120	20160403	S	165	102	87	86	105	237	1283	2518	2167	2045	1973	1850	1549	1574	1467	1421	1347	1201	984	744	579	494	303	195	4/3/2016	7	24476	4
120	20160404	P	127	100	74	94	104	318	669	984	1062	1159	1379	1431	1499	1557	1963	2165	1961	1882	1161	790	571	385	251	155	4/4/2016	1	21841	4
120	20160404	S	132	108	87	129	213	359	691	1183	1697	1850	1502	1254	1172	1080	1103	1096	1134	990	795	631	484	398	285	225	4/4/2016	1	18598	4
120	20160405	P	96	91	62	73	85	256	457	715	800	981	1048	1229	1247	1345	1336	1118	814	715	400	1179	1077	510	248	164	4/5/2016	2	16046	4
120	20160405	S	150	127	83	91	189	333	610	973	1226	1454	1165	1017	903	1000	1022	978	819	792	602	539	451	365	280	185	4/5/2016	2	15354	4
120	20160406	P	109	90	83	86	102	238	454	767	917	1082	1137	1175	1205	1445	1609	2453	1897	1598	1132	770	515	387	247	171	4/6/2016	3	19669	4
120	20160406	S	119	108	84	95	173	316	683	1419	1735	1775	1321	1238	1158	1103	1078	1086	1190	1027	910	750	608	491	368	226	4/6/2016	3	19061	4
120	20160407	P	90	106	57	89	110	232	493	709	894	1087	1198	1251	1327	1554	1769	1994	2222	1691	1229	882	641	444	324	189	4/7/2016	4	20582	4
120	20160407	S	168	136	121	101	184	366	705	1265	1778	1858	1571	1367	1341	1208	1283	1394	1373	1269	1138	972	774	578	456	249	4/7/2016	4	21655	4
120	20160408	P	121	80	69	103	109	260	480	735	881	1184	1341	1538	1661	1858	2270	2418	2389	2041	1515	1075	745	506	331	212	4/8/2016	5	23922	4
120	20160408	S	201	130	111	125	175	332	708	1441	1751	2260	1710	1540	1492	1637	1817	1956	2316	2340	2157	1787	1246	829	592	324	4/8/2016	5	28977	4
120	20160409	P	107	78	75	112	115	192	361	646	926	1314	1705	1997	1960	2112	2400	2698	2620	1948	1269	1052	700	605	314	203	4/9/2016	6	25509	4
120	20160409	S	216	204	109	108	123	331	1480	2158	2022	2109	2043	2001	1956	1706	1576	1554	1502	1343	1151	921	723	538	363	223	4/9/2016	6	26460	4
120	20160410	P	142	93	80	71	91	141	244	505	828	1446	2270	2828	2892	2883	3286	2976	2947	2689	1978	1537	1041	692	388	210	4/10/2016	7	32258	4
120	20160410	S	159	84	85	71	88	171	714	1598	1704	1660	1580	1529	1420	1352	1338	1261	1152	1252	1006	688	547	340	249	182	4/10/2016	7	20230	4
120	20160411	P	107	98	89	95	135	293	617	961	1030	1037	1286	1388	1411	1510	1566	1553	1430	1310	928	701	475	322	261	158	4/11/2016	1	18761	4
120	20160411	S	103	100	78	99	165	410	589	941	1173	1183	1089	1013	899	951	954	996	969	867	777	543	519	418	267	193	4/11/2016	1	15296	4
120	20160412	P	87	65	55	74	109	238	483	694	817	893	985	1079	1189	1337	1390	1461	1344	1143	942	619	427	300	211	140	4/12/2016	2	16082	4
120	20160412	S	126	104	72	105	161	286	583	813	1077	1240	1100	963	883	848	827	948	979	950	807	600	506	413	303	186	4/12/2016	2	14880	4
120	20160413	P	101	94	52	83	84	250	441	752	809	899	1007	1106	1186	1326	1425	1512	1483	1208	910	672	448	381	280	171	4/13/2016	3	16680	4
120	20160413	S	138	75	85	93	154	326	591	862	1183	1321	1145	1061	927	950	946	1026	1023	1010	801	622	482	443	316	282	4/13/2016	3	15862	4
120	20160414	P	121	79	52	82	100	208	474	709	798	981	1138	1279	1319	1309	1559	1528	1488	1380	1101	687	587	406	307	199	4/14/2016	4	17891	4
120	20160414	S	180	119	75	118	153	353	631	934	1279	1380	1281	1233	1104	1035	1083	1191	1319	1297	1108	913	690	652	400	224	4/14/2016	4	18752	4
120	20160415	P	114	91	63	90	99	212	422	608	800	989	1200	1346	1381	1631	1418	1205	1202	1096	483	429	300	281	371	161	4/15/2016	5	15992	4
120	20160415	S	169	163	105	112	150	285	557	999	1308	1467	1426	1459	1441	1611	1728	1768	356	180	1243	843	909	866	616	343	4/15/2016	5	20104	4
120	20160416	P	116	95	58	47	59	78	90	147	271	412	624	729	713	1029	1204	1207	1144	916	616	378	222	139	121	44	4/16/2016	6	10459	4
120	20160416	S	179	119	91	61	94	293	1296	1750	967	1115	853	860	723	558	569	567	530	457	426	354	251	192	184	110	4/16/2016	6	12599	4
120	20160417	P	72	36	37	3	0	66	134	187	274	482	851	1369	1796	2207	2550	3096	2920	2345	1486	984	745	479	271	127	4/17/2016	7	22517	4
120	20160417	S	70	33	32	13	11	43	962	2099	1792	1186	1116	1129	952	842	771	733	671	601	506	384	269	226	171	154	4/17/2016	7	14766	4
120	20160418	P	73	75	73	65	95	235	495	692	798	900	1073	1207	1430	1638	1825	1792	1709	1287	829	620	384	242	239	114	4/18/2016	1	17890	4
120	20160418	S	91	77	55	110	151	314	538	1227	1792	1590	1316	1163	955	858	816	831	834	752	632	523	370	297	265	178	4/18/2016	1	15735	4
120	20160419	P	82	76	47	49	94	199	467	605	666	815	919	1059	1085	1325	1432	1576	1582	1246	829	605	438	364	235	132	4/19/2016	2	15927	4
120	20160419	S	141	112	74	85	141	268	525	969	1476	1419	1125	1012	904	868	882	965	913	875	726	572	432	345	274	218	4/19/2016	2	15321	4
120	20160420	P	94	75	73	72	96	213	486	655	717	811	984	1049	1100	1486	1571	1612	1467	1268	919	665	446	372	256	187	4/20/2016	3	16674	4
120	20160420	S	161	112	92	93	156	327	574	968	1492	1464	1217	1072	982	916	965	1046	1041	967	749	699	476	418	338	238	4/20/2016	3	16563	4
120	20160421	P	99	70	65	75	112	230	476	695	825	928	1011	1112	1231	1408	1614	1714	1665	1465	1114	869	581	396	293	200	4/21/2016	4	18248	4
120	20160421	S	185	154	98	112	167	384	720	1074	1544	1657	1534	1258	1163	1163	1144	1278	1331	1214	1104	868	697	504	345	248	4/21/2016	4	19946	4
120	20160422	P	126	92	63	62	128	221	413	648	740	949	1157	1238	1533	1834	2240	2238	2296	1914	1478	999	738	519	337	222	4/22/2016	5	22185	4
120	20160422	S	177	136	98	112	175	293	667	1276	1890	2083	1907	1621	1523	1622	1602	1946	2035	2084	1852	1507	1018	754	482	318	4/22/2016	5	27178	4
120	20160423	P	152	129	96	93	111	159	280	487	730	1159	1410	1613	1782	1884	2133	2436	2516	1969	1239	822	581	414	343	191	4/23/2016	6	22729	4
120	20160423	S	194	143	111	92	131	298	932	1729	1938	1958	1911	1827	1539	1479	1328	1343	1266	1209	1006	864	673	538	447	249	4/23/2016	6	23205	4
120	20160424	P	133	79	54	52	67	118	192	343	689	1169	1709	2198	2556	2583	2631	2917	2734	2387	1744	1338	870	653	360	213	4/24/2016	7	27789	4
120	20160424	S	136	103	99	72	82	188	560	1258	1637	1619	1634	1507	1448	1563	1413	1433	1272	1102	1023	833	554	445	264	178	4/24/2016	7	20423	4
120	20160425	P	149	95	70	80	94	279	562	810	868	973	1079	1187	1210	1301	1393	1444	1362	1185	937	633	416	308	165	94	4/25/2016	1	16694	4
120	20160425	S	118	76	78	105	213	427	687	969	1052	1222	1267	1100	1028	951	964	966	971	895	778	582	424	348	257	169	4/25/2016	1	15647	4
120	20160426	P	121	63	58	82	84	203	450	652	700	877	875	1023	986	1092	1094	1282	1154	986	825	505	402	302	222	100	4/26/2016	2	14138	4
120	20160426	S	153	96	72	87	138	328	536	743	936	1094	986	941	869	842	927	934	869	782	680	500	453	303	273	140	4/26/2016	2	13682	4
120	20160427	P	73	68	61	54	105	227	431	658	772	811	962	1141	1103	1274	1273	1273	1353	1123	895	682	476	370	220	160	4/27/2016	3	15565	4
120	20160427	S	127	113	69	88	160	318	550	829	1141	1215	1099	980	949	921	981	1012	1059	958	796	626	534	379	271	207	4/27/2016	3	15382	4
120	20160428	P	109	93	54	74	106	197	433	619	740	882	959	1056	1155	1294	1264	1339	1277	991	813	621	454	331	221	142	4/28/2016	4	15224	4
120	20160428	S	155	101	80	93	145	310	573	857	1007	1141	1151	1007	1073	1023	1008	1097	1104	1035	879	657	454	362	300	183	4/28/2016	4	15795	4
120	20160429	P	98	70	59	73	92	161	343	499	608	757	806	997	1064	1267	1455	1413	1329	1085	931	603	343	249	148	244	4/29/2016	5	14694	4
120	20160429	S	132	113	89	98	130	229	474	861	1083	1126	1134	1142	1141	1274	1342	1409	1605	1342	1279	858	588	413	276	188	4/29/2016	5	18326	4
120	20160430	P	100	60	55	61	44	103	161	327	517	759	1134	1288	1408	1620	1714	1936	1953	1580	955	676	421	363	246	166	4/30/2016	6	17647	4
120	20160430	S	123	95	82	63	89	150	842	1841	1690	1598	1475	1388	1348	1238	1086	1107	999	938	813	585	463	390	276	220	4/30/2016	6	18899	4
120	20160501	P	119	97	53	72	50	97	145	288	457	715	1163	1667	2070	2256	2352	2414	2498	2022	1371	929	691	468	297	161	5/1/2016	7	22452	5
120	20160501	S	138	82	76	59	83	157	503	1314	1504	1497	1403	1404	1343	1268	1181	1149	986	892	798	631	446	324	284	183	5/1/2016	7	17705	5
120	20160502	P	116	81	35	82	98	253	480	723	750	815	943	1089	1223	1393	1457	1473	1436	1201	923	631	484	341	240	152	5/2/2016	1	16419	5
120	20160502	S	125	91	80	98	157	378	643	1018	1305	1412	1339	1179	1046	947	988	946	978	913	868	589	475	365	291	201	5/2/2016	1	16432	5
120	20160503	P	98	71	58	63	90	241	417	622	778	864	927	1032	1153	1198	1341	1384	1362	1195	884	630	514	387	257	152	5/3/2016	2	15718	5
120	20160503	S	130	111	69	101	175	344	633	927	1146	1295	1201	1101	1015	929	987	1019	984	926	812	621	560	367	239	156	5/3/2016	2	15848	5
120	20160504	P	104	87	64	62	124	222	463	611	753	933	972	988	1157	1186	1408	1515	1461	1304	998	722	556	419	252	173	5/4/2016	3	16534	5
120	20160504	S	152	98	92	93	155	376	666	927	1212	1476	1281	1160	970	978	1017	984	1109	970	886	658	519	408	281	158	5/4/2016	3	16626	5
120	20160505	P	126	83	65	72	110	230	481	711	807	875	999	1073	1240	1336	1451	1533	1540	1561	1287	891	657	462	281	184	5/5/2016	4	18055	5
120	20160505	S	173	131	117	107	188	388	722	937	1241	1369	1334	1223	1043	1081	1075	1146	1175	1094	916	839	647	484	322	238	5/5/2016	4	17990	5
120	20160506	P	121	79	60	77	120	243	436	732	790	1002	1233	1326	1450	1705	1971	1919	1805	1592	1269	1012	712	486	352	222	5/6/2016	5	20714	5
120	20160506	S	154	123	104	104	165	335	626	875	1237	1542	1581	1488	1503	1403	1579	1653	1747	1649	1517	1228	842	582	395	256	5/6/2016	5	22688	5
120	20160507	P	143	87	58	71	85	160	276	469	718	1115	1337	1640	1671	1751	1736	1574	1499	1334	1005	719	549	479	370	184	5/7/2016	6	19030	5
120	20160507	S	217	140	99	80	131	275	667	1033	1269	1418	1565	1580	1304	1341	1390	1207	1142	1020	858	720	535	455	350	229	5/7/2016	6	19025	5
120	20160508	P	119	86	58	54	70	100	195	337	594	1066	1482	1791	1902	2042	2110	2155	2185	1627	1427	1081	735	559	331	180	5/8/2016	7	22286	5
120	20160508	S	174	135	104	70	91	160	362	735	1007	1223	1440	1581	1415	1577	1501	1475	1564	1314	1041	816	652	460	280	190	5/8/2016	7	19367	5
120	20160509	P	101	79	56	56	69	242	479	733	758	905	991	1091	1121	1314	1246	1368	1215	955	804	607	451	312	243	132	5/9/2016	1	15328	5

2016 ATR Data at Twin Tunnels

COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20160509	S	136	88	74	84	168	427	713	841	1113	1220	1252	1226	1049	999	1028	994	1028	935	766	602	499	408	266	200	5/9/2016	1	16116	5
120	20160510	P	100	56	31	41	70	209	426	667	691	926	901	973	1065	1126	1164	1184	1235	1025	843	624	460	339	253	182	5/10/2016	2	14591	5
120	20160510	S	151	84	86	85	165	336	617	854	954	1102	1095	1030	973	954	1007	1013	1016	924	797	674	508	419	307	198	5/10/2016	2	15349	5
120	20160511	P	107	70	58	76	98	253	466	713	782	924	1016	1038	1058	1158	1325	1317	1355	1136	921	773	553	372	278	163	5/11/2016	3	16010	5
120	20160511	S	153	125	77	79	186	397	665	889	1143	1254	1229	1187	991	1067	996	1126	1175	1006	877	657	554	454	320	196	5/11/2016	3	16803	5
120	20160512	P	117	78	52	82	103	251	461	700	749	950	1087	1090	1164	1328	1610	1558	1551	1473	1281	998	694	447	311	178	5/12/2016	4	18313	5
120	20160512	S	140	123	80	106	164	426	736	986	1294	1482	1371	1296	1156	1164	1229	1307	1270	1150	1062	840	649	474	339	244	5/12/2016	4	19088	5
120	20160513	P	39	173	85	95	111	222	454	730	799	1068	1241	1385	1443	1744	1760	1898	1920	1734	1502	1059	816	552	362	227	5/13/2016	5	21419	5
120	20160513	S	162	136	84	114	184	422	678	959	1191	1557	1692	1741	1526	1655	1673	1680	1964	1922	1773	1269	865	642	444	276	5/13/2016	5	24609	5
120	20160514	P	149	94	74	100	96	135	310	520	776	1128	1344	1552	1572	1733	1842	1919	1792	1600	1246	1023	737	534	422	237	5/14/2016	6	20935	5
120	20160514	S	233	155	110	106	193	376	684	1180	1396	1719	1831	1822	1689	1711	1480	1514	1393	1273	1014	796	642	512	405	278	5/14/2016	6	22512	5
120	20160515	P	136	88	73	75	98	136	206	364	669	1038	1563	1897	2113	2644	2147	2010	2092	2030	1490	1186	861	572	323	241	5/15/2016	7	24052	5
120	20160515	S	167	143	121	102	119	215	366	575	965	1227	1545	1566	1610	1678	1701	1545	1401	1340	1192	811	602	394	309	231	5/15/2016	7	19925	5
120	20160516	P	137	94	57	64	103	257	550	773	823	884	1017	1280	1250	1177	1281	1255	1278	1079	795	658	432	300	221	158	5/16/2016	1	15923	5
120	20160516	S	131	114	92	110	177	466	734	907	1091	1271	1244	1237	1016	1117	1017	1043	943	917	803	549	398	320	234	167	5/16/2016	1	16098	5
120	20160517	P	104	79	58	59	115	220	396	644	728	860	939	1001	1082	1239	1200	1210	1239	1219	928	628	479	385	256	163	5/17/2016	2	15231	5
120	20160517	S	141	96	85	80	138	361	636	866	1113	1049	1143	996	969	1036	1092	1064	1107	910	759	567	435	353	255	203	5/17/2016	2	15454	5
120	20160518	P	110	88	73	80	113	216	487	676	774	967	1047	1109	1197	1257	1333	1430	1439	1299	1146	777	521	414	294	155	5/18/2016	3	17002	5
120	20160518	S	134	95	96	95	196	402	667	933	1077	1229	1205	1207	1109	1102	1084	1167	1191	1018	877	738	554	470	314	198	5/18/2016	3	17158	5
120	20160519	P	126	89	93	79	128	264	493	715	841	1004	1114	1226	1321	1333	1488	1530	1493	1467	1281	827	672	469	341	191	5/19/2016	4	18585	5
120	20160519	S	161	124	96	99	210	428	823	1055	1083	1410	1405	1282	1171	1244	1206	1271	1302	1154	1042	819	656	526	336	223	5/19/2016	4	19126	5
120	20160520	P	115	88	71	87	135	219	488	731	882	1030	1155	1327	1533	1715	1954	1959	1873	1682	1408	1104	881	557	419	227	5/20/2016	5	21640	5
120	20160520	S	158	132	106	132	190	422	721	1010	1180	1553	1727	1759	1691	1747	1799	1849	2105	1954	1763	1376	906	687	457	305	5/20/2016	5	25729	5
120	20160521	P	146	123	67	84	89	143	328	580	897	1250	1419	1601	1621	1870	1992	2067	2092	1801	1346	1100	823	611	402	246	5/21/2016	6	22698	5
120	20160521	S	166	167	110	134	206	420	716	1241	1606	1887	2117	2083	1857	1766	1558	1521	1494	1320	1158	934	802	637	461	295	5/21/2016	6	24656	5
120	20160522	P	166	93	63	66	70	125	246	423	784	1095	1651	2009	2312	2362	2707	2686	2559	2232	1810	1427	996	695	373	218	5/22/2016	7	27168	5
120	20160522	S	189	132	110	89	135	259	500	798	1193	1560	1769	1877	1963	1791	1723	1617	1539	1377	1123	893	708	508	399	265	5/22/2016	7	22517	5
120	20160523	P	111	114	58	89	120	267	565	872	892	1009	1092	1208	1363	1295	1398	1463	1424	1342	1009	687	597	387	298	190	5/23/2016	1	17850	5
120	20160523	S	141	109	96	104	195	505	867	994	1238	1469	1498	1502	1248	1220	1161	1296	1135	1103	913	678	546	364	279	195	5/23/2016	1	18856	5
120	20160524	P	116	73	52	65	99	249	455	704	827	944	1091	1139	1083	1320	1311	1370	1460	1415	1145	764	543	444	274	198	5/24/2016	2	17141	5
120	20160524	S	140	114	84	92	183	403	709	953	1050	1334	1240	1264	1091	1150	1122	1179	1095	974	871	782	549	407	305	276	5/24/2016	2	17367	5
120	20160525	P	153	78	67	85	123	247	492	745	861	1022	984	1108	1250	1293	1372	1478	1833	1423	1120	838	652	504	355	189	5/25/2016	3	18272	5
120	20160525	S	187	130	108	99	193	444	738	942	1154	1436	1339	1434	1338	1228	1264	1319	1247	1020	926	825	614	504	347	250	5/25/2016	3	19086	5
120	20160526	P	142	100	59	83	136	257	498	726	823	1032	1034	1157	1248	1380	1297	1573	1689	1911	1186	892	655	449	328	208	5/26/2016	4	18863	5
120	20160526	S	150	137	95	102	233	479	818	994	1163	1392	1273	1321	1205	1953	1568	1499	1479	1298	1264	988	684	571	433	328	5/26/2016	4	21427	5
120	20160527	P	140	86	77	83	136	250	419	624	771	1050	1240	1427	1539	1609	1801	1909	1749	1584	1402	1037	721	603	399	273	5/27/2016	5	20929	5
120	20160527	S	202	159	127	150	232	452	802	1152	1342	1831	2190	2416	2427	2674	2838	2784	2504	2753	2377	1754	1350	868	603	615	5/27/2016	5	34602	5
120	20160528	P	155	97	89	85	89	139	289	476	822	1111	1483	1647	1719	1793	1871	1989	2025	1797	1363	1245	877	686	462	337	5/28/2016	6	22646	5
120	20160528	S	354	207	130	138	246	531	997	1638	2142	2710	2866	3188	2876	2443	2182	1895	1720	1433	1239	995	708	569	472	281	5/28/2016	6	31960	5
120	20160529	P	175	117	81	59	62	96	232	426	758	1061	1598	2127	2377	2512	2662	2700	2833	2649	2092	1714	1315	975	643	378	5/29/2016	7	29642	5
120	20160529	S	199	115	104	118	161	292	529	988	1481	1923	2300	2406	2256	1948	1924	1489	1355	1225	1098	831	680	469	413	254	5/29/2016	7	24558	5
120	20160530	P	192	113	66	95	122	168	295	541	1008	1609	2642	3334	3334	3183	3181	3059	2749	2384	1910	2014	1396	952	582	347	5/30/2016	1	35276	5
120	20160530	S	189	124	89	104	176	289	504	787	1183	1608	1896	1934	1830	1671	1557	1451	1184	1010	882	672	535	453	312	228	5/30/2016	1	20668	5
120	20160531	P	172	128	86	87	140	374	652	956	1101	1292	1439	1555	1579	1631	1687	1633	1541	1414	1196	871	672	475	280	202	5/31/2016	2	21163	5
120	20160531	S	150	111	70	89	205	519	814	1095	1200	1479	1492	1469	1344	1226	1218	1139	1115	1153	954	733	570	384	385	255	5/31/2016	2	19169	5
120	20160601	P	171	100	68	65	113	283	498	694	868	1025	1178	1120	1279	1356	1569	1487	1475	1482	1194	903	655	565	350	196	6/1/2016	3	18694	6
120	20160601	S	153	119	112	109	191	417	718	1034	1210	1408	1469	1457	1445	1324	1335	1267	1201	1075	940	836	627	489	339	278	6/1/2016	3	19553	6
120	20160602	P	141	101	77	99	143	284	492	700	858	1010	1137	1276	1294	1439	1610	1674	1691	1659	1317	1038	779	558	380	237	6/2/2016	4	19994	6
120	20160602	S	152	127	96	128	209	452	795	1092	1259	1434	1384	1260	1385	1820	1635	1449	1360	1388	1153	993	678	555	517	283	6/2/2016	4	21604	6
120	20160603	P	128	97	59	90	130	249	481	697	822	1027	1288	1043	1347	1409	2158	2995	2040	1881	1751	1239	959	699	482	307	6/3/2016	5	23378	6
120	20160603	S	177	156	115	137	243	499	834	1174	1440	1913	2146	2226	2162	2067	2319	2509	2161	1986	2217	1742	1037	770	448	302	6/3/2016	5	30780	6
120	20160604	P	178	105	75	102	115	189	392	657	984	1219	1621	1905	1816	2024	2192	2165	2335	2182	1781	1455	1169	833	578	345	6/4/2016	6	26417	6
120	20160604	S	260	176	131	163	261	494	901	1369	1936	2335	2641	2505	2408	2263	2098	1949	1722	1427	1175	949	796	537	425	339	6/4/2016	6	29260	6
120	20160605	P	191	164	89	87	98	166	292	482	867	1366	2147	2632	2835	2995	3357	3260	3194	2281	2245	1949	1903	1057	542	289	6/5/2016	7	34488	6
120	20160605	S	209	146	111	120	179	349	575	969	1434	1965	2283	2326	2276	2221	1870	1122	1955	1791	1146	885	692	495	425	273	6/5/2016	7	25817	6
120	20160606	P	154	90	69	81	109	351	615	920	1081	1106	1082	1582	1736	1539	1536	1940	1221	2012	1260	914	698	450	340	186	6/6/2016	1	21072	6
120	20160606	S	193	111	122	157	260	600	908	1075	1292	1656	1710	1691	1435	1376	1362	1332	1248	985	911	760	557	398	281	213	6/6/2016	1	20633	6
120	20160607	P	133	89	58	61	130	272	475	732	849	1030	1145	1166	1304	1356	1532	1805	1648	1395	1194	899	637	461	292	208	6/7/2016	2	18871	6
120	20160607	S	176	139	96	122	199	440	778	965	1129	1321	1563	1463	1239	1287	1305	1283	992	859	878	894	675	436	329	286	6/7/2016	2	18854	6
120	20160608	P	139	93	78	99	142	264	487	664	878	1040	1153	1251	1381	1538	1635	1702	1672	1383	1351	921	739	475	345	226	6/8/2016	3	19656	6
120	20160608	S	210	125	106	136	216	517	788	1006	1293	1612	1457	1296	1433	1309	1400	1363	1287	1193	1016	858	649	497	398	272	6/8/2016	3	20437	6
120	20160609	P	148	90	79	84	130	288	477	746	954	1073	1272	1446	1401	1575	1865	1762	1836	1614	1309	1033	793	590	385	255	6/9/2016	4	21205	6
120	20160609	S	219	159	123	131	214	524	856	1072	1374	1763	1879	1890	1793	1636	1812	1680	1606	1441	1405	1133	782	576	455	309	6/9/2016	4	24832	6
120	20160610	P	136	97	76	88	149	256	478	693	924	1134	1329	1591	1789	2075	2189	2401	2173	1986	1738	1295	958	784	558	333	6/10/2016	5	25230	6
120	20160610	S	231	174	108	136	216	483	881	1281	1581	2206	2526	2559	2579	2757	2664	2449	2626	2764	2480	1995	1251	850	528	371	6/10/2016	5	35696	6
120	20160611	P	168	126	84	100	110	203	401	622	901	1279	1617	2086	2234	2490	2754	2895	2803	2522	2085	1613	1358	937	612	380	6/11/2016	6	30380	6
120	20160611	S	266	182	145	176	295	564	1127	1958	2504	2876	3185	2952	2749	2637	2174	2063	1638	1453	1189	959	747	527	419	311	6/11/2016	6	33096	6
120	20160612	P	209	150	105	115	106	181	335	664	1042	1764	2432	3200	3498	3850	3183	4200	3715	3496	2372	2009	1577	1035	576	337	6/12/2016	7	40151	6
120	20160612	S	205	144	95	112	226	444	706	1116	1683	2103	2309	2488	2145	2221	2001	1788	1555	1410	1249	979	758	506	443	267	6/12/2016	7	26953	6
120	20160613	P	165	104	86	113	148	333	679	1005	1110	1278	1440	1633	1586	1633	1974	2137	1797	1518	1236	945	683	494	346	208	6/13/2016	1	22651	6
120	20160613	S	198	152	102	125	251	593	874	1082	1351	1716	1917	1687	1530	1441	1273	1315	1277	1144	912	718	533	463	315	235	6/13/2016	1	21204	6
120	20160614	P	142	111	89	85	129	291	551	742	863	1081	1175	1344	1397	1454	1496	1559	2268	1636	1418	981	819	548	412	193	6/14/2016	2	20784	6
120	20160614	S	257	191	139	144	244	486	756	986	1178	1552	1618	1628	1474	1424	1436	1340	1319	1168	997	869	666	480	422	357	6/14/2016	2	21131	6
120	20160615	P	147	118	88	98	120	280	543	799	905	1159	1244	1394	1407	1472	1751	1755	1689	1730	1554	1239	974	656	415	242	6/15/2016	3	21779	6
120	20160615	S	174	147	135	130	261	540	840	1129	1391	1673	1927	1832	1685	1707	1584	1515	1641	1429	1249	1007	799	570	477	312	6/15/2016	3	24154	6
120	20160616	P	169	93	96	95	153	318	584	739	947	1207	1148	1651	1663	1676	1958	1980	1599	1437	1497	1369	1126	687	485	267	6/16/2016	4	22944	6
120	20160616	S	216	205	139	180	290	614	940	1248	1615	2098	2039	2857	2297	2167	2172	1799	1403	1415	2189	1637	941	659	541	293	6/16/2016	4	29954	6
120	20160617	P	167	116	103	105	146	297	557	790	985	1210	1492	1568	1747	1953	2178	2351	2142	1992	1674	1360	1091	936	628	371	6/17/2016	5	25959	6
120	20160617	S	231	167	138	155	260	584	1052	1419	1858	2225	2785	2968	2740	2558	3134	3224	3123	2837	3012	2215	1466	921	604	372	6/17/2016	5	40048	6

2016 ATR Data at Twin Tunnels

COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20160618	P	214	127	104	105	139	207	389	663	979	1343	1634	1996	2178	2498	2851	2917	3230	2941	2541	1950	1687	1255	802	449	6/18/2016	6	33199	6
120	20160618	S	255	187	159	195	351	729	1259	1908	2615	3220	3211	3009	2981	3006	2862	2388	1704	1391	1216	967	793	552	444	301	6/18/2016	6	35703	6
120	20160619	P	296	173	127	126	122	208	417	688	1338	2116	3064	3649	3907	3981	3979	4081	3399	4269	3869	2756	2232	1589	881	455	6/19/2016	7	47722	6
120	20160619	S	258	141	115	126	199	398	741	1093	1730	2301	2796	2856	2877	2887	2384	2085	1732	1484	1226	1008	722	611	429	360	6/19/2016	7	30559	6
120	20160620	P	225	122	189	163	174	436	803	1167	1281	1497	1558	1517	1674	2080	2143	2969	2927	1846	1514	1179	862	636	409	274	6/20/2016	1	27645	6
120	20160620	S	207	142	105	158	249	687	989	1048	1612	1831	1963	1413	1395	1145	1759	1557	1332	1153	986	726	554	463	351	266	6/20/2016	1	22091	6
120	20160621	P	171	111	106	93	138	318	570	819	910	1166	1268	1382	1479	1575	1834	1850	1790	1605	1374	1106	890	616	435	262	6/21/2016	2	21868	6
120	20160621	S	171	140	86	139	236	498	830	1074	1441	1710	1784	1710	1560	1451	1524	1425	1383	1212	1069	799	586	466	347	252	6/21/2016	2	21893	6
120	20160622	P	191	126	92	119	153	297	520	758	948	1148	1447	1453	1632	1863	2271	2172	1916	1640	1352	1097	445	953	365	251	6/22/2016	3	23209	6
120	20160622	S	174	133	136	144	243	508	788	1154	1365	1579	1814	1741	1620	1557	1510	1523	1311	1267	1008	891	610	505	408	259	6/22/2016	3	22248	6
120	20160623	P	128	95	101	95	137	302	601	881	994	1221	1424	1638	1751	1821	2000	2007	1993	1640	1435	1160	889	693	485	270	6/23/2016	4	23761	6
120	20160623	S	195	172	129	143	235	589	907	1079	1454	1932	2059	2163	2040	1954	2083	1976	1889	1577	1452	1178	789	679	514	365	6/23/2016	4	27553	6
120	20160624	P	190	85	92	106	153	306	569	776	1037	1290	1550	1799	1888	2210	2539	2484	2238	1992	1630	1407	1083	770	599	361	6/24/2016	5	27154	6
120	20160624	S	234	217	131	146	269	549	903	1293	1639	2237	2634	3011	2698	2989	2875	3092	3001	2975	2808	2159	1397	826	571	428	6/24/2016	5	39082	6
120	20160625	P	197	115	93	107	114	213	414	669	996	1448	1968	2374	2706	2655	2781	2844	2901	2643	2159	1826	1487	1175	800	442	6/25/2016	6	33127	6
120	20160625	S	316	191	159	186	368	935	1662	1978	2548	3121	3221	2693	2875	2968	2777	2204	1846	1607	1190	974	786	645	509	401	6/25/2016	6	36160	6
120	20160626	P	279	182	123	84	115	198	421	776	1148	1919	2906	3649	3831	3884	3986	3874	3972	3927	3397	2654	2119	1588	785	419	6/26/2016	7	46236	6
120	20160626	S	252	130	134	135	201	497	803	1153	1705	2245	2665	2862	2717	2514	2226	2073	1687	1408	1181	1022	829	658	463	298	6/26/2016	7	29858	6
120	20160627	P	183	146	102	114	127	416	788	1089	1243	1353	1585	1816	1932	1954	2073	2076	2181	2010	1752	1631	1000	683	421	263	6/27/2016	1	26938	6
120	20160627	S	192	161	112	154	242	642	1035	1228	1519	1819	2012	2070	1794	1715	1644	1508	1391	1260	1156	844	691	582	449	352	6/27/2016	1	24572	6
120	20160628	P	136	112	66	86	126	325	599	921	1002	1227	1439	1521	1622	1713	1426	2449	1934	1922	1437	1141	848	585	436	244	6/28/2016	2	23317	6
120	20160628	S	188	166	121	146	227	548	851	1106	1336	1666	1854	1812	1535	1582	1600	1399	1424	1232	1087	990	670	537	432	356	6/28/2016	2	22865	6
120	20160629	P	153	117	97	123	138	344	614	878	1054	1284	1476	1575	1767	1804	1949	2098	2128	1919	1577	1200	983	743	483	261	6/29/2016	3	24765	6
120	20160629	S	254	209	138	137	237	573	879	1246	1347	1748	1902	1918	1648	1778	1763	1729	1621	1418	1146	1093	776	712	460	327	6/29/2016	3	25059	6
120	20160630	P	166	132	91	103	157	322	575	776	1053	1291	1361	1628	1869	1807	2048	2007	1927	1793	1547	1213	891	678	455	294	6/30/2016	4	24184	6
120	20160630	S	221	182	135	153	267	559	936	1278	1427	1736	2035	2198	2097	2194	2219	2327	2067	2018	1830	1700	1199	906	650	410	6/30/2016	4	30744	6
120	20160701	P	187	113	83	125	169	299	575	782	1039	1233	1569	1883	1928	1889	2104	2023	1867	1784	1535	1229	948	736	527	365	7/1/2016	5	24992	7
120	20160701	S	330	276	193	207	322	610	1082	1629	1902	2437	3137	3316	3142	2984	2836	3074	3219	3074	3148	3065	2151	1549	840	567	7/1/2016	5	45090	7
120	20160702	P	206	156	102	112	113	199	407	601	878	1223	1728	2121	2136	2061	2143	2135	1961	1986	1651	1266	1114	864	571	339	7/2/2016	6	26073	7
120	20160702	S	482	276	202	235	369	765	1345	2225	2675	3083	3355	3108	2477	2888	3124	2776	2820	2637	2364	1282	968	772	575	416	7/2/2016	6	41219	7
120	20160703	P	232	152	117	77	102	162	303	454	802	1220	1725	2215	2600	2824	3029	3282	3157	3125	2738	2424	1896	1400	911	614	7/3/2016	7	35561	7
120	20160703	S	392	195	144	184	331	683	1121	1637	2375	3153	3368	3119	3164	2951	2891	2905	1879	1522	1191	812	745	501	417	384	7/3/2016	7	36064	7
120	20160704	P	356	203	118	93	97	178	365	665	1147	1915	2782	3329	3419	3541	3454	3312	2924	2700	2078	2063	1698	1541	1736	1138	7/4/2016	1	40852	7
120	20160704	S	356	203	134	158	261	421	823	1183	1608	2121	2328	2255	2054	1907	1488	1348	1124	947	734	632	535	297	306	291	7/4/2016	1	23514	7
120	20160705	P	498	278	149	132	205	596	1567	2294	2399	2782	3311	3618	3520	3398	3455	3014	2695	2320	1875	1502	1210	830	549	308	7/5/2016	2	42505	7
120	20160705	S	167	89	87	126	275	639	888	1184	1394	1858	2096	2160	1951	1805	1616	1549	1417	1310	1066	815	683	504	364	277	7/5/2016	2	24320	7
120	20160706	P	195	112	115	118	140	321	662	985	1096	1272	1595	1677	1825	1934	2294	2780	1961	1966	1786	1319	1024	748	470	298	7/6/2016	3	26693	7
120	20160706	S	180	121	111	146	252	563	844	1190	1582	1878	2065	2089	1806	1732	1738	1345	1719	1389	1151	936	696	558	437	284	7/6/2016	3	24812	7
120	20160707	P	197	131	94	115	125	346	577	836	1078	1342	1546	1769	1801	1869	2095	2224	2183	2074	1656	1308	1047	705	477	272	7/7/2016	4	25867	7
120	20160707	S	195	146	114	131	267	570	954	1206	1471	1876	2186	2248	1969	1960	1958	1841	1850	1572	1403	1156	846	678	492	306	7/7/2016	4	27395	7
120	20160708	P	182	125	99	114	150	327	554	846	1111	1363	1664	1739	2113	2270	2486	2470	2434	2200	1918	1580	1146	893	610	344	7/8/2016	5	28738	7
120	20160708	S	225	168	134	185	270	595	950	1256	1594	2369	2847	2877	2974	2840	2833	3071	3223	2859	2773	2060	1525	910	639	413	7/8/2016	5	39590	7
120	20160709	P	210	133	123	130	210	318	525	785	1109	1521	1993	2371	2418	2805	3020	3095	3093	2835	2567	2059	1488	749	662	599	7/9/2016	6	34818	7
120	20160709	S	275	211	168	215	466	1019	1701	2346	2757	3165	3020	3239	2944	2745	2430	2779	2292	1549	1323	960	878	618	474	358	7/9/2016	6	37932	7
120	20160710	P	278	178	102	121	139	217	456	758	1243	2003	2921	3794	3918	3954	3866	3802	3870	3929	3366	2462	2257	1672	823	429	7/10/2016	7	46558	7
120	20160710	S	215	184	122	150	294	581	828	1287	1846	2378	2716	3071	2804	2565	2365	1989	1122	1197	1104	881	1247	626	421	296	7/10/2016	7	30289	7
120	20160711	P	210	141	101	98	161	401	859	1183	1310	1455	1662	1834	1865	1957	2194	2777	2144	1776	1436	1282	1081	650	429	252	7/11/2016	1	27258	7
120	20160711	S	182	162	109	137	263	651	895	1212	1440	1786	2060	2160	1835	1798	1633	1535	1455	1334	1099	880	657	531	338	241	7/11/2016	1	24393	7
120	20160712	P	165	94	72	97	117	321	557	812	1006	1197	1394	1451	1626	1669	1931	1970	1915	1868	1483	1165	902	659	417	268	7/12/2016	2	23156	7
120	20160712	S	170	142	114	131	217	498	856	1090	1349	1696	1922	1917	1590	1603	1478	1495	1392	1238	1095	830	679	538	400	315	7/12/2016	2	22755	7
120	20160713	P	193	118	78	101	125	293	585	744	976	1195	1446	1491	1657	1820	2082	2069	2045	1832	1595	1251	1005	753	464	289	7/13/2016	3	24207	7
120	20160713	S	223	153	107	147	234	558	851	1203	1471	1828	2127	1975	1820	1871	1766	1770	1596	1377	1133	1054	746	597	440	290	7/13/2016	3	25337	7
120	20160714	P	179	108	86	105	125	278	547	857	1041	1269	1428	1620	1682	1916	2191	2150	2141	2029	1690	1330	1078	713	511	284	7/14/2016	4	25358	7
120	20160714	S	239	183	132	157	236	573	896	1226	1561	1919	2381	2334	2261	2288	2136	2151	2068	1908	1585	1376	958	588	504	330	7/14/2016	4	29990	7
120	20160715	P	177	123	102	106	141	281	567	796	1086	1394	1539	1848	2062	2321	2420	2458	2391	2517	1841	1448	1169	924	604	343	7/15/2016	5	28658	7
120	20160715	S	282	180	154	183	268	585	1071	1470	1789	2429	2839	3162	3114	3190	2997	3105	3118	3192	3239	2974	1947	1120	721	445	7/15/2016	5	43574	7
120	20160716	P	235	131	98	101	106	244	408	690	1130	1457	1923	2204	2369	2738	3109	3209	3315	3109	2794	2313	1885	1520	987	535	7/16/2016	6	36610	7
120	20160716	S	332	242	154	243	469	900	1530	2252	2820	3307	3398	3147	3092	3048	3003	2882	2694	1698	1384	1039	812	635	502	327	7/16/2016	6	39910	7
120	20160717	P	313	175	104	124	135	204	396	746	1267	2110	3038	3522	3939	4233	4171	4353	4253	4223	4043	3468	2865	1672	730	527	7/17/2016	7	50611	7
120	20160717	S	262	183	143	130	269	645	884	1291	1932	2553	2826	3065	2910	2703	2487	2174	1617	1439	1177	949	757	556	425	306	7/17/2016	7	31683	7
120	20160718	P	356	175	109	125	164	398	897	1250	1352	1733	1985	2272	2210	2279	2448	2344	2180	1929	1494	1177	886	489	375	270	7/18/2016	1	28897	7
120	20160718	S	235	135	121	150	264	657	893	1236	1559	1814	2214	2085	2062	1690	1843	1624	1487	1251	1098	935	573	516	378	326	7/18/2016	1	25146	7
120	20160719	P	151	114	91	83	113	255	618	830	1004	1179	1438	1640	1656	1738	1963	1884	1932	1858	1426	1069	859	423	342	292	7/19/2016	2	22958	7
120	20160719	S	221	150	137	150	234	545	773	1068	1309	1643	1799	1901	1614	1604	1557	1592	1444	1255	1078	938	661	502	417	364	7/19/2016	2	22956	7
120	20160720	P	195	92	89	120	133	352	592	797	1030	1208	1409	1507	1654	1883	2234	2223	2072	1830	1535	1086	853	486	404	365	7/20/2016	3	24149	7
120	20160720	S	263	175	132	132	247	604	803	1203	1453	1817	1951	2061	1827	1721	1713	1674	1644	1429	1185	978	737	596	414	291	7/20/2016	3	25050	7
120	20160721	P	169	113	105	99	143	269	656	854	1117	1311	1553	1765	1792	2108	2284	2359	2183	2091	1645	1174	888	661	444	274	7/21/2016	4	26057	7
120	20160721	S	248	190	158	150	250	528	915	1193	1569	2077	2356	2313	2245	2230	2359	2079	2000	1713	1539	1407	918	733	583	390	7/21/2016	4	30143	7
120	20160722	P	189	117	115	112	143	311	655	860	1198	1489	1650	2000	2137	2400	2688	2581	2527	2307	1977	1565	1213	922	582	388	7/22/2016	5	30126	7
120	20160722	S	253	202	149	178	257	587	1024	1400	1872	2387	3060	3170	3219	3296	3068	3039	3260	3306	2631	2762	1867	1048	714	483	7/22/2016	5	43232	7
120	20160723	P	259	146	116	97	139	253	449	737	1254	1617	2039	2555	2788	3114	3066	2868	3350	3288	2494	1988	1569	1247	858	539	7/23/2016	6	36830	7
120	20160723	S	436	237	183	187	451	1121	1713	2142	2744	3274	3419	3195	2960	3083	3096	2923	2082	1687	1376	1136	834	656	542	471	7/23/2016	6	39948	7
120	20160724	P	353	206	118	111	136	216	440	752	1387	2221	3206	3665	4081	3870	4122	4340	4105	4001	3043	2522	2499	2576	1072	600	7/24/2016	7	49642	7
120	20160724	S	303	196	155	167	302	537	886	1257	1802	2418	2907	3067	2921	2621	2565	2232	1839	1641	1337	1033	803	629	454	272	7/24/2016	7	32344	7
120	20160725	P	300	146	98	101	165	435	924	1251	1312	1611	2017	2142	2081	2273	2362	2129	2560	2020	1613	1176	960	685	431	238	7/25/2016	1	29030	7
120	20160725	S	218	147	113	170	267	646	989	1203	1471	1879	2392	2321	1986	1852	1804	1605	1506	1200	1087	911	700	509	369	282	7/25/2016	1	25627	7
120	20160726	P	167	107	89	87	144	310	578	787	981	1268	1461	1571	1634	1880	2012	1868	2069	1878	1539	1148	838	691	359	324	7/26/2016	2	23790	7
120	20160726	S	191	144	120	136	203	550	886	1108	1438	1876	2020	1954	1826	1727	1612	1633	1506	1382	1161	960	724	557	421	317	7/26/2016	2	24452	7
120	20160727	P	162	135	81	110	134	285	576	800	1107	1389	1615	1498	1426	1603	1800	1926	1815	1981	1750	1477	1064	800	455	380	7/27/2016	3	24369	7

2016 ATR Data at Twin Tunnels

COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20160727	S	168	164	107	144	292	652	1016	1130	1396	1768	1885	1943	1778	1785	1789	1833	1609	1446	1219	1049	805	617	477	345	7/27/2016	3	25417	7
120	20160728	P	222	127	80	101	161	298	584	820	1032	1453	1653	1724	1792	1846	2156	2271	2175	1961	1913	1355	1080	783	458	275	7/28/2016	4	26320	7
120	20160728	S	255	171	151	160	279	619	1055	1179	1499	2034	2216	2265	2177	2152	2344	2167	1967	1855	1555	1431	954	758	501	355	7/28/2016	4	30099	7
120	20160729	P	177	136	93	100	131	333	577	880	1122	1502	1941	2211	2243	1651	2876	3074	2886	2312	1960	1571	1310	972	611	385	7/29/2016	5	31054	7
120	20160729	S	313	183	143	140	292	565	1018	1414	1915	2316	3017	3248	3306	3152	3026	3002	3179	3232	2858	2416	1706	1078	707	471	7/29/2016	5	42697	7
120	20160730	P	258	156	110	133	156	276	488	787	1204	1675	2096	2446	2527	2876	3037	3254	3141	3015	2503	2035	1768	1408	903	522	7/30/2016	6	36774	7
120	20160730	S	301	209	140	256	470	930	1484	2218	2830	1340	2763	3264	3055	2836	3012	2777	2445	1956	1334	1077	887	629	512	415	7/30/2016	6	37140	7
120	20160731	P	318	181	132	112	134	213	425	832	1438	2392	3350	3667	3658	4040	3617	3953	4135	3881	3786	3467	2506	1368	757	383	7/31/2016	7	48745	7
120	20160731	S	258	168	147	155	263	471	843	1226	1730	2351	2776	2956	2634	2668	2399	2130	1865	1540	1269	1025	802	629	436	318	7/31/2016	7	31059	7
120	20160801	P	191	158	85	108	158	409	889	1176	1380	1696	1911	2082	2076	2270	2369	2430	2265	2072	1942	1417	1007	713	427	252	8/1/2016	1	29483	8
120	20160801	S	215	139	111	145	277	710	1010	1169	1547	1979	2298	2245	2183	1925	1952	1791	1738	1429	1240	921	714	554	359	292	8/1/2016	1	26943	8
120	20160802	P	158	92	104	115	149	295	585	819	1068	1284	1428	1571	1744	1914	2032	2085	2033	1857	1400	1156	870	647	435	255	8/2/2016	2	24096	8
120	20160802	S	309	149	106	143	240	549	853	1137	1468	1694	1994	1954	1777	1578	1719	1572	1447	1350	1136	996	701	531	426	339	8/2/2016	2	24168	8
120	20160803	P	154	135	78	110	147	321	563	786	1026	1205	1452	1657	1768	2044	2138	2159	2121	1923	1710	1065	1192	719	429	254	8/3/2016	3	25156	8
120	20160803	S	223	167	101	143	274	551	949	1132	1541	1919	2288	1931	1915	1904	1835	1711	1619	1442	1224	998	766	715	471	307	8/3/2016	3	26126	8
120	20160804	P	177	124	92	113	169	340	600	859	1128	1304	1575	1739	1868	2222	2160	2384	2222	1575	1836	1211	834	645	464	302	8/4/2016	4	25943	8
120	20160804	S	257	171	144	147	270	557	898	1197	1518	1955	2122	2185	2071	2138	2173	2107	1957	1721	1549	1259	885	676	549	326	8/4/2016	4	28832	8
120	20160805	P	153	142	98	93	145	309	585	865	1153	1442	1742	2058	2322	2216	2367	2326	2178	1743	2003	1325	998	735	549	338	8/5/2016	5	27885	8
120	20160805	S	258	164	111	164	237	522	895	1201	1531	2198	2685	2802	2992	3190	3227	2943	2921	2721	3215	2176	1430	953	635	408	8/5/2016	5	39579	8
120	20160806	P	221	129	119	102	136	240	462	748	1171	1634	2202	2408	2577	2823	2787	2970	2762	2632	2121	1827	1422	1089	707	468	8/6/2016	6	33757	8
120	20160806	S	311	194	176	183	351	736	1103	1658	2403	2905	3154	3308	3319	2637	2657	2200	1813	1607	1317	1146	775	696	539	364	8/6/2016	6	35552	8
120	20160807	P	288	150	137	124	141	225	444	769	1354	2169	3212	3792	3830	4031	4064	4137	3931	3934	3113	2878	2050	1435	830	424	8/7/2016	7	47462	8
120	20160807	S	257	163	112	146	270	558	742	1118	1623	2199	2485	2823	2695	2537	2395	2112	1847	1528	1324	1107	941	561	446	407	8/7/2016	7	30396	8
120	20160808	P	238	132	92	96	176	368	855	1105	1385	1621	1824	1947	2266	2932	2323	2394	2172	2007	1664	1264	932	597	403	262	8/8/2016	1	29055	8
120	20160808	S	195	182	94	148	265	645	1015	1211	1367	1964	2252	2096	1878	1896	1670	1585	1457	1354	1082	938	718	516	476	282	8/8/2016	1	25286	8
120	20160809	P	145	111	76	86	145	299	551	847	980	1289	1542	1816	1768	1854	2107	2182	2006	1916	1469	1080	847	617	391	294	8/9/2016	2	24418	8
120	20160809	S	182	138	93	139	210	542	915	1145	1316	1647	1842	1858	1774	1580	1664	1541	1450	1315	1162	911	681	500	374	305	8/9/2016	2	23284	8
120	20160810	P	180	123	89	98	139	315	602	864	1100	1541	1709	1597	1591	1758	1747	1735	1837	1829	1913	1113	841	607	396	303	8/10/2016	3	24027	8
120	20160810	S	231	174	139	136	241	552	839	1004	1369	1653	1831	1863	1751	1756	1707	1646	1578	1352	1223	926	758	605	449	302	8/10/2016	3	24085	8
120	20160811	P	159	122	91	91	156	329	548	789	1102	1346	1535	1588	1713	1828	1929	2084	2119	1871	1587	1216	1009	742	463	330	8/11/2016	4	24747	8
120	20160811	S	248	165	138	162	242	618	942	1131	1444	1704	2212	2313	2058	2110	2144	2141	2019	1816	1777	1455	983	826	617	491	8/11/2016	4	29756	8
120	20160812	P	213	164	197	162	196	345	597	827	1099	1356	1648	1980	1965	2310	2502	2563	2369	2343	1861	1448	1122	926	631	415	8/12/2016	5	29239	8
120	20160812	S	301	206	154	199	306	646	979	1471	1759	2359	2799	2689	3025	3261	3192	3159	2782	3370	3210	3134	1757	1124	712	443	8/12/2016	5	43037	8
120	20160813	P	289	184	181	151	163	223	423	751	1150	1600	2097	2789	2676	2867	3030	3305	3059	3106	2597	2113	1706	1267	952	566	8/13/2016	6	37245	8
120	20160813	S	360	275	170	255	464	1059	1840	2083	2865	3182	3439	3260	2991	3145	2847	2396	1382	2151	1280	1061	830	671	530	332	8/13/2016	6	38868	8
120	20160814	P	313	171	124	116	142	201	402	741	1364	2167	3073	3901	3984	3989	4071	4235	4245	4103	3909	3744	2562	1632	820	377	8/14/2016	7	50386	8
120	20160814	S	239	141	148	126	312	521	815	1140	1679	2285	2610	2686	2569	2361	2139	1834	1601	1349	1185	998	753	552	392	367	8/14/2016	7	28802	8
120	20160815	P	217	142	120	117	173	410	879	1172	1330	1542	2012	2176	2155	2349	2439	2410	1812	2245	1497	1121	884	587	420	229	8/15/2016	1	28438	8
120	20160815	S	201	154	112	171	268	725	1000	1044	1269	1674	1911	2056	1537	1492	1769	1601	1376	1238	993	873	637	463	375	235	8/15/2016	1	23174	8
120	20160816	P	133	99	75	81	136	285	588	822	1023	1246	1416	1619	1811	1797	2107	2104	1957	1763	1342	1047	718	543	363	242	8/16/2016	2	23317	8
120	20160816	S	189	132	100	146	227	512	797	1059	1301	1627	1790	1721	1510	1290	1368	1380	1332	1263	1045	902	693	504	380	289	8/16/2016	2	21557	8
120	20160817	P	155	101	81	106	147	291	592	897	1047	1254	1601	1653	1403	2076	2016	2041	1923	1765	1492	1093	791	573	407	231	8/17/2016	3	23736	8
120	20160817	S	224	148	132	125	228	517	860	1047	1310	1729	1823	1733	1643	1502	1587	1546	1465	1363	1143	915	733	598	389	294	8/17/2016	3	23054	8
120	20160818	P	142	122	99	108	136	314	560	765	994	1278	1462	1571	1738	1942	2114	2065	1883	1671	1357	1087	836	581	403	246	8/18/2016	4	23474	8
120	20160818	S	222	183	142	144	246	541	849	1075	1298	1763	1876	1997	1914	1799	1869	1915	1750	1605	1415	1087	881	662	473	336	8/18/2016	4	26042	8
120	20160819	P	177	113	87	102	156	258	569	747	979	1240	1456	1717	1888	2219	2268	2382	2227	1895	1594	1204	968	701	488	269	8/19/2016	5	25704	8
120	20160819	S	250	200	138	159	239	578	907	1250	1551	2063	2324	2641	2675	2663	2718	2854	2452	2145	3020	2758	1503	957	563	410	8/19/2016	5	37018	8
120	20160820	P	173	126	86	112	122	194	364	660	1013	1378	1900	2122	2394	2631	2778	3208	2998	2549	2074	1761	1387	986	700	403	8/20/2016	6	32119	8
120	20160820	S	290	205	160	189	396	790	1167	1771	2440	2977	3222	3192	2900	2702	2189	2012	1704	1389	1187	993	759	678	605	476	8/20/2016	6	34393	8
120	20160821	P	263	168	119	110	108	188	351	651	1132	1881	2989	3710	3893	3887	3985	4081	3976	3278	2798	2478	1873	1227	671	305	8/21/2016	7	44122	8
120	20160821	S	270	135	115	150	246	468	721	1045	1566	2091	2456	2466	2495	2276	2127	1876	1615	1445	1363	1056	735	526	363	263	8/21/2016	7	27869	8
120	20160822	P	164	133	97	99	147	363	742	1089	1152	1343	1530	1803	1790	1989	2013	1926	1809	1664	1224	857	632	443	317	177	8/22/2016	1	23503	8
120	20160822	S	148	116	102	143	231	624	896	1048	1397	1605	1910	1701	1539	1452	1418	1373	1269	1136	949	677	522	435	373	327	8/22/2016	1	21391	8
120	20160823	P	140	86	68	76	124	278	542	761	953	1127	1342	1463	1425	1555	1549	1755	1551	1398	1199	832	595	429	323	214	8/23/2016	2	19785	8
120	20160823	S	151	134	93	116	211	496	773	932	1190	1556	1664	1537	1366	1287	1307	1266	1315	1094	947	778	579	435	331	237	8/23/2016	2	19795	8
120	20160824	P	139	102	74	84	110	286	521	757	922	1161	1275	1433	1404	1625	1487	1507	1540	1443	1120	865	652	428	315	197	8/24/2016	3	19447	8
120	20160824	S	154	127	90	122	184	471	734	938	1142	1437	1463	1441	1431	1263	1323	1385	1337	1234	990	834	565	521	356	269	8/24/2016	3	19811	8
120	20160825	P	128	83	72	107	117	300	583	828	947	1079	1208	1343	1452	1617	1849	2002	1633	1486	1254	935	679	557	332	204	8/25/2016	4	20795	8
120	20160825	S	151	168	125	146	243	531	853	1018	1308	1668	1775	1794	1642	1714	1686	1619	1616	1507	1307	1097	803	647	461	332	8/25/2016	4	24211	8
120	20160826	P	124	108	99	100	125	253	489	750	959	1193	1431	1557	1608	1893	2148	2301	2039	1836	1626	1239	947	678	444	246	8/26/2016	5	24193	8
120	20160826	S	265	175	151	127	237	483	944	1259	1682	2094	2444	2440	2673	2776	2882	2966	2791	3065	3116	2377	1484	939	578	401	8/26/2016	5	38349	8
120	20160827	P	153	91	72	97	123	215	359	595	983	1331	1704	1992	1997	2525	2911	3140	3061	2818	2374	1829	1447	993	643	315	8/27/2016	6	31768	8
120	20160827	S	235	186	178	207	427	798	1281	1836	2573	2812	3111	3246	3043	2711	2322	2014	1736	1450	1167	930	751	587	470	423	8/27/2016	6	34494	8
120	20160828	P	226	107	89	91	109	195	315	614	1112	1815	2717	3695	3956	3831	3981	3985	4163	3837	3119	2053	1580	988	541	255	8/28/2016	7	43374	8
120	20160828	S	230	132	122	111	265	488	762	1034	1513	1963	2030	2217	2364	2022	1836	1601	1386	1359	1057	873	653	498	309	271	8/28/2016	7	25096	8
120	20160829	P	154	107	88	118	126	375	784	1012	1117	1351	1542	1705	1783	1884	1949	1932	1921	1580	1278	828	625	452	306	169	8/29/2016	1	23186	8
120	20160829	S	146	112	86	136	276	576	849	1053	1208	1504	1663	1517	1502	1304	1264	1264	1204	1121	884	634	551	381	344	230	8/29/2016	1	19809	8
120	20160830	P	111	78	62	70	123	288	561	739	913	1067	1155	1339	1432	1511	1567	1668	1673	1446	1180	844	625	456	259	192	8/30/2016	2	19359	8
120	20160830	S	191	118	89	128	200	440	791	989	1132	1369	1479	1377	1264	1213	1270	1217	1118	1075	912	702	491	448	311	218	8/30/2016	2	18542	8
120	20160831	P	128	87	54	88	127	298	549	788	928	1110	1205	1275	1375	1429	1898	1737	1703	1461	1256	924	776	471	369	181	8/31/2016	3	20217	8
120	20160831	S	180	122	100	123	209	442	825	1071	1176	1564	1592	1424	1380	1361	1365	1386	1322	1160	1034	796	671	548	378	265	8/31/2016	3	20494	8
120	20160901	P	144	104	71	105	131	286	574	799	926	1061	1212	1362	1463	1637	1819	1895	1827	1621	1428	1054	916	589	386	234	9/1/2016	4	21644	9
120	20160901	S	212	134	127	141	240	564	890	1064	1292	1583	1870	1936	1792	1817	1918	1894	1773	1670	1602	1249	1056	703	498	344	9/1/2016	4	26369	9
120	20160902	P	152	87	93	97	140	296	479	749	946	1189	1369	1665	1805	1900	2074	2017	1905	1726	1392	1106	950	685	518	331	9/2/2016	5	23671	9
120	20160902	S	291	160	136	195	289	536	912	1228	1529	2240	2822	3069	2942	3241	3251	3074	3234	3279	2943	2971	2695	1560	1014	586	9/2/2016	5	44197	9
120	20160903	P	195	122	99	96	105	167	279	481	777	1105	1434	1607	1807	1935	2215	1978	2081	2075	1699	1484	1147	925	580	331	9/3/2016	6	24724	9
120	20160903	S	385	289	196	207	396	787	1483	2264	2992	3048	2776	2981	3136	2935	2958	2843	2919	2018	1424	1144	794	680	480	333	9/3/2016	6	39468	9
120	20160904	P	245	150	93	83	95	143	309	482	791	1256	2029	2829	3156	3310	3504	3655	3775	3507	3081	2705	2239	1531	946	577	9/4/2016	7	40491	9
120	20160904	S	193	152	122	129	271	507	813	1352	2109	2826	3132	3156	3074	2514	2070	1827	1556	1240	1135	789	649	511	363	910	9/4/2016	7	31400	9

2016 ATR Data at Twin Tunnels

COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20160905	P	449	282	225	245	126	231	453	857	1710	3019	3365	4380	4013	4063	4120	4200	4001	3770	2700	3146	2873	1765	865	377	9/5/2016	1	51235	9
120	20160905	S	236	164	126	136	231	474	698	900	1468	2014	2303	2541	2236	2016	1737	1475	1343	1112	971	806	602	496	331	194	9/5/2016	1	24610	9
120	20160906	P	209	147	80	107	161	426	930	1278	1435	1507	1819	1938	1874	1999	1964	1877	1737	1461	1286	918	666	499	296	204	9/6/2016	2	24818	9
120	20160906	S	133	88	82	136	291	561	866	1084	1249	1602	1600	1585	1384	1293	1299	1255	1265	1163	886	703	553	430	353	218	9/6/2016	2	20079	9
120	20160907	P	127	84	84	97	131	276	573	777	945	1017	1193	1273	1326	1513	1660	1566	1609	1491	1293	953	683	484	311	239	9/7/2016	3	19705	9
120	20160907	S	150	91	80	129	188	478	768	998	1166	1243	1983	1519	1445	1353	1273	1342	1328	1093	975	863	626	462	341	303	9/7/2016	3	20197	9
120	20160908	P	157	96	80	103	132	294	511	784	900	1103	1202	1302	1504	1798	1928	2046	1908	1628	1243	894	632	458	324	193	9/8/2016	4	21220	9
120	20160908	S	207	122	121	168	255	511	844	1003	1118	1825	1818	1677	1681	1599	1606	1496	1535	1394	946	1136	822	450	544	577	9/8/2016	4	23455	9
120	20160909	P	154	97	65	96	115	259	523	730	923	1093	1255	1522	1624	1930	2188	2222	2079	1977	1642	1280	967	688	576	297	9/9/2016	5	24302	9
120	20160909	S	202	163	112	154	281	576	974	1359	1679	2269	2854	2918	2866	2999	3234	3188	3286	3132	2654	2519	1522	905	582	317	9/9/2016	5	40745	9
120	20160910	P	166	102	89	89	113	197	329	657	943	1302	1520	1798	1958	2122	2522	2691	2902	2780	2314	1982	1577	1030	644	376	9/10/2016	6	30203	9
120	20160910	S	259	162	168	199	417	761	1227	1812	2342	2841	3104	2690	2973	2901	2452	1996	1755	1448	1287	975	712	539	446	280	9/10/2016	6	33746	9
120	20160911	P	243	143	111	100	98	167	325	648	1248	2047	2978	3660	3542	3790	3759	3821	3826	3599	2756	2214	1666	988	541	307	9/11/2016	7	42577	9
120	20160911	S	238	177	122	113	213	433	642	956	1499	1893	2360	2428	2237	2014	1825	1712	1648	1329	1062	846	691	424	291	195	9/11/2016	7	25348	9
120	20160912	P	138	99	70	100	149	345	751	1020	1144	1304	1512	1591	1616	1774	2000	1856	1621	1478	1226	813	605	409	263	159	9/12/2016	1	22043	9
120	20160912	S	148	124	68	126	266	558	879	1078	1161	1549	1732	1549	1437	1326	1248	1325	1201	1042	896	684	511	403	288	213	9/12/2016	1	19812	9
120	20160913	P	113	79	68	69	105	274	533	723	888	1069	1087	1293	1396	1457	1538	1736	1484	1388	1199	807	575	445	271	171	9/13/2016	2	18768	9
120	20160913	S	117	115	80	141	188	423	732	869	1165	1333	1334	1445	1249	1331	1208	1306	1337	1097	909	778	614	458	340	245	9/13/2016	2	18814	9
120	20160914	P	140	95	81	93	115	262	543	739	899	993	1318	1315	1410	1724	1698	1782	1604	1588	1282	950	580	431	308	230	9/14/2016	3	20180	9
120	20160914	S	168	106	102	91	195	459	754	987	1188	1476	1596	1550	1430	1437	1379	1383	1317	1259	1051	837	623	467	389	312	9/14/2016	3	20556	9
120	20160915	P	128	99	63	101	143	298	525	759	902	1066	1253	1306	1472	1599	1745	1740	1674	1515	1398	1253	855	509	335	201	9/15/2016	4	20939	9
120	20160915	S	253	168	147	132	226	510	852	993	1260	1353	2022	2022	1731	1694	1721	1805	1708	1511	1333	1101	748	575	426	343	9/15/2016	4	24634	9
120	20160916	P	190	109	73	108	129	258	500	797	991	1111	1353	1684	1898	2180	2386	2431	2296	2072	1828	1320	935	688	439	285	9/16/2016	5	26061	9
120	20160916	S	220	163	158	155	253	476	872	1217	1495	2032	2630	2790	2681	2981	2774	3036	3090	3095	2812	2441	1448	879	586	338	9/16/2016	5	38622	9
120	20160917	P	163	108	90	87	120	178	365	627	992	1295	1621	1911	2341	2578	2768	3190	3066	3132	2393	1948	1443	1000	604	338	9/17/2016	6	32358	9
120	20160917	S	276	197	148	198	372	599	1097	1708	2540	3188	3198	3374	2975	3071	2375	2085	1766	1502	1202	936	729	553	417	265	9/17/2016	6	34771	9
120	20160918	P	272	135	97	95	112	197	344	625	1170	2164	3092	3919	3742	3746	3850	3880	3854	3616	3357	2527	1784	1137	583	271	9/18/2016	7	44569	9
120	20160918	S	225	139	117	135	191	380	622	919	1500	2251	2525	2618	2267	2018	1831	1377	1651	1262	1462	1223	858	490	348	223	9/18/2016	7	26632	9
120	20160919	P	175	130	99	100	149	358	734	1036	1145	1240	1522	1658	1812	1925	2086	2236	2024	1785	1495	1059	789	492	307	195	9/19/2016	1	24551	9
120	20160919	S	173	97	82	128	257	616	917	1041	1397	1853	2047	2026	1586	1456	1376	1335	1228	1099	885	674	554	409	363	223	9/19/2016	1	21822	9
120	20160920	P	136	89	54	73	136	275	537	819	858	1021	1222	1215	1408	1633	1767	1948	1674	1629	1330	952	591	449	272	179	9/20/2016	2	20267	9
120	20160920	S	163	133	88	129	201	460	859	950	1272	1579	1735	1639	1402	1392	1347	1352	1253	1152	970	765	572	457	372	229	9/20/2016	2	20471	9
120	20160921	P	134	96	89	97	133	272	522	735	860	984	1191	1324	1489	1676	1693	1593	1692	1398	1273	1150	1054	471	310	181	9/21/2016	3	20417	9
120	20160921	S	131	118	119	111	230	473	763	1064	1279	1696	1699	1802	1519	1400	1399	1472	1477	1246	1004	809	666	428	351	189	9/21/2016	3	21445	9
120	20160922	P	133	97	76	109	134	317	538	756	922	1148	1187	1344	1473	1709	1986	2010	1542	575	1679	2305	963	559	349	199	9/22/2016	4	22110	9
120	20160922	S	179	157	108	135	221	524	854	1014	1372	1756	2089	1992	1749	1765	1699	1703	1622	1508	1219	1011	781	567	401	272	9/22/2016	4	24698	9
120	20160923	P	139	87	76	90	133	235	484	664	833	1108	1404	1747	1972	2437	2714	2624	2569	2077	1717	1193	854	616	404	229	9/23/2016	5	26406	9
120	20160923	S	198	173	127	132	249	461	780	1018	1261	2096	2823	3013	2529	2877	3283	3074	2904	2859	2503	1926	1331	793	504	321	9/23/2016	5	37235	9
120	20160924	P	164	112	94	82	115	187	335	565	982	1369	1868	2274	2497	2988	3303	3193	3229	3258	2592	1887	1377	932	560	314	9/24/2016	6	34277	9
120	20160924	S	253	171	140	160	271	558	974	1671	2238	2988	3238	3173	3187	3164	3068	2327	1880	1576	1246	866	688	471	380	245	9/24/2016	6	34933	9
120	20160925	P	193	139	68	89	120	159	293	573	1079	2006	2845	3457	3449	3664	4118	4103	3956	3845	3675	3510	2387	1197	636	305	9/25/2016	7	45866	9
120	20160925	S	157	127	88	107	177	331	625	981	1694	2316	2833	2828	2490	2276	1932	2061	1621	1280	1102	894	624	442	360	223	9/25/2016	7	27569	9
120	20160926	P	187	125	71	98	153	344	729	1001	1109	1268	1451	1586	1587	1816	2117	2077	1996	1823	1790	972	649	442	273	194	9/26/2016	1	23858	9
120	20160926	S	159	108	96	119	232	599	905	1054	1255	1771	1971	1873	1575	1405	1350	1359	1276	1066	911	660	483	368	310	213	9/26/2016	1	21118	9
120	20160927	P	125	90	66	70	120	274	539	774	858	1047	1144	1263	1388	1593	1667	1890	1838	1611	1408	1030	655	431	363	211	9/27/2016	2	20455	9
120	20160927	S	162	95	68	116	194	430	758	910	1121	1681	1753	1617	1385	1359	1305	1316	1239	1055	884	723	576	399	286	242	9/27/2016	2	19674	9
120	20160928	P	164	110	82	92	148	259	541	749	847	1008	1169	1261	1478	1731	1787	2016	1929	1659	1383	1013	687	434	310	191	9/28/2016	3	21048	9
120	20160928	S	157	129	100	104	187	444	766	1002	1200	1582	1764	1762	1392	1352	1360	1268	1292	1091	937	756	573	445	319	240	9/28/2016	3	20222	9
120	20160929	P	136	90	94	106	153	271	511	729	892	1097	1159	1329	1439	1665	1760	2151	2012	1682	1292	1011	724	436	266	202	9/29/2016	4	21207	9
120	20160929	S	171	128	101	106	254	457	814	957	1274	1562	1941	1821	1587	1489	1539	1586	1525	1345	1183	803	665	540	380	306	9/29/2016	4	22534	9
120	20160930	P	143	106	77	85	133	243	489	705	878	1118	1330	1568	1693	1929	2131	2298	2016	1889	1625	1133	888	675	466	273	9/30/2016	5	23891	9
120	20160930	S	189	144	108	137	218	444	748	919	1400	1935	2313	2438	2344	2622	2909	2723	3148	2977	2717	2008	1389	772	605	307	9/30/2016	5	35514	9
120	20161001	P	150	111	67	89	119	190	353	624	952	1340	1582	1912	2048	2356	2655	3020	3029	2890	2457	1870	1358	842	538	281	10/1/2016	6	30833	10
120	20161001	S	188	163	139	146	255	482	958	1585	2315	2969	3180	3270	3339	2662	2383	1897	1656	1350	1143	862	671	506	423	307	10/1/2016	6	32849	10
120	20161002	P	191	123	88	90	99	139	281	479	934	1490	2499	3142	2732	3820	4311	4049	3677	3754	3624	2477	1661	928	456	262	10/2/2016	7	41306	10
120	20161002	S	211	145	96	117	158	365	574	918	1401	2041	2475	2609	2390	2088	1860	1575	1355	1227	1076	862	633	405	281	194	10/2/2016	7	25056	10
120	20161003	P	160	95	80	87	120	351	718	962	1002	1147	1295	1291	1454	1715	1743	1680	1343	1300	1691	2208	682	427	251	149	10/3/2016	1	21951	10
120	20161003	S	154	117	90	119	228	555	836	1057	1166	1459	1697	1575	1486	1293	1255	1110	1139	956	787	638	484	423	292	191	10/3/2016	1	19107	10
120	20161004	P	102	71	57	92	141	252	503	643	888	925	1188	1114	1357	1379	1378	1342	1550	1237	1023	715	514	342	229	153	10/4/2016	2	17195	10
120	20161004	S	129	114	70	116	191	406	685	836	826	967	1214	1245	1133	1016	1112	1141	1153	954	873	666	473	326	277	178	10/4/2016	2	16101	10
120	20161005	P	113	81	65	79	119	279	508	702	693	835	958	1060	1167	1157	1221	1341	1242	1361	1339	1047	1510	569	298	158	10/5/2016	3	17902	10
120	20161005	S	132	98	86	106	190	413	734	866	1037	1298	1448	1303	1269	1263	1232	1170	1212	1046	861	663	497	376	318	223	10/5/2016	3	17841	10
120	20161006	P	127	61	67	72	92	192	432	652	713	929	1037	1230	1233	1411	1375	1421	1391	1283	1061	721	576	388	282	138	10/6/2016	4	16884	10
120	20161006	S	142	131	111	99	169	334	515	811	861	1099	1212	1237	1363	1333	1325	1363	1432	1296	1041	814	584	444	331	241	10/6/2016	4	18288	10
120	20161007	P	101	75	60	80	99	228	459	719	817	1077	1222	1398	1504	1859	1939	2082	1864	1840	1594	1094	859	544	395	231	10/7/2016	5	22140	10
120	20161007	S	142	148	108	110	193	408	693	996	1097	1708	2073	2263	2161	2206	2358	2493	2515	2304	2010	1530	938	740	460	326	10/7/2016	5	29980	10
120	20161008	P	116	89	69	84	75	164	253	508	926	1276	1522	1855	1862	1993	2199	2317	2450	2368	1823	1451	1001	715	411	231	10/8/2016	6	25758	10
120	20161008	S	198	140	126	113	166	370	665	1113	1582	2288	2697	2826	2630	2480	2195	1862	1720	1337	1122	949	615	477	382	263	10/8/2016	6	28316	10
120	20161009	P	149	108	72	71	92	147	214	425	798	1437	2305	2769	2918	2905	2743	2661	2555	2395	2048	1488	1130	678	364	230	10/9/2016	7	30702	10
120	20161009	S	196	115	103	86	127	210	425	622	982	1517	2023	2121	1968	1870	1678	1506	1335	1431	1418	950	579	407	291	198	10/9/2016	7	22158	10
120	20161010	P	142	98	70	80	129	302	611	862	993	1147	1329	1346	1534	1554	1570	1993	2644	1580	1244	858	601	397	263	148	10/10/2016	1	21495	10
120	20161010	S	149	101	95	99	208	579	867	1028	1253	1586	1450	1626	1727	1420	1309	1273	1156	1038	809	640	456	351	250	164	10/10/2016	1	19634	10
120	20161011	P	115	68	48	61	106	247	500	760	835	998	1095	1236	1276	1394	1509	1498	1433	1323	978	731	522	346	243	162	10/11/2016	2	17484	10
120	20161011	S	143	100	96	116	167	413	706	856	1057	1198	1381	1330	1178	1171	1143	1253	1061	1021	798	612	542	361	275	164	10/11/2016	2	17142	10
120	20161012	P	112	73	62	72	115	255	493	681	776	958	1090	1101	1203	1285	1315	1536	1460	1313	1118	783	574	412	258	173	10/12/2016	3	17218	10
120	20161012	S	132	98	98	98	199	401	761	852	1059	1320	1406	1330	1252	1239	1155	1195	1205	1089	862	673	492	374	276	200	10/12/2016	3	17766	10
120	20161013	P	114	87	63	94	123	278	513	777	852	935	1091	1247	1360	1455	1672	1731	1727	1563	1327	920	583	432	255	185	10/13/2016	4	19384	10
120	20161013	S	139	134	117	132	228	520	864	1028	1251	1474	1727	1638	1534	1459	1490	1514	1567	1322	1160	955	696	559	410	238	10/13/2016	4	22156	10
120	20161014	P	108	73	59	94	123	268	473	650	797	983	1186	1422	1606	1723	2133	2081	2093	1898	1594	1198	869	543	338	196	10/14/2016	5	22508	10

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COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20161014	S	141	142	110	156	237	535	884	1176	1433	1891	2287	2594	2262	2462	2473	2466	2405	2184	1903	1511	1086	613	473	292	10/14/2016	5	31716	10
120	20161015	P	131	95	63	70	99	169	291	532	849	1222	1440	1770	1938	2037	2263	2445	2395	2138	1669	1303	915	656	393	231	10/15/2016	6	25114	10
120	20161015	S	195	147	134	116	190	379	673	1027	1463	1982	2555	2614	2379	2166	1890	1653	1452	1284	1041	766	632	514	395	313	10/15/2016	6	25960	10
120	20161016	P	159	93	84	81	70	156	230	406	690	1315	1968	2612	2983	3003	3254	3099	2821	2677	2144	1682	1187	689	431	221	10/16/2016	7	32055	10
120	20161016	S	191	107	98	83	125	236	422	628	924	1424	1911	2151	2106	1941	1891	1709	1430	1257	1065	774	601	418	249	185	10/16/2016	7	21926	10
120	20161017	P	136	88	70	105	148	299	621	816	875	1066	1245	1465	1551	1724	1667	1708	1590	1479	1102	780	529	380	261	166	10/17/2016	1	19871	10
120	20161017	S	117	105	80	108	228	552	831	916	1068	1279	1409	1306	1217	1198	1115	1196	1187	1042	797	619	433	398	277	187	10/17/2016	1	17665	10
120	20161018	P	112	57	72	70	113	271	517	719	808	965	1079	1251	1330	1378	1447	1490	1407	1257	1098	744	533	378	246	161	10/18/2016	2	17503	10
120	20161018	S	129	106	99	113	188	390	665	859	1007	1106	1188	1122	1190	1074	1075	1174	1080	968	841	673	506	397	250	188	10/18/2016	2	16388	10
120	20161019	P	115	94	57	81	114	236	496	681	802	896	1048	1144	1319	1374	1468	1586	1483	1300	1143	717	594	392	274	184	10/19/2016	3	17598	10
120	20161019	S	141	124	86	94	203	395	690	899	972	1163	1133	1230	1090	1139	1107	1174	1209	1105	847	668	458	375	301	194	10/19/2016	3	16797	10
120	20161020	P	107	80	55	91	108	291	492	740	829	1001	1147	1223	1328	1426	1560	1610	1602	1447	1228	848	640	406	292	161	10/20/2016	4	18712	10
120	20161020	S	136	132	109	135	234	524	867	985	1333	1430	1555	1520	1424	1404	1472	1507	1417	1303	1092	943	764	521	344	224	10/20/2016	4	21375	10
120	20161021	P	118	70	60	93	112	245	498	708	794	933	1223	1462	1511	1802	1874	1959	1894	1730	1505	1043	750	507	363	196	10/21/2016	5	21450	10
120	20161021	S	136	160	128	139	284	596	1010	1482	1727	1907	2124	2348	2358	2259	2371	2490	2638	2343	2143	1540	1059	673	465	288	10/21/2016	5	32668	10
120	20161022	P	135	85	66	72	92	144	304	503	826	1131	1480	1640	1794	1894	1958	2118	2240	1985	1567	1143	814	555	371	193	10/22/2016	6	23110	10
120	20161022	S	211	147	152	165	251	484	712	1138	1482	1911	2355	2500	2352	2166	1925	1707	1503	1256	1092	852	616	526	370	218	10/22/2016	6	26091	10
120	20161023	P	154	84	81	65	82	117	240	411	685	1178	1829	2423	2804	2962	3180	3006	2869	2772	2267	1637	1113	701	336	228	10/23/2016	7	31224	10
120	20161023	S	186	107	105	96	130	259	474	762	1073	1433	1723	1944	1868	1649	1637	1548	1310	1204	1007	752	533	394	258	192	10/23/2016	7	20644	10
120	20161024	P	111	87	74	66	123	322	630	843	932	1012	1249	1491	1524	1653	1787	1824	1645	1347	1039	680	476	360	231	149	10/24/2016	1	19655	10
120	20161024	S	146	99	85	109	242	527	767	1002	1130	1316	1377	1285	1233	1183	1100	1094	1049	923	838	558	409	362	496	260	10/24/2016	1	17590	10
120	20161025	P	94	82	48	64	124	229	469	662	714	864	1047	822	1301	1560	1518	1612	1484	1210	985	539	568	363	258	157	10/25/2016	2	16774	10
120	20161025	S	172	111	95	102	175	398	680	901	1103	1220	1310	1250	1098	1056	1080	1106	1146	996	747	590	469	355	237	173	10/25/2016	2	16570	10
120	20161026	P	129	61	70	81	119	243	451	682	778	892	1041	1181	1322	1452	1348	1685	1699	1581	1133	722	557	396	249	171	10/26/2016	3	18043	10
120	20161026	S	140	96	107	103	175	401	638	889	1118	1232	1289	1162	1078	1139	1123	1069	1159	1019	831	670	555	401	288	204	10/26/2016	3	16886	10
120	20161027	P	117	78	71	92	107	237	512	667	799	934	1023	1155	1319	1430	1557	1880	1712	1635	832	1255	643	412	283	168	10/27/2016	4	18918	10
120	20161027	S	198	136	123	104	214	403	699	925	1130	1290	1472	1433	1236	1283	1220	1385	1322	1092	1032	717	603	490	332	214	10/27/2016	4	19053	10
120	20161028	P	121	71	76	98	107	223	501	667	811	1001	1179	1404	1602	1779	1983	2040	2024	1889	1475	1113	789	515	427	197	10/28/2016	5	22092	10
120	20161028	S	168	129	100	131	190	393	667	825	1137	1444	1614	1665	1615	1733	1780	1856	1836	1914	1584	1277	797	546	418	233	10/28/2016	5	24052	10
120	20161029	P	137	105	60	74	108	170	243	398	752	1138	1439	1828	1917	2088	2232	2117	2128	1843	1459	1060	730	505	342	200	10/29/2016	6	23073	10
120	20161029	S	178	141	115	123	214	359	593	889	1201	1597	1900	1962	1775	1663	1525	1446	1311	1145	977	723	545	425	327	226	10/29/2016	6	21360	10
120	20161030	P	102	91	73	58	76	120	188	328	641	1070	1756	2046	2352	2296	2273	2162	2253	1950	1616	1277	866	584	317	186	10/30/2016	7	24681	10
120	20161030	S	196	132	104	92	103	222	352	494	792	1129	1431	1650	1583	1532	1455	1320	1187	975	1301	941	605	394	281	187	10/30/2016	7	18458	10
120	20161031	P	124	89	67	91	122	278	600	723	802	794	1001	1091	1160	1286	1320	1330	1262	1063	809	558	419	317	204	157	10/31/2016	1	15667	10
120	20161031	S	117	111	88	135	204	455	742	888	971	1146	1191	1286	1114	1067	1076	1024	965	908	746	536	462	347	269	191	10/31/2016	1	16039	10
120	20161101	P	117	75	64	56	124	231	472	642	750	820	770	1114	1214	1170	1011	1191	1439	1136	843	638	433	320	242	193	11/1/2016	2	15065	11
120	20161101	S	151	114	94	104	170	366	706	915	1037	1158	1106	1108	1000	1079	976	1099	1041	951	816	620	455	353	282	155	11/1/2016	2	15856	11
120	20161102	P	126	82	73	75	104	234	419	661	751	669	972	971	1045	932	1374	1254	1173	1152	885	620	466	109	459	160	11/2/2016	3	14766	11
120	20161102	S	130	99	79	92	183	343	602	756	992	1110	1128	1044	946	974	978	1110	1062	989	826	597	411	358	272	190	11/2/2016	3	15271	11
120	20161103	P	126	87	68	71	120	229	451	642	782	798	938	997	1151	1152	1373	1358	1383	1264	1004	702	520	368	249	165	11/3/2016	4	15998	11
120	20161103	S	131	121	100	131	216	434	811	989	1126	1155	1296	1256	1157	1245	1264	1312	1287	1236	1041	920	620	459	324	257	11/3/2016	4	18888	11
120	20161104	P	107	85	60	93	98	208	450	631	800	912	1131	1139	1287	1414	1559	1692	1628	1605	1281	1010	669	462	344	151	11/4/2016	5	18816	11
120	20161104	S	182	128	111	127	221	444	773	1099	1280	1572	1900	1927	1955	2045	2212	2261	2297	2163	1971	1559	945	616	371	259	11/4/2016	5	28418	11
120	20161105	P	128	83	61	73	82	149	268	373	710	1019	1351	1463	1671	1786	1913	1839	1896	1792	1353	862	685	505	316	185	11/5/2016	6	20563	11
120	20161105	S	182	154	115	139	223	413	676	936	1175	1542	1876	1998	1947	1718	1689	1532	1386	1233	1035	761	565	464	341	233	11/5/2016	6	22333	11
120	20161106	P	139	98	63	44	76	130	200	363	753	1291	1908	2262	2479	2792	2718	2587	2561	2012	1417	965	705	440	275	182	11/6/2016	7	26460	11
120	20161106	S	182	110	60	72	114	206	390	712	1089	1361	1581	1580	1543	1477	1460	1382	1220	1060	845	630	405	281	271	211	11/6/2016	7	18242	11
120	20161107	P	128	65	67	76	139	318	593	825	915	991	1098	1232	1247	1285	1305	1278	1311	1124	838	527	390	276	207	118	11/7/2016	1	16353	11
120	20161107	S	112	73	73	108	203	469	759	941	1081	1110	1182	1138	1087	1018	990	1029	1045	925	786	549	448	320	240	134	11/7/2016	1	15820	11
120	20161108	P	97	55	53	70	100	238	496	668	788	856	990	1093	1082	1227	1350	1363	1333	1212	836	574	368	270	223	145	11/8/2016	2	15487	11
120	20161108	S	103	95	77	92	165	375	589	876	957	1086	1091	1039	986	1005	984	1070	1049	865	734	532	376	298	234	145	11/8/2016	2	14823	11
120	20161109	P	91	69	62	66	113	235	505	675	770	880	961	1052	1111	1258	1353	1396	1327	1314	921	642	482	311	216	139	11/9/2016	3	15949	11
120	20161109	S	115	95	89	93	186	340	596	861	1036	1165	1147	1069	1011	969	979	1046	1033	906	757	636	462	345	343	171	11/9/2016	3	15450	11
120	20161110	P	99	58	70	89	101	232	497	687	842	982	991	1101	1168	1370	1476	1601	1495	1364	1005	750	527	314	254	168	11/10/2016	4	17241	11
120	20161110	S	127	94	90	118	210	359	729	920	1025	1268	1194	1237	1091	1183	1179	1292	1339	1282	1073	842	653	487	367	244	11/10/2016	4	18403	11
120	20161111	P	122	69	66	86	130	216	414	671	836	1067	1189	1304	1445	1645	1991	2058	1897	1615	1181	838	619	462	295	172	11/11/2016	5	20388	11
120	20161111	S	145	145	100	112	198	394	676	999	1217	1536	1771	1724	1786	1852	1986	2155	2160	2169	1719	1469	895	546	467	252	11/11/2016	5	26473	11
120	20161112	P	108	87	64	71	89	134	229	479	732	1052	1396	1634	1709	1916	2227	2472	2539	2031	1374	916	679	441	304	196	11/12/2016	6	22879	11
120	20161112	S	163	135	132	122	203	333	710	1299	1569	1932	2145	2246	2047	1819	1668	1477	1447	1247	895	694	588	432	340	209	11/12/2016	6	23852	11
120	20161113	P	131	62	56	63	71	127	229	389	759	1268	2110	2629	2541	2578	2617	2868	2514	2114	1460	1093	745	451	263	178	11/13/2016	7	27316	11
120	20161113	S	141	100	97	98	108	203	401	705	1026	1204	1443	1549	1372	1363	1252	1496	1213	1011	897	637	535	342	231	157	11/13/2016	7	17581	11
120	20161114	P	125	83	73	79	129	292	656	873	909	1051	1170	1270	1223	1251	1271	1311	1269	1191	794	536	411	306	197	148	11/14/2016	1	16618	11
120	20161114	S	120	95	83	101	203	476	732	1043	1083	1326	1295	1246	1126	1154	1076	1135	998	991	801	582	411	409	243	172	11/14/2016	1	16901	11
120	20161115	P	87	52	50	64	112	236	524	696	857	953	1001	1074	1062	1198	1287	1410	1330	1145	862	539	382	288	215	150	11/15/2016	2	15574	11
120	20161115	S	132	108	91	106	200	364	702	920	1132	1324	1339	1216	1122	1098	1075	1100	1149	1001	756	673	532	372	274	206	11/15/2016	2	16992	11
120	20161116	P	90	69	61	79	116	235	510	700	855	987	984	1107	1179	1286	1387	1521	1549	1247	1001	642	508	334	246	156	11/16/2016	3	16849	11
120	20161116	S	120	94	97	111	208	428	733	898	1101	1277	1271	1141	1076	1085	1062	1245	1106	1046	839	712	525	398	327	208	11/16/2016	3	17108	11
120	20161118	P	111	63	67	75	104	188	382	552	706	1000	1126	1327	1540	1627	1823	1849	1909	1527	1159	848	578	390	262	190	11/18/2016	5	19403	11
120	20161118	S	94	96	128	107	154	279	536	1043	1342	1476	1590	1647	1576	1545	1724	1758	1897	1915	1606	1208	853	514	406	251	11/18/2016	5	23745	11
120	20161119	P	106	71	65	93	70	139	238	447	740	1105	1444	1678	1792	1892	2013	2062	2032	1649	1067	799	616	393	270	176	11/19/2016	6	20957	11
120	20161119	S	174	145	139	103	181	350	902	1579	1612	1800	2032	2014	1997	1912	1835	1689	1540	1244	1027	875	618	464	358	223	11/19/2016	6	24813	11
120	20161120	P	129	88	56	71	81	120	202	348	616	1097	1770	2117	2343	2633	2659	2671	2381	1898	1357	945	699	447	272	177	11/20/2016	7	25177	11
120	20161120	S	149	112	115	101	113	214	551	1163	1279	1478	1699	1741	1713	1808	1649	1574	1347	1102	892	673	506	340	286	178	11/20/2016	7	20783	11
120	20161121	P	116	76	60	92	121	325	582	764	933	1075	1209	1099	1415	1918	1321	2002	1590	1253	949	643	376	290	193	169	11/21/2016	1	18571	11
120	20161121	S	135	113	87	112	207	427	690	1117	1347	1444	1556	1512	1429	1402	1362	1402	1211	1082	794	674	472	386	283	199	11/21/2016	1	19443	11
120	20161122	P	86	84	54	70	81	203	381	483	595	759	950	1133	1174	1366	1530	1555	1441	1243	948	634	499	339	245	169	11/22/2016	2	16022	11
120	20161122	S	124	109	90	101	190	267	553	938	1070	1120	1196	1327	1316	1392	1378	1427	1329	1253	1002	754	655	484	407	264	11/22/2016	2	18746	11
120	20161123	P	118	65	83	87	142	285	433	577	794	1027	1363	1684	1937	2191	2445	2525	2541	1898	1482	1032	817	477	300	201	11/23/2016	3	24504	11
120	20161123	S	187	124	117	137	203	420	767	1445	1845	2104	2571	2799	2667	2830	2855	2779	2448	2051	1673	1263	959	667	485	361	11/23/2016	3	33757	11

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COUNTSTATIONID	COUNTDATE	COUNTDIR	HOUR0	HOUR1	HOUR2	HOUR3	HOUR4	HOUR5	HOUR6	HOUR7	HOUR8	HOUR9	HOUR10	HOUR11	HOUR12	HOUR13	HOUR14	HOUR15	HOUR16	HOUR17	HOUR18	HOUR19	HOUR20	HOUR21	HOUR22	HOUR23	FormattedDate	Day	Volume	Month
120	20161124	P	125	80	42	67	53	96	143	222	358	639	1071	1847	1751	1542	1294	1099	1076	925	750	636	523	382	269	153	11/24/2016	4	15143	11
120	20161124	S	216	168	107	88	109	209	514	1210	1460	1735	1931	1968	1555	1286	1020	882	818	818	887	815	649	528	323	203	11/24/2016	4	19499	11
120	20161125	P	86	57	44	69	80	185	329	521	714	1069	1577	2071	2051	2298	2498	2653	2683	2115	1428	954	715	484	328	172	11/25/2016	5	25181	11
120	20161125	S	125	75	88	89	147	299	707	1371	1634	2150	2703	3028	2816	2468	2193	1782	1485	1234	887	751	575	456	402	205	11/25/2016	5	27670	11
120	20161126	P	108	77	62	90	96	179	321	493	891	1511	2366	2977	3256	3314	2971	3508	3562	2902	3145	1693	1394	1008	648	378	11/26/2016	6	36950	11
120	20161126	S	156	93	92	100	163	272	709	1318	1512	1748	2256	2427	2129	1995	1938	1647	1418	1208	945	735	612	528	407	297	11/26/2016	6	24705	11
120	20161127	P	263	177	128	151	152	266	290	593	1104	1694	2546	3023	3182	2907	2465	2229	1653	1071	1344	1035	665	273	194	344	11/27/2016	7	27749	11
120	20161127	S	216	120	105	93	105	204	518	1173	1297	1374	1587	1597	1423	1294	1198	1005	874	713	549	380	329	231	206	363	11/27/2016	7	16954	11
120	20161128	P	255	115	90	79	111	271	529	745	874	919	1174	1300	1431	1483	1356	1354	1163	869	631	408	262	203	147	116	11/28/2016	1	15885	11
120	20161128	S	165	103	97	107	173	347	604	960	1199	1230	1242	1114	1048	983	895	876	884	710	632	438	366	263	208	154	11/28/2016	1	14798	11
120	20161129	P	76	64	56	63	79	190	376	542	619	681	496	1252	1121	1238	1116	1262	1336	898	681	406	333	241	173	134	11/29/2016	2	13433	11
120	20161129	S	129	94	96	102	140	307	526	940	1166	1094	1017	924	821	794	834	914	875	755	665	533	354	304	215	160	11/29/2016	2	13759	11
120	20161130	P	84	66	59	82	104	226	424	577	696	813	827	1136	1132	1357	1462	1435	1503	1125	645	521	353	250	200	121	11/30/2016	3	15198	11
120	20161130	S	108	101	83	91	147	290	610	1041	1394	1426	1197	1030	997	990	990	999	1022	896	735	548	448	335	266	161	11/30/2016	3	15905	11
120	20161201	P	81	64	54	83	87	202	453	603	751	896	909	977	1139	1309	1422	1519	1417	1158	859	553	377	275	211	136	12/1/2016	4	15535	12
120	20161201	S	115	128	85	104	185	344	572	1007	1289	1304	1206	1062	1037	1104	1210	1186	1200	1054	889	774	567	418	341	236	12/1/2016	4	17417	12
120	20161202	P	98	64	59	90	87	189	405	600	744	750	897	1019	1181	1338	1530	1622	1599	1394	1000	640	501	351	240	166	12/2/2016	5	16564	12
120	20161202	S	155	132	108	80	167	238	580	1152	1496	1504	1408	1363	1452	1477	1518	1705	1971	2023	1823	1302	885	561	481	317	12/2/2016	5	23898	12
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120	20161205	S	107	80	101	117	179	352	617	946	1203	1337	1162	1092	971	1010	943	1055	944	810	659	417	382	288	225	159	12/5/2016	1	15156	12
120	20161206	P	88	46	34	66	84	202	400	530	609	714	830	874	980	1151	1093	1101	1008	704	486	532	259	163	135	100	12/6/2016	2	12189	12
120	20161206	S	104	88	85	84	141	238	462	883	1053	964	929	880	783	688	834	826	800	631	531	337	361	244	194	125	12/6/2016	2	12265	12
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120	20161208	P	72	64	44	81	94	182	397	548	687	817	928	1050	1213	1384	1528	1607	1484	1154	709	451	386	283	227	130	12/8/2016	4	15520	12
120	20161208	S	129	103	103	88	147	259	564	1041	1373	1379	1377	1234	1199	1187	1309	1234	1226	1110	958	752	616	474	344	239	12/8/2016	4	18445	12
120	20161209	P	117	78	64	65	71	183	334	503	641	711	818	991	1309	1453	1735	2161	2023	1607	1011	672	522	395	293	158	12/9/2016	5	17915	12
120	20161209	S	157	120	144	119	140	274	625	1514	1883	1925	1660	1581	1534	1572	1676	2041	2446	2108	1802	1848	1439	885	636	340	12/9/2016	5	28469	12
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120	20161211	S	143	79	71	53	74	176	1397	2678	2395	1493	1558	1550	1292	1198	1215	1081	950	742	544	476	387	300	201	156	12/11/2016	7	20209	12
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120	20161213	S	118	109	83	96	154	350	661	1262	1772	1592	1305	1077	948	1004	960	1114	1076	913	786	653	477	368	257	213	12/13/2016	2	17348	12
120	20161214	P	94	58	51	76	77	184	374	496	700	652	836	935	980	1364	1608	1649	1606	1255	969	605	457	276	189	136	12/14/2016	3	15627	12
120	20161214	S	127	105	93	101	161	259	513	1344	1539	1592	1248	1028	918	903	1012	931	1052	788	631	531	487	355	280	291	12/14/2016	3	16289	12
120	20161215	P	96	70	69	63	86	193	402	607	730	987	1224	1226	1572	1905	2436	2559	2395	1788	1187	760	520	316	241	149	12/15/2016	4	21581	12
120	20161215	S	132	135	109	95	144	343	771	1924	2348	2078	1628	1469	1367	1417	1418	1413	1550	1306	1122	977	774	624	464	340	12/15/2016	4	23948	12
120	20161216	P	123	80	62	79	115	208	386	602	726	929	1090	1314	1461	1884	2358	2000	2356	1628	754	439	542	519	321	128	12/16/2016	5	20104	12
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120	20161220	S	162	151	117	137	172	367	865	2108	2708	2629	2110	1376	1636	1550	1462	1509	1412	1214	1010	790	632	515	371	288	12/20/2016	2	25291	12
120	20161221	P	137	85	71	82	130	282	495	672	916	1248	1429	1586	1746	2052	2586	2831	2655	1906	1714	942	637	461	270	198	12/21/2016	3	25131	12
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Location 1: 226 EB

Date	Time	SMALL	MEDIUM	LARGE
3/21/2014	05:00 AM	23	1	3
3/21/2014	05:15 AM	25	0	6
3/21/2014	05:30 AM	31	2	10
3/21/2014	05:45 AM	59	7	11
3/21/2014	06:00 AM	60	3	9
3/21/2014	06:15 AM	91	8	12
3/21/2014	06:30 AM	89	5	6
3/21/2014	06:45 AM	96	13	11
3/21/2014	07:00 AM	92	5	10
3/21/2014	07:15 AM	106	5	11
3/21/2014	07:30 AM	122	10	16
3/21/2014	07:45 AM	172	9	10
3/21/2014	08:00 AM	184	10	15
3/21/2014	08:15 AM	201	6	17
3/21/2014	08:30 AM	164	7	19
3/21/2014	08:45 AM	223	18	22
3/21/2014	09:00 AM	237	18	20
3/21/2014	09:15 AM	247	9	15
3/21/2014	09:30 AM	222	21	22
3/21/2014	09:45 AM	254	19	17
3/21/2014	10:00 AM	288	11	18
3/21/2014	10:15 AM	266	19	14
3/21/2014	10:30 AM	254	24	24
3/21/2014	10:45 AM	307	19	25
3/21/2014	11:00 AM	309	14	15
3/21/2014	11:15 AM	282	20	37
3/21/2014	11:30 AM	286	28	16
3/21/2014	11:45 AM	298	21	19
3/21/2014	12:00 PM	317	17	18
3/21/2014	12:15 PM	328	26	17
3/21/2014	12:30 PM	308	18	28
3/21/2014	12:45 PM	301	21	25
3/21/2014	01:00 PM	304	24	22
3/21/2014	01:15 PM	345	26	21
3/21/2014	01:30 PM	345	25	32
3/21/2014	01:45 PM	346	20	28
3/21/2014	02:00 PM	408	32	33
3/21/2014	02:15 PM	398	15	26
3/21/2014	02:30 PM	419	24	30
3/21/2014	02:45 PM	486	32	23
3/21/2014	03:00 PM	449	23	25
3/21/2014	03:15 PM	524	38	21
3/21/2014	03:30 PM	540	37	29
3/21/2014	03:45 PM	573	40	29
3/21/2014	04:00 PM	553	33	20
3/21/2014	04:15 PM	557	29	24
3/21/2014	04:30 PM	572	29	16
3/21/2014	04:45 PM	569	26	22
3/21/2014	05:00 PM	551	20	15
3/21/2014	05:15 PM	505	35	25
3/21/2014	05:30 PM	444	35	22
3/21/2014	05:45 PM	397	30	19
3/21/2014	06:00 PM	360	23	18
3/21/2014	06:15 PM	299	21	17
3/21/2014	06:30 PM	286	19	17
3/21/2014	06:45 PM	290	17	19
3/21/2014	07:00 PM	254	8	20
3/21/2014	07:15 PM	256	8	18

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 EB

Date	Time	SMALL	MEDIUM	LARGE
3/21/2014	07:30 PM	213	27	15
3/21/2014	07:45 PM	224	14	18
3/21/2014	08:00 PM	136	8	10
3/21/2014	08:15 PM	152	8	9
3/21/2014	08:30 PM	137	10	21
3/21/2014	08:45 PM	136	7	13
3/21/2014	09:00 PM	132	7	6
3/21/2014	09:15 PM	116	6	11
3/21/2014	09:30 PM	96	9	5
3/21/2014	09:45 PM	88	4	12
3/21/2014	10:00 PM	92	2	8
3/21/2014	10:15 PM	70	0	8
3/21/2014	10:30 PM	62	2	8
3/21/2014	10:45 PM	53	3	16
3/21/2014	11:00 PM	52	3	9
3/21/2014	11:15 PM	31	2	8
3/21/2014	11:30 PM	43	1	8
3/21/2014	11:45 PM	38	4	5
3/22/2014	12:00 AM	41	2	7
3/22/2014	12:15 AM	44	2	12
3/22/2014	12:30 AM	34	3	7
3/22/2014	12:45 AM	25	1	5
3/22/2014	01:00 AM	26	2	8
3/22/2014	01:15 AM	19	1	3
3/22/2014	01:30 AM	18	1	2
3/22/2014	01:45 AM	24	0	3
3/22/2014	02:00 AM	13	3	6
3/22/2014	02:15 AM	24	0	0
3/22/2014	02:30 AM	14	0	3
3/22/2014	02:45 AM	17	0	7
3/22/2014	03:00 AM	23	0	4
3/22/2014	03:15 AM	14	0	2
3/22/2014	03:30 AM	17	0	4
3/22/2014	03:45 AM	14	1	6
3/22/2014	04:00 AM	22	0	4
3/22/2014	04:15 AM	20	1	3
3/22/2014	04:30 AM	22	0	4
3/22/2014	04:45 AM	24	1	5
3/22/2014	05:00 AM	29	1	2
3/22/2014	05:15 AM	26	3	5
3/22/2014	05:30 AM	31	0	3
3/22/2014	05:45 AM	42	4	8
3/22/2014	06:00 AM	43	2	8
3/22/2014	06:15 AM	53	0	4
3/22/2014	06:30 AM	55	2	10
3/22/2014	06:45 AM	102	6	10
3/22/2014	07:00 AM	115	2	7
3/22/2014	07:15 AM	119	2	6
3/22/2014	07:30 AM	113	14	11
3/22/2014	07:45 AM	159	8	9
3/22/2014	08:00 AM	165	22	4
3/22/2014	08:15 AM	143	6	6
3/22/2014	08:30 AM	116	3	7
3/22/2014	08:45 AM	158	10	4
3/22/2014	09:00 AM	306	20	11
3/22/2014	09:15 AM	274	14	18
3/22/2014	09:30 AM	248	20	12
3/22/2014	09:45 AM	284	20	17

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 EB

Date	Time	SMALL	MEDIUM	LARGE
3/22/2014	10:00 AM	319	17	8
3/22/2014	10:15 AM	327	18	9
3/22/2014	10:30 AM	334	17	10
3/22/2014	10:45 AM	341	26	16
3/22/2014	11:00 AM	333	21	18
3/22/2014	11:15 AM	396	13	15
3/22/2014	11:30 AM	379	17	19
3/22/2014	11:45 AM	310	12	17
3/22/2014	12:00 PM	301	19	8
3/22/2014	12:15 PM	221	6	7
3/22/2014	12:30 PM	77	3	7
3/22/2014	12:45 PM	155	5	3
3/22/2014	01:00 PM	246	10	9
3/22/2014	01:15 PM	505	12	9
3/22/2014	01:30 PM	615	14	10
3/22/2014	01:45 PM	556	10	10
3/22/2014	02:00 PM	361	16	7
3/22/2014	02:15 PM	615	12	10
3/22/2014	02:30 PM	499	17	12
3/22/2014	02:45 PM	520	11	9
3/22/2014	03:00 PM	389	8	10
3/22/2014	03:15 PM	413	7	11
3/22/2014	03:30 PM	390	14	7
3/22/2014	03:45 PM	373	17	6
3/22/2014	04:00 PM	337	9	9
3/22/2014	04:15 PM	610	13	7
3/22/2014	04:30 PM	511	21	11
3/22/2014	04:45 PM	525	25	7
3/22/2014	05:00 PM	422	19	9
3/22/2014	05:15 PM	401	14	10
3/22/2014	05:30 PM	358	17	9
3/22/2014	05:45 PM	304	14	18
3/22/2014	06:00 PM	341	14	22
3/22/2014	06:15 PM	436	15	35
3/22/2014	06:30 PM	279	12	28
3/22/2014	06:45 PM	204	12	19
3/22/2014	07:00 PM	218	10	20
3/22/2014	07:15 PM	196	12	9
3/22/2014	07:30 PM	154	6	13
3/22/2014	07:45 PM	172	12	23
3/22/2014	08:00 PM	121	3	14
3/22/2014	08:15 PM	153	7	12
3/22/2014	08:30 PM	96	10	5
3/22/2014	08:45 PM	125	12	10
3/22/2014	09:00 PM	134	3	8
3/22/2014	09:15 PM	101	2	3
3/22/2014	09:30 PM	97	4	8
3/22/2014	09:45 PM	79	4	12
3/22/2014	10:00 PM	76	3	8
3/22/2014	10:15 PM	73	3	6
3/22/2014	10:30 PM	64	3	7
3/22/2014	10:45 PM	57	1	1
3/22/2014	11:00 PM	45	3	6
3/22/2014	11:15 PM	45	6	3
3/22/2014	11:30 PM	34	2	5
3/22/2014	11:45 PM	26	1	3
3/23/2014	12:00 AM	30	1	4
3/23/2014	12:15 AM	28	1	5

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 EB

Date	Time	SMALL	MEDIUM	LARGE
3/23/2014	12:30 AM	23	1	7
3/23/2014	12:45 AM	21	2	7
3/23/2014	01:00 AM	30	1	4
3/23/2014	01:15 AM	13	1	7
3/23/2014	01:30 AM	20	0	6
3/23/2014	01:45 AM	15	0	5
3/23/2014	02:00 AM	17	0	4
3/23/2014	02:15 AM	13	3	4
3/23/2014	02:30 AM	10	0	8
3/23/2014	02:45 AM	12	0	1
3/23/2014	03:00 AM	22	0	4
3/23/2014	03:15 AM	10	0	5
3/23/2014	03:30 AM	10	2	3
3/23/2014	03:45 AM	21	1	2
3/23/2014	04:00 AM	10	0	3
3/23/2014	04:15 AM	11	1	2
3/23/2014	04:30 AM	22	0	7
3/23/2014	04:45 AM	16	1	5
3/23/2014	05:00 AM	22	1	2
3/23/2014	05:15 AM	20	1	7
3/23/2014	05:30 AM	23	3	7
3/23/2014	05:45 AM	22	1	5
3/23/2014	06:00 AM	51	1	7
3/23/2014	06:15 AM	35	3	3
3/23/2014	06:30 AM	49	2	4
3/23/2014	06:45 AM	79	8	6
3/23/2014	07:00 AM	77	6	6
3/23/2014	07:15 AM	111	6	3
3/23/2014	07:30 AM	98	8	8
3/23/2014	07:45 AM	144	9	5
3/23/2014	08:00 AM	184	11	7
3/23/2014	08:15 AM	172	15	10
3/23/2014	08:30 AM	184	12	10
3/23/2014	08:45 AM	184	7	8
3/23/2014	09:00 AM	218	13	2
3/23/2014	09:15 AM	266	14	8
3/23/2014	09:30 AM	296	11	9
3/23/2014	09:45 AM	329	29	7
3/23/2014	10:00 AM	375	21	14
3/23/2014	10:15 AM	404	18	21
3/23/2014	10:30 AM	494	33	10
3/23/2014	10:45 AM	534	26	12
3/23/2014	11:00 AM	559	23	12
3/23/2014	11:15 AM	580	15	17
3/23/2014	11:30 AM	530	31	13
3/23/2014	11:45 AM	531	36	16
3/23/2014	12:00 PM	546	25	20
3/23/2014	12:15 PM	520	29	21
3/23/2014	12:30 PM	529	37	18
3/23/2014	12:45 PM	576	18	25
3/23/2014	01:00 PM	591	23	15
3/23/2014	01:15 PM	641	23	23
3/23/2014	01:30 PM	581	32	23
3/23/2014	01:45 PM	548	20	11
3/23/2014	02:00 PM	625	33	18
3/23/2014	02:15 PM	505	29	22
3/23/2014	02:30 PM	509	31	23
3/23/2014	02:45 PM	653	26	13

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 EB

Date	Time	SMALL	MEDIUM	LARGE
3/23/2014	03:00 PM	524	27	19
3/23/2014	03:15 PM	561	25	16
3/23/2014	03:30 PM	566	21	12
3/23/2014	03:45 PM	493	12	11
3/23/2014	04:00 PM	541	24	13
3/23/2014	04:15 PM	582	26	17
3/23/2014	04:30 PM	583	33	17
3/23/2014	04:45 PM	578	24	14
3/23/2014	05:00 PM	460	24	22
3/23/2014	05:15 PM	549	27	23
3/23/2014	05:30 PM	497	23	17
3/23/2014	05:45 PM	444	25	18
3/23/2014	06:00 PM	414	23	14
3/23/2014	06:15 PM	357	14	19
3/23/2014	06:30 PM	408	16	14
3/23/2014	06:45 PM	373	19	13
3/23/2014	07:00 PM	376	17	15
3/23/2014	07:15 PM	378	17	14
3/23/2014	07:30 PM	322	22	15
3/23/2014	07:45 PM	332	22	9
3/23/2014	08:00 PM	289	17	11
3/23/2014	08:15 PM	303	19	13
3/23/2014	08:30 PM	287	22	21
3/23/2014	08:45 PM	235	14	17
3/23/2014	09:00 PM	216	13	7
3/23/2014	09:15 PM	209	18	9
3/23/2014	09:30 PM	162	10	10
3/23/2014	09:45 PM	158	11	12
3/23/2014	10:00 PM	121	9	17
3/23/2014	10:15 PM	101	3	7
3/23/2014	10:30 PM	78	3	10
3/23/2014	10:45 PM	74	2	10
3/23/2014	11:00 PM	56	3	6
3/23/2014	11:15 PM	80	3	10
3/23/2014	11:30 PM	71	10	12
3/23/2014	11:45 PM	62	2	8

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/24/2014	12:00 AM	EB	50	3	20
7/24/2014	12:15 AM	EB	41	6	12
7/24/2014	12:30 AM	EB	25	2	17
7/24/2014	12:45 AM	EB	23	6	9
7/24/2014	1:00 AM	EB	34	0	10
7/24/2014	1:15 AM	EB	21	3	9
7/24/2014	1:30 AM	EB	18	2	5
7/24/2014	1:45 AM	EB	9	3	4
7/24/2014	2:00 AM	EB	22	0	8
7/24/2014	2:15 AM	EB	16	2	8
7/24/2014	2:30 AM	EB	20	5	12
7/24/2014	2:45 AM	EB	35	5	4
7/24/2014	3:00 AM	EB	15	0	18
7/24/2014	3:15 AM	EB	13	9	3
7/24/2014	3:30 AM	EB	28	4	8
7/24/2014	3:45 AM	EB	23	0	5
7/24/2014	4:00 AM	EB	17	9	10
7/24/2014	4:15 AM	EB	17	1	10
7/24/2014	4:30 AM	EB	14	0	8
7/24/2014	4:45 AM	EB	26	0	10
7/24/2014	5:00 AM	EB	21	2	17
7/24/2014	5:15 AM	EB	30	2	9
7/24/2014	5:30 AM	EB	45	0	13
7/24/2014	5:45 AM	EB	66	3	13
7/24/2014	6:00 AM	EB	79	0	15
7/24/2014	6:15 AM	EB	82	2	16
7/24/2014	6:30 AM	EB	83	0	13
7/24/2014	6:45 AM	EB	95	9	14
7/24/2014	7:00 AM	EB	115	2	16
7/24/2014	7:15 AM	EB	139	5	15
7/24/2014	7:30 AM	EB	164	6	24
7/24/2014	7:45 AM	EB	103	5	20
7/24/2014	8:00 AM	EB	280	2	30
7/24/2014	8:15 AM	EB	205	5	21
7/24/2014	8:30 AM	EB	231	7	30
7/24/2014	8:45 AM	EB	262	7	13
7/24/2014	9:00 AM	EB	210	7	40
7/24/2014	9:15 AM	EB	310	16	25
7/24/2014	9:30 AM	EB	315	6	46
7/24/2014	9:45 AM	EB	333	6	51
7/24/2014	10:00 AM	EB	295	19	48
7/24/2014	10:15 AM	EB	337	13	32
7/24/2014	10:30 AM	EB	321	10	35
7/24/2014	10:45 AM	EB	365	10	28
7/24/2014	11:00 AM	EB	375	19	35
7/24/2014	11:15 AM	EB	391	10	43
7/24/2014	11:30 AM	EB	388	12	36
7/24/2014	11:45 AM	EB	347	12	31
7/24/2014	12:00 PM	EB	362	10	39
7/24/2014	12:15 PM	EB	410	12	39
7/24/2014	12:30 PM	EB	400	15	60
7/24/2014	12:45 PM	EB	431	16	29
7/24/2014	1:00 PM	EB	377	21	27
7/24/2014	1:15 PM	EB	411	13	38
7/24/2014	1:30 PM	EB	403	18	23
7/24/2014	1:45 PM	EB	447	23	49
7/24/2014	2:00 PM	EB	427	9	34

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/24/2014	2:15 PM	EB	474	16	57
7/24/2014	2:30 PM	EB	462	9	32
7/24/2014	2:45 PM	EB	448	9	45
7/24/2014	3:00 PM	EB	471	11	40
7/24/2014	3:15 PM	EB	483	20	42
7/24/2014	3:30 PM	EB	435	19	54
7/24/2014	3:45 PM	EB	427	17	37
7/24/2014	4:00 PM	EB	538	16	42
7/24/2014	4:15 PM	EB	466	12	43
7/24/2014	4:30 PM	EB	469	9	35
7/24/2014	4:45 PM	EB	475	14	39
7/24/2014	5:00 PM	EB	452	15	61
7/24/2014	5:15 PM	EB	443	13	65
7/24/2014	5:30 PM	EB	432	15	23
7/24/2014	5:45 PM	EB	422	12	19
7/24/2014	6:00 PM	EB	391	9	36
7/24/2014	6:15 PM	EB	452	10	35
7/24/2014	6:30 PM	EB	331	9	33
7/24/2014	6:45 PM	EB	348	14	35
7/24/2014	7:00 PM	EB	314	12	37
7/24/2014	7:15 PM	EB	289	7	31
7/24/2014	7:30 PM	EB	322	14	38
7/24/2014	7:45 PM	EB	246	8	41
7/24/2014	8:00 PM	EB	227	5	18
7/24/2014	8:15 PM	EB	238	4	33
7/24/2014	8:30 PM	EB	163	6	18
7/24/2014	8:45 PM	EB	272	7	36
7/24/2014	9:00 PM	EB	184	5	29
7/24/2014	9:15 PM	EB	170	3	15
7/24/2014	9:30 PM	EB	163	5	38
7/24/2014	9:45 PM	EB	112	5	11
7/24/2014	10:00 PM	EB	125	1	28
7/24/2014	10:15 PM	EB	126	8	32
7/24/2014	10:30 PM	EB	107	2	20
7/24/2014	10:45 PM	EB	103	7	14
7/24/2014	11:00 PM	EB	101	2	22
7/24/2014	11:15 PM	EB	63	4	29
7/24/2014	11:30 PM	EB	69	2	20
7/24/2014	11:45 PM	EB	39	5	12
7/25/2014	12:00 AM	EB	39	6	15
7/25/2014	12:15 AM	EB	31	3	13
7/25/2014	12:30 AM	EB	40	0	12
7/25/2014	12:45 AM	EB	36	2	25
7/25/2014	1:00 AM	EB	16	9	3
7/25/2014	1:15 AM	EB	5	3	2
7/25/2014	1:30 AM	EB	31	1	13
7/25/2014	1:45 AM	EB	22	2	10
7/25/2014	2:00 AM	EB	20	0	10
7/25/2014	2:15 AM	EB	20	2	11
7/25/2014	2:30 AM	EB	21	1	8
7/25/2014	2:45 AM	EB	15	0	11
7/25/2014	3:00 AM	EB	18	2	11
7/25/2014	3:15 AM	EB	20	2	7
7/25/2014	3:30 AM	EB	14	2	10
7/25/2014	3:45 AM	EB	18	0	10
7/25/2014	4:00 AM	EB	19	0	19
7/25/2014	4:15 AM	EB	19	2	8
7/25/2014	4:30 AM	EB	14	2	6

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/25/2014	4:45 AM	EB	30	3	0
7/25/2014	5:00 AM	EB	29	3	13
7/25/2014	5:15 AM	EB	29	0	8
7/25/2014	5:30 AM	EB	42	2	8
7/25/2014	5:45 AM	EB	64	5	15
7/25/2014	6:00 AM	EB	56	2	13
7/25/2014	6:15 AM	EB	84	0	15
7/25/2014	6:30 AM	EB	106	6	19
7/25/2014	6:45 AM	EB	125	3	12
7/25/2014	7:00 AM	EB	139	7	22
7/25/2014	7:15 AM	EB	170	0	28
7/25/2014	7:30 AM	EB	159	8	26
7/25/2014	7:45 AM	EB	196	6	22
7/25/2014	8:00 AM	EB	232	4	31
7/25/2014	8:15 AM	EB	238	12	21
7/25/2014	8:30 AM	EB	256	4	44
7/25/2014	8:45 AM	EB	277	7	23
7/25/2014	9:00 AM	EB	300	5	36
7/25/2014	9:15 AM	EB	342	20	31
7/25/2014	9:30 AM	EB	349	12	21
7/25/2014	9:45 AM	EB	372	10	44
7/25/2014	10:00 AM	EB	344	16	39
7/25/2014	10:15 AM	EB	393	8	39
7/25/2014	10:30 AM	EB	375	9	31
7/25/2014	10:45 AM	EB	407	14	25
7/25/2014	11:00 AM	EB	465	18	29
7/25/2014	11:15 AM	EB	486	16	53
7/25/2014	11:30 AM	EB	546	18	31
7/25/2014	11:45 AM	EB	488	5	38
7/25/2014	12:00 PM	EB	496	20	39
7/25/2014	12:15 PM	EB	317	20	48
7/25/2014	12:30 PM	EB	74	11	28
7/25/2014	12:45 PM	EB	310	26	42
7/25/2014	1:00 PM	EB	295	17	24
7/25/2014	1:15 PM	EB	196	20	32
7/25/2014	1:30 PM	EB	245	44	61
7/25/2014	1:45 PM	EB	245	24	25
7/25/2014	2:00 PM	EB	283	18	13
7/25/2014	2:15 PM	EB	268	14	18
7/25/2014	2:30 PM	EB	50	1	0
7/25/2014	2:45 PM	EB	379	11	7
7/25/2014	3:00 PM	EB	371	20	20
7/25/2014	3:15 PM	EB	365	25	30
7/25/2014	3:30 PM	EB	439	36	27
7/25/2014	3:45 PM	EB	573	41	24
7/25/2014	4:00 PM	EB	736	32	24
7/25/2014	4:15 PM	EB	850	47	71
7/25/2014	4:30 PM	EB	771	44	45
7/25/2014	4:45 PM	EB	851	27	47
7/25/2014	5:00 PM	EB	850	27	51
7/25/2014	5:15 PM	EB	843	23	34
7/25/2014	5:30 PM	EB	905	25	46
7/25/2014	5:45 PM	EB	602	21	30
7/25/2014	6:00 PM	EB	515	3	24
7/25/2014	6:15 PM	EB	513	8	33
7/25/2014	6:30 PM	EB	423	14	22
7/25/2014	6:45 PM	EB	471	16	28
7/25/2014	7:00 PM	EB	421	15	37

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/25/2014	7:15 PM	EB	378	6	23
7/25/2014	7:30 PM	EB	353	10	27
7/25/2014	7:45 PM	EB	326	12	28
7/25/2014	8:00 PM	EB	332	3	22
7/25/2014	8:15 PM	EB	259	10	22
7/25/2014	8:30 PM	EB	247	6	11
7/25/2014	8:45 PM	EB	232	5	16
7/25/2014	9:00 PM	EB	210	5	21
7/25/2014	9:15 PM	EB	206	3	18
7/25/2014	9:30 PM	EB	205	5	18
7/25/2014	9:45 PM	EB	177	2	28
7/25/2014	10:00 PM	EB	167	1	19
7/25/2014	10:15 PM	EB	147	7	14
7/25/2014	10:30 PM	EB	139	3	27
7/25/2014	10:45 PM	EB	109	2	18
7/25/2014	11:00 PM	EB	107	3	16
7/25/2014	11:15 PM	EB	56	3	21
7/25/2014	11:30 PM	EB	93	7	21
7/25/2014	11:45 PM	EB	67	4	16
7/26/2014	12:00 AM	EB	53	2	17
7/26/2014	12:15 AM	EB	70	0	5
7/26/2014	12:30 AM	EB	51	2	13
7/26/2014	12:45 AM	EB	37	0	6
7/26/2014	1:00 AM	EB	29	2	4
7/26/2014	1:15 AM	EB	48	1	10
7/26/2014	1:30 AM	EB	29	0	9
7/26/2014	1:45 AM	EB	20	1	4
7/26/2014	2:00 AM	EB	22	0	11
7/26/2014	2:15 AM	EB	13	0	3
7/26/2014	2:30 AM	EB	26	0	8
7/26/2014	2:45 AM	EB	16	2	2
7/26/2014	3:00 AM	EB	23	0	6
7/26/2014	3:15 AM	EB	20	1	5
7/26/2014	3:30 AM	EB	22	0	12
7/26/2014	3:45 AM	EB	12	2	5
7/26/2014	4:00 AM	EB	28	3	2
7/26/2014	4:15 AM	EB	22	1	3
7/26/2014	4:30 AM	EB	23	0	3
7/26/2014	4:45 AM	EB	47	0	3
7/26/2014	5:00 AM	EB	31	0	14
7/26/2014	5:15 AM	EB	40	2	8
7/26/2014	5:30 AM	EB	57	1	8
7/26/2014	5:45 AM	EB	46	0	12
7/26/2014	6:00 AM	EB	83	3	10
7/26/2014	6:15 AM	EB	126	5	10
7/26/2014	6:30 AM	EB	105	0	9
7/26/2014	6:45 AM	EB	130	4	18
7/26/2014	7:00 AM	EB	133	3	11
7/26/2014	7:15 AM	EB	166	6	20
7/26/2014	7:30 AM	EB	183	9	18
7/26/2014	7:45 AM	EB	208	5	23
7/26/2014	8:00 AM	EB	212	7	28
7/26/2014	8:15 AM	EB	286	7	22
7/26/2014	8:30 AM	EB	236	9	20
7/26/2014	8:45 AM	EB	342	2	27
7/26/2014	9:00 AM	EB	383	6	18
7/26/2014	9:15 AM	EB	386	9	24
7/26/2014	9:30 AM	EB	397	4	33

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/26/2014	9:45 AM	EB	455	8	35
7/26/2014	10:00 AM	EB	456	12	23
7/26/2014	10:15 AM	EB	535	3	27
7/26/2014	10:30 AM	EB	512	15	40
7/26/2014	10:45 AM	EB	570	9	20
7/26/2014	11:00 AM	EB	578	9	25
7/26/2014	11:15 AM	EB	637	3	31
7/26/2014	11:30 AM	EB	607	19	24
7/26/2014	11:45 AM	EB	637	21	27
7/26/2014	12:00 PM	EB	536	3	33
7/26/2014	12:15 PM	EB	548	13	40
7/26/2014	12:30 PM	EB	633	14	31
7/26/2014	12:45 PM	EB	506	4	37
7/26/2014	1:00 PM	EB	640	18	30
7/26/2014	1:15 PM	EB	608	7	37
7/26/2014	1:30 PM	EB	524	11	46
7/26/2014	1:45 PM	EB	512	6	29
7/26/2014	2:00 PM	EB	640	18	37
7/26/2014	2:15 PM	EB	650	11	33
7/26/2014	2:30 PM	EB	593	10	49
7/26/2014	2:45 PM	EB	619	10	42
7/26/2014	3:00 PM	EB	757	17	25
7/26/2014	3:15 PM	EB	631	12	26
7/26/2014	3:30 PM	EB	653	18	22
7/26/2014	3:45 PM	EB	616	17	33
7/26/2014	4:00 PM	EB	582	15	35
7/26/2014	4:15 PM	EB	614	12	49
7/26/2014	4:30 PM	EB	610	26	38
7/26/2014	4:45 PM	EB	532	13	28
7/26/2014	5:00 PM	EB	534	11	48
7/26/2014	5:15 PM	EB	558	23	29
7/26/2014	5:30 PM	EB	587	9	22
7/26/2014	5:45 PM	EB	523	16	29
7/26/2014	6:00 PM	EB	531	10	19
7/26/2014	6:15 PM	EB	520	12	27
7/26/2014	6:30 PM	EB	454	14	16
7/26/2014	6:45 PM	EB	437	7	24
7/26/2014	7:00 PM	EB	477	10	19
7/26/2014	7:15 PM	EB	385	11	26
7/26/2014	7:30 PM	EB	336	5	21
7/26/2014	7:45 PM	EB	324	11	23
7/26/2014	8:00 PM	EB	349	15	7
7/26/2014	8:15 PM	EB	284	10	17
7/26/2014	8:30 PM	EB	313	6	22
7/26/2014	8:45 PM	EB	252	6	25
7/26/2014	9:00 PM	EB	249	4	11
7/26/2014	9:15 PM	EB	234	7	19
7/26/2014	9:30 PM	EB	212	4	15
7/26/2014	9:45 PM	EB	225	7	12
7/26/2014	10:00 PM	EB	163	6	41
7/26/2014	10:15 PM	EB	182	2	20
7/26/2014	10:30 PM	EB	119	7	17
7/26/2014	10:45 PM	EB	149	3	10
7/26/2014	11:00 PM	EB	116	8	20
7/26/2014	11:15 PM	EB	111	5	14
7/26/2014	11:30 PM	EB	111	4	2
7/26/2014	11:45 PM	EB	90	5	23
7/27/2014	12:00 AM	EB	75	2	14

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/27/2014	12:15 AM	EB	65	3	8
7/27/2014	12:30 AM	EB	70	3	13
7/27/2014	12:45 AM	EB	54	3	5
7/27/2014	1:00 AM	EB	33	0	12
7/27/2014	1:15 AM	EB	29	0	11
7/27/2014	1:30 AM	EB	33	2	7
7/27/2014	1:45 AM	EB	38	2	3
7/27/2014	2:00 AM	EB	13	3	14
7/27/2014	2:15 AM	EB	38	2	5
7/27/2014	2:30 AM	EB	26	1	7
7/27/2014	2:45 AM	EB	41	2	12
7/27/2014	3:00 AM	EB	26	2	8
7/27/2014	3:15 AM	EB	17	0	5
7/27/2014	3:30 AM	EB	15	2	13
7/27/2014	3:45 AM	EB	22	1	6
7/27/2014	4:00 AM	EB	20	0	8
7/27/2014	4:15 AM	EB	36	2	6
7/27/2014	4:30 AM	EB	22	0	12
7/27/2014	4:45 AM	EB	13	1	5
7/27/2014	5:00 AM	EB	27	0	3
7/27/2014	5:15 AM	EB	41	1	6
7/27/2014	5:30 AM	EB	43	2	7
7/27/2014	5:45 AM	EB	65	0	8
7/27/2014	6:00 AM	EB	76	3	8
7/27/2014	6:15 AM	EB	75	2	10
7/27/2014	6:30 AM	EB	91	0	11
7/27/2014	6:45 AM	EB	140	0	10
7/27/2014	7:00 AM	EB	170	4	9
7/27/2014	7:15 AM	EB	216	2	26
7/27/2014	7:30 AM	EB	159	3	22
7/27/2014	7:45 AM	EB	240	3	7
7/27/2014	8:00 AM	EB	306	6	22
7/27/2014	8:15 AM	EB	342	3	12
7/27/2014	8:30 AM	EB	365	0	22
7/27/2014	8:45 AM	EB	434	7	13
7/27/2014	9:00 AM	EB	515	2	23
7/27/2014	9:15 AM	EB	582	10	16
7/27/2014	9:30 AM	EB	697	9	31
7/27/2014	9:45 AM	EB	817	8	23
7/27/2014	10:00 AM	EB	846	17	30
7/27/2014	10:15 AM	EB	863	22	33
7/27/2014	10:30 AM	EB	1108	22	24
7/27/2014	10:45 AM	EB	793	18	26
7/27/2014	11:00 AM	EB	1124	43	20
7/27/2014	11:15 AM	EB	1018	25	23
7/27/2014	11:30 AM	EB	1081	17	21
7/27/2014	11:45 AM	EB	921	18	60
7/27/2014	12:00 PM	EB	775	34	34
7/27/2014	12:15 PM	EB	765	21	20
7/27/2014	12:30 PM	EB	546	33	31
7/27/2014	12:45 PM	EB	615	18	26
7/27/2014	1:00 PM	EB	718	33	26
7/27/2014	1:15 PM	EB	666	29	25
7/27/2014	1:30 PM	EB	580	28	12
7/27/2014	1:45 PM	EB	541	13	26
7/27/2014	2:00 PM	EB	708	30	25
7/27/2014	2:15 PM	EB	372	29	23
7/27/2014	2:30 PM	EB	632	28	21

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/27/2014	2:45 PM	EB	492	27	27
7/27/2014	3:00 PM	EB	696	35	37
7/27/2014	3:15 PM	EB	237	18	20
7/27/2014	3:30 PM	EB	479	22	31
7/27/2014	3:45 PM	EB	850	18	27
7/27/2014	4:00 PM	EB	821	21	62
7/27/2014	4:15 PM	EB	665	27	19
7/27/2014	4:30 PM	EB	623	11	42
7/27/2014	4:45 PM	EB	549	10	27
7/27/2014	5:00 PM	EB	496	9	45
7/27/2014	5:15 PM	EB	535	5	22
7/27/2014	5:30 PM	EB	507	10	30
7/27/2014	5:45 PM	EB	533	17	24
7/27/2014	6:00 PM	EB	512	15	20
7/27/2014	6:15 PM	EB	540	14	26
7/27/2014	6:30 PM	EB	541	21	32
7/27/2014	6:45 PM	EB	658	10	23
7/27/2014	7:00 PM	EB	604	13	33
7/27/2014	7:15 PM	EB	585	20	34
7/27/2014	7:30 PM	EB	587	17	37
7/27/2014	7:45 PM	EB	589	2	32
7/27/2014	8:00 PM	EB	566	9	28
7/27/2014	8:15 PM	EB	535	7	34
7/27/2014	8:30 PM	EB	527	3	42
7/27/2014	8:45 PM	EB	458	8	23
7/27/2014	9:00 PM	EB	406	6	31
7/27/2014	9:15 PM	EB	435	5	26
7/27/2014	9:30 PM	EB	388	10	26
7/27/2014	9:45 PM	EB	307	8	15
7/27/2014	10:00 PM	EB	267	5	22
7/27/2014	10:15 PM	EB	208	7	15
7/27/2014	10:30 PM	EB	211	4	16
7/27/2014	10:45 PM	EB	183	5	9
7/27/2014	11:00 PM	EB	123	3	28
7/27/2014	11:15 PM	EB	130	7	22
7/27/2014	11:30 PM	EB	121	3	17
7/27/2014	11:45 PM	EB	89	10	7
7/28/2014	12:00 AM	EB	89	2	2
7/28/2014	12:15 AM	EB	56	0	14
7/28/2014	12:30 AM	EB	65	0	5
7/28/2014	12:45 AM	EB	44	2	13
7/28/2014	1:00 AM	EB	56	2	14
7/28/2014	1:15 AM	EB	16	0	1
7/28/2014	1:30 AM	EB	69	3	20
7/28/2014	1:45 AM	EB	32	4	5
7/28/2014	2:00 AM	EB	22	0	11
7/28/2014	2:15 AM	EB	14	4	4
7/28/2014	2:30 AM	EB	22	7	9
7/28/2014	2:45 AM	EB	17	1	7
7/28/2014	3:00 AM	EB	13	2	8
7/28/2014	3:15 AM	EB	20	2	11
7/28/2014	3:30 AM	EB	21	0	9
7/28/2014	3:45 AM	EB	28	0	9
7/28/2014	4:00 AM	EB	29	0	5
7/28/2014	4:15 AM	EB	29	2	3
7/28/2014	4:30 AM	EB	26	0	11
7/28/2014	4:45 AM	EB	37	5	9
7/28/2014	5:00 AM	EB	51	2	10

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/28/2014	5:15 AM	EB	51	0	13
7/28/2014	5:30 AM	EB	88	0	6
7/28/2014	5:45 AM	EB	127	0	12
7/28/2014	6:00 AM	EB	139	0	8
7/28/2014	6:15 AM	EB	167	5	12
7/28/2014	6:30 AM	EB	201	5	11
7/28/2014	6:45 AM	EB	223	1	19
7/28/2014	7:00 AM	EB	279	2	20
7/28/2014	7:15 AM	EB	262	6	10
7/28/2014	7:30 AM	EB	278	3	17
7/28/2014	7:45 AM	EB	290	2	18
7/28/2014	8:00 AM	EB	285	8	16
7/28/2014	8:15 AM	EB	297	3	15
7/28/2014	8:30 AM	EB	337	10	22
7/28/2014	8:45 AM	EB	347	4	18
7/28/2014	9:00 AM	EB	360	5	17
7/28/2014	9:15 AM	EB	339	14	23
7/28/2014	9:30 AM	EB	377	6	33
7/28/2014	9:45 AM	EB	388	12	18
7/28/2014	10:00 AM	EB	407	5	10
7/28/2014	10:15 AM	EB	418	15	27
7/28/2014	10:30 AM	EB	491	15	23
7/28/2014	10:45 AM	EB	497	7	25
7/28/2014	11:00 AM	EB	476	21	23
7/28/2014	11:15 AM	EB	478	19	31
7/28/2014	11:30 AM	EB	461	15	36
7/28/2014	11:45 AM	EB	446	15	30
7/28/2014	12:00 PM	EB	508	12	26
7/28/2014	12:15 PM	EB	494	11	29
7/28/2014	12:30 PM	EB	436	19	44
7/28/2014	12:45 PM	EB	479	28	47
7/28/2014	1:00 PM	EB	459	11	52
7/28/2014	1:15 PM	EB	500	21	49
7/28/2014	1:30 PM	EB	527	9	30
7/28/2014	1:45 PM	EB	515	24	29
7/28/2014	2:00 PM	EB	512	15	35
7/28/2014	2:15 PM	EB	590	19	44
7/28/2014	2:30 PM	EB	536	22	51
7/28/2014	2:45 PM	EB	582	18	44
7/28/2014	3:00 PM	EB	512	22	55
7/28/2014	3:15 PM	EB	468	13	30
7/28/2014	3:30 PM	EB	482	20	35
7/28/2014	3:45 PM	EB	470	18	25
7/28/2014	4:00 PM	EB	471	14	22
7/28/2014	4:15 PM	EB	462	11	38
7/28/2014	4:30 PM	EB	464	13	25
7/28/2014	4:45 PM	EB	422	8	33
7/28/2014	5:00 PM	EB	434	13	32
7/28/2014	5:15 PM	EB	392	6	23
7/28/2014	5:30 PM	EB	426	15	29
7/28/2014	5:45 PM	EB	405	25	47
7/28/2014	6:00 PM	EB	410	13	31
7/28/2014	6:15 PM	EB	362	8	27
7/28/2014	6:30 PM	EB	286	14	28
7/28/2014	6:45 PM	EB	285	12	16
7/28/2014	7:00 PM	EB	268	13	20
7/28/2014	7:15 PM	EB	249	8	22
7/28/2014	7:30 PM	EB	196	7	29

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/28/2014	7:45 PM	EB	128	5	7
7/28/2014	8:00 PM	EB	305	15	37
7/28/2014	8:15 PM	EB	180	3	15
7/28/2014	8:30 PM	EB	211	3	20
7/28/2014	8:45 PM	EB	147	7	23
7/28/2014	9:00 PM	EB	171	3	9
7/28/2014	9:15 PM	EB	132	4	10
7/28/2014	9:30 PM	EB	126	3	21
7/28/2014	9:45 PM	EB	114	0	10
7/28/2014	10:00 PM	EB	114	0	21
7/28/2014	10:15 PM	EB	103	5	26
7/28/2014	10:30 PM	EB	96	4	24
7/28/2014	10:45 PM	EB	74	3	14
7/28/2014	11:00 PM	EB	63	0	18
7/28/2014	11:15 PM	EB	67	7	22
7/28/2014	11:30 PM	EB	44	2	7
7/28/2014	11:45 PM	EB	27	0	16
7/29/2014	12:00 AM	EB	49	3	8
7/29/2014	12:15 AM	EB	34	0	6
7/29/2014	12:30 AM	EB	14	0	7
7/29/2014	12:45 AM	EB	19	0	7
7/29/2014	1:00 AM	EB	45	0	13
7/29/2014	1:15 AM	EB	13	0	5
7/29/2014	1:30 AM	EB	35	2	11
7/29/2014	1:45 AM	EB	13	1	7
7/29/2014	2:00 AM	EB	21	0	5
7/29/2014	2:15 AM	EB	9	0	6
7/29/2014	2:30 AM	EB	18	2	8
7/29/2014	2:45 AM	EB	16	3	9
7/29/2014	3:00 AM	EB	20	0	8
7/29/2014	3:15 AM	EB	16	0	5
7/29/2014	3:30 AM	EB	24	0	6
7/29/2014	3:45 AM	EB	25	0	5
7/29/2014	4:00 AM	EB	28	0	10
7/29/2014	4:15 AM	EB	17	0	8
7/29/2014	4:30 AM	EB	15	7	3
7/29/2014	4:45 AM	EB	20	2	5
7/29/2014	5:00 AM	EB	24	0	14
7/29/2014	5:15 AM	EB	29	0	8
7/29/2014	5:30 AM	EB	31	3	14
7/29/2014	5:45 AM	EB	73	0	8
7/29/2014	6:00 AM	EB	47	0	18
7/29/2014	6:15 AM	EB	94	3	12
7/29/2014	6:30 AM	EB	105	4	11
7/29/2014	6:45 AM	EB	108	2	11
7/29/2014	7:00 AM	EB	134	5	14
7/29/2014	7:15 AM	EB	137	2	8
7/29/2014	7:30 AM	EB	150	5	17
7/29/2014	7:45 AM	EB	160	1	15
7/29/2014	8:00 AM	EB	169	2	19
7/29/2014	8:15 AM	EB	200	7	13
7/29/2014	8:30 AM	EB	222	6	28
7/29/2014	8:45 AM	EB	236	13	23
7/29/2014	9:00 AM	EB	247	15	26
7/29/2014	9:15 AM	EB	153	6	29
7/29/2014	9:30 AM	EB	391	18	27
7/29/2014	9:45 AM	EB	343	7	32
7/29/2014	10:00 AM	EB	305	3	41

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/29/2014	10:15 AM	EB	332	18	25
7/29/2014	10:30 AM	EB	309	4	34
7/29/2014	10:45 AM	EB	378	23	44
7/29/2014	11:00 AM	EB	362	12	52
7/29/2014	11:15 AM	EB	345	9	29
7/29/2014	11:30 AM	EB	396	7	22
7/29/2014	11:45 AM	EB	359	17	21
7/29/2014	12:00 PM	EB	375	9	34
7/29/2014	12:15 PM	EB	401	8	30
7/29/2014	12:30 PM	EB	415	13	49
7/29/2014	12:45 PM	EB	338	15	40
7/29/2014	1:00 PM	EB	357	5	42
7/29/2014	1:15 PM	EB	363	13	58
7/29/2014	1:30 PM	EB	431	18	61
7/29/2014	1:45 PM	EB	426	10	63
7/29/2014	2:00 PM	EB	389	9	42
7/29/2014	2:15 PM	EB	438	11	31
7/29/2014	2:30 PM	EB	465	26	40
7/29/2014	2:45 PM	EB	471	24	39
7/29/2014	3:00 PM	EB	433	12	35
7/29/2014	3:15 PM	EB	433	12	51
7/29/2014	3:30 PM	EB	385	14	27
7/29/2014	3:45 PM	EB	511	13	41
7/29/2014	4:00 PM	EB	429	14	34
7/29/2014	4:15 PM	EB	441	11	49
7/29/2014	4:30 PM	EB	424	8	42
7/29/2014	4:45 PM	EB	381	8	37
7/29/2014	5:00 PM	EB	410	7	42
7/29/2014	5:15 PM	EB	380	8	50
7/29/2014	5:30 PM	EB	381	4	45
7/29/2014	5:45 PM	EB	424	9	33
7/29/2014	6:00 PM	EB	332	9	30
7/29/2014	6:15 PM	EB	342	11	32
7/29/2014	6:30 PM	EB	320	1	37
7/29/2014	6:45 PM	EB	319	5	26
7/29/2014	7:00 PM	EB	262	5	43
7/29/2014	7:15 PM	EB	181	3	23
7/29/2014	7:30 PM	EB	197	19	41
7/29/2014	7:45 PM	EB	97	2	3
7/29/2014	8:00 PM	EB	320	12	49
7/29/2014	8:15 PM	EB	303	10	46
7/29/2014	8:30 PM	EB	214	4	24
7/29/2014	8:45 PM	EB	177	2	20
7/29/2014	9:00 PM	EB	136	1	25
7/29/2014	9:15 PM	EB	154	3	22
7/29/2014	9:30 PM	EB	116	5	24
7/29/2014	9:45 PM	EB	136	7	31
7/29/2014	10:00 PM	EB	136	5	28
7/29/2014	10:15 PM	EB	91	2	24
7/29/2014	10:30 PM	EB	94	5	32
7/29/2014	10:45 PM	EB	78	2	17
7/29/2014	11:00 PM	EB	70	2	23
7/29/2014	11:15 PM	EB	66	7	26
7/29/2014	11:30 PM	EB	52	1	22
7/29/2014	11:45 PM	EB	52	3	29

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 WB

Date	Time	SMALL	MEDIUM	LARGE
3/20/2014	12:00 AM	43	1	7
3/20/2014	12:15 AM	54	4	10
3/20/2014	12:30 AM	3	2	4
3/20/2014	12:45 AM	54	4	17
3/20/2014	01:00 AM	0	0	0
3/20/2014	01:15 AM	68	9	19
3/20/2014	01:30 AM	1	1	0
3/20/2014	01:45 AM	44	2	18
3/20/2014	02:00 AM	0	2	0
3/20/2014	02:15 AM	27	0	13
3/20/2014	02:30 AM	9	0	0
3/20/2014	02:45 AM	28	8	16
3/20/2014	03:00 AM	15	1	8
3/20/2014	03:15 AM	11	2	9
3/20/2014	03:30 AM	19	1	10
3/20/2014	03:45 AM	5	4	3
3/20/2014	04:00 AM	42	12	13
3/20/2014	04:15 AM	3	0	0
3/20/2014	04:30 AM	44	5	19
3/20/2014	04:45 AM	9	1	1
3/20/2014	05:00 AM	63	5	15
3/20/2014	05:15 AM	43	5	10
3/20/2014	05:30 AM	38	2	15
3/20/2014	05:45 AM	55	6	29
3/20/2014	06:00 AM	68	9	14
3/20/2014	06:15 AM	74	2	13
3/20/2014	06:30 AM	86	2	11
3/20/2014	06:45 AM	94	4	22
3/20/2014	07:00 AM	128	10	21
3/20/2014	07:15 AM	173	4	22
3/20/2014	07:30 AM	225	11	26
3/20/2014	07:45 AM	264	11	14
3/20/2014	08:00 AM	327	7	24
3/20/2014	08:15 AM	307	5	21
3/20/2014	08:30 AM	361	5	12
3/20/2014	08:45 AM	451	6	20
3/20/2014	09:00 AM	472	4	12
3/20/2014	09:15 AM	507	2	17
3/20/2014	09:30 AM	359	10	21
3/20/2014	09:45 AM	379	3	20
3/20/2014	10:00 AM	395	9	26
3/20/2014	10:15 AM	354	8	22
3/20/2014	10:30 AM	358	2	15
3/20/2014	10:45 AM	318	8	12
3/20/2014	11:00 AM	302	6	26
3/20/2014	11:15 AM	252	3	18
3/20/2014	11:30 AM	43	2	6
3/20/2014	11:45 AM	28	0	1
3/20/2014	12:00 PM	329	5	18
3/20/2014	12:15 PM	375	9	34
3/20/2014	12:30 PM	362	7	23
3/20/2014	12:45 PM	234	3	21
3/20/2014	01:00 PM	215	1	22
3/20/2014	01:15 PM	200	0	11
3/20/2014	01:30 PM	210	6	17
3/20/2014	01:45 PM	208	3	28
3/20/2014	02:00 PM	224	8	12
3/20/2014	02:15 PM	221	4	20

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 WB

Date	Time	SMALL	MEDIUM	LARGE
3/20/2014	02:30 PM	191	2	20
3/20/2014	02:45 PM	221	3	14
3/20/2014	03:00 PM	202	5	12
3/20/2014	03:15 PM	231	2	8
3/20/2014	03:30 PM	215	7	12
3/20/2014	03:45 PM	205	4	18
3/20/2014	04:00 PM	219	2	12
3/20/2014	04:15 PM	195	7	7
3/20/2014	04:30 PM	195	2	5
3/20/2014	04:45 PM	311	9	16
3/20/2014	05:00 PM	419	5	27
3/20/2014	05:15 PM	453	10	37
3/20/2014	05:30 PM	276	4	17
3/20/2014	05:45 PM	239	3	9
3/20/2014	06:00 PM	220	3	14
3/20/2014	06:15 PM	202	2	10
3/20/2014	06:30 PM	201	2	12
3/20/2014	06:45 PM	223	2	14
3/20/2014	07:00 PM	343	4	13
3/20/2014	07:15 PM	294	5	16
3/20/2014	07:30 PM	245	4	8
3/20/2014	07:45 PM	221	2	8
3/20/2014	08:00 PM	201	2	5
3/20/2014	08:15 PM	184	4	13
3/20/2014	08:30 PM	0	1	1
3/20/2014	08:45 PM	300	3	6
3/20/2014	09:00 PM	0	0	0
3/20/2014	09:15 PM	389	8	25
3/20/2014	09:30 PM	0	1	2
3/20/2014	09:45 PM	242	7	9
3/20/2014	10:00 PM	23	0	1
3/20/2014	10:15 PM	228	2	15
3/20/2014	10:30 PM	0	0	0
3/20/2014	10:45 PM	192	3	16
3/20/2014	11:00 PM	53	0	3
3/20/2014	11:15 PM	135	8	12
3/20/2014	11:30 PM	67	3	2
3/20/2014	11:45 PM	72	5	9
3/21/2014	12:00 AM	82	2	9
3/21/2014	12:15 AM	55	1	11
3/21/2014	12:30 AM	32	2	9
3/21/2014	12:45 AM	51	4	11
3/21/2014	01:00 AM	21	1	12
3/21/2014	01:15 AM	29	0	8
3/21/2014	01:30 AM	26	2	6
3/21/2014	01:45 AM	30	2	11
3/21/2014	02:00 AM	23	1	6
3/21/2014	02:15 AM	26	0	5
3/21/2014	02:30 AM	12	1	9
3/21/2014	02:45 AM	10	2	5
3/21/2014	03:00 AM	13	1	8
3/21/2014	03:15 AM	14	3	7
3/21/2014	03:30 AM	14	1	5
3/21/2014	03:45 AM	16	3	12
3/21/2014	04:00 AM	13	2	7
3/21/2014	04:15 AM	21	3	12
3/21/2014	04:30 AM	18	3	6
3/21/2014	04:45 AM	33	4	11

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 WB

Date	Time	SMALL	MEDIUM	LARGE
3/21/2014	05:00 AM	36	3	19
3/21/2014	05:15 AM	31	3	11
3/21/2014	05:30 AM	56	4	10
3/21/2014	05:45 AM	51	2	11
3/21/2014	06:00 AM	62	4	11
3/21/2014	06:15 AM	70	2	13
3/21/2014	06:30 AM	105	5	13
3/21/2014	06:45 AM	135	1	16
3/21/2014	07:00 AM	177	7	17
3/21/2014	07:15 AM	243	4	14
3/21/2014	07:30 AM	323	7	13
3/21/2014	07:45 AM	361	8	19
3/21/2014	08:00 AM	447	8	17
3/21/2014	08:15 AM	479	2	20
3/21/2014	08:30 AM	484	9	21
3/21/2014	08:45 AM	495	3	15
3/21/2014	09:00 AM	544	7	16
3/21/2014	09:15 AM	520	7	16
3/21/2014	09:30 AM	520	3	10
3/21/2014	09:45 AM	481	4	23
3/21/2014	10:00 AM	483	9	16
3/21/2014	10:15 AM	426	6	22
3/21/2014	10:30 AM	442	9	14
3/21/2014	10:45 AM	384	2	19
3/21/2014	11:00 AM	378	12	14
3/21/2014	11:15 AM	356	4	23
3/21/2014	11:30 AM	397	14	16
3/21/2014	11:45 AM	375	8	18
3/21/2014	12:00 PM	333	4	21
3/21/2014	12:15 PM	333	4	17
3/21/2014	12:30 PM	293	4	17
3/21/2014	12:45 PM	267	5	14
3/21/2014	01:00 PM	354	3	10
3/21/2014	01:15 PM	316	5	19
3/21/2014	01:30 PM	314	5	12
3/21/2014	01:45 PM	344	7	20
3/21/2014	02:00 PM	326	6	11
3/21/2014	02:15 PM	371	9	17
3/21/2014	02:30 PM	433	11	24
3/21/2014	02:45 PM	419	5	11
3/21/2014	03:00 PM	450	5	20
3/21/2014	03:15 PM	415	5	13
3/21/2014	03:30 PM	425	9	23
3/21/2014	03:45 PM	465	6	14
3/21/2014	04:00 PM	441	5	23
3/21/2014	04:15 PM	515	10	19
3/21/2014	04:30 PM	555	9	14
3/21/2014	04:45 PM	544	3	21
3/21/2014	05:00 PM	521	8	14
3/21/2014	05:15 PM	553	10	13
3/21/2014	05:30 PM	542	7	14
3/21/2014	05:45 PM	541	5	15
3/21/2014	06:00 PM	539	5	15
3/21/2014	06:15 PM	521	5	6
3/21/2014	06:30 PM	470	9	14
3/21/2014	06:45 PM	548	7	8
3/21/2014	07:00 PM	453	8	19
3/21/2014	07:15 PM	448	5	19

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 WB

Date	Time	SMALL	MEDIUM	LARGE
3/21/2014	07:30 PM	411	5	14
3/21/2014	07:45 PM	423	4	10
3/21/2014	08:00 PM	418	7	14
3/21/2014	08:15 PM	389	2	5
3/21/2014	08:30 PM	403	4	13
3/21/2014	08:45 PM	339	2	6
3/21/2014	09:00 PM	309	1	6
3/21/2014	09:15 PM	284	2	8
3/21/2014	09:30 PM	267	3	11
3/21/2014	09:45 PM	219	0	8
3/21/2014	10:00 PM	257	3	8
3/21/2014	10:15 PM	156	3	15
3/21/2014	10:30 PM	185	2	8
3/21/2014	10:45 PM	195	4	7
3/21/2014	11:00 PM	171	1	7
3/21/2014	11:15 PM	136	2	8
3/21/2014	11:30 PM	122	3	5
3/21/2014	11:45 PM	97	3	2
3/22/2014	12:00 AM	62	0	6
3/22/2014	12:15 AM	68	2	9
3/22/2014	12:30 AM	69	2	11
3/22/2014	12:45 AM	57	0	6
3/22/2014	01:00 AM	45	0	4
3/22/2014	01:15 AM	49	0	8
3/22/2014	01:30 AM	43	1	6
3/22/2014	01:45 AM	36	1	6
3/22/2014	02:00 AM	27	3	2
3/22/2014	02:15 AM	25	2	13
3/22/2014	02:30 AM	30	1	2
3/22/2014	02:45 AM	15	1	10
3/22/2014	03:00 AM	25	1	7
3/22/2014	03:15 AM	16	0	3
3/22/2014	03:30 AM	15	0	5
3/22/2014	03:45 AM	23	2	5
3/22/2014	04:00 AM	22	0	10
3/22/2014	04:15 AM	40	5	9
3/22/2014	04:30 AM	20	1	10
3/22/2014	04:45 AM	30	2	6
3/22/2014	05:00 AM	30	1	7
3/22/2014	05:15 AM	48	4	10
3/22/2014	05:30 AM	57	1	9
3/22/2014	05:45 AM	70	2	9
3/22/2014	06:00 AM	111	4	8
3/22/2014	06:15 AM	185	7	16
3/22/2014	06:30 AM	307	3	14
3/22/2014	06:45 AM	467	4	7
3/22/2014	07:00 AM	573	10	16
3/22/2014	07:15 AM	629	6	7
3/22/2014	07:30 AM	615	11	8
3/22/2014	07:45 AM	675	6	8
3/22/2014	08:00 AM	585	6	8
3/22/2014	08:15 AM	473	4	7
3/22/2014	08:30 AM	406	3	9
3/22/2014	08:45 AM	410	7	19
3/22/2014	09:00 AM	372	0	8
3/22/2014	09:15 AM	351	5	10
3/22/2014	09:30 AM	364	5	6
3/22/2014	09:45 AM	350	2	13

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 WB

Date	Time	SMALL	MEDIUM	LARGE
3/22/2014	10:00 AM	348	3	15
3/22/2014	10:15 AM	409	4	11
3/22/2014	10:30 AM	421	3	18
3/22/2014	10:45 AM	413	7	9
3/22/2014	11:00 AM	371	8	10
3/22/2014	11:15 AM	436	5	10
3/22/2014	11:30 AM	432	3	9
3/22/2014	11:45 AM	392	3	10
3/22/2014	12:00 PM	340	7	12
3/22/2014	12:15 PM	403	3	18
3/22/2014	12:30 PM	371	5	11
3/22/2014	12:45 PM	363	6	9
3/22/2014	01:00 PM	404	2	9
3/22/2014	01:15 PM	386	3	8
3/22/2014	01:30 PM	400	2	8
3/22/2014	01:45 PM	377	5	7
3/22/2014	02:00 PM	293	4	11
3/22/2014	02:15 PM	410	3	7
3/22/2014	02:30 PM	336	2	4
3/22/2014	02:45 PM	412	4	12
3/22/2014	03:00 PM	408	2	5
3/22/2014	03:15 PM	371	0	4
3/22/2014	03:30 PM	209	2	5
3/22/2014	03:45 PM	410	6	9
3/22/2014	04:00 PM	468	6	6
3/22/2014	04:15 PM	494	5	15
3/22/2014	04:30 PM	362	0	14
3/22/2014	04:45 PM	324	1	12
3/22/2014	05:00 PM	238	5	7
3/22/2014	05:15 PM	290	2	9
3/22/2014	05:30 PM	350	3	8
3/22/2014	05:45 PM	271	2	17
3/22/2014	06:00 PM	245	4	3
3/22/2014	06:15 PM	177	1	7
3/22/2014	06:30 PM	269	4	7
3/22/2014	06:45 PM	223	2	4
3/22/2014	07:00 PM	189	0	10
3/22/2014	07:15 PM	154	2	7
3/22/2014	07:30 PM	162	3	7
3/22/2014	07:45 PM	145	0	3
3/22/2014	08:00 PM	134	1	3
3/22/2014	08:15 PM	120	2	7
3/22/2014	08:30 PM	118	1	3
3/22/2014	08:45 PM	139	1	5
3/22/2014	09:00 PM	123	1	4
3/22/2014	09:15 PM	106	1	10
3/22/2014	09:30 PM	123	1	5
3/22/2014	09:45 PM	90	2	3
3/22/2014	10:00 PM	101	2	4
3/22/2014	10:15 PM	83	1	6
3/22/2014	10:30 PM	89	0	3
3/22/2014	10:45 PM	53	0	2
3/22/2014	11:00 PM	57	1	2
3/22/2014	11:15 PM	34	1	4
3/22/2014	11:30 PM	61	1	2
3/22/2014	11:45 PM	37	1	3
3/23/2014	12:00 AM	32	1	2
3/23/2014	12:15 AM	31	2	3

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 WB

Date	Time	SMALL	MEDIUM	LARGE
3/23/2014	12:30 AM	17	0	2
3/23/2014	12:45 AM	30	0	4
3/23/2014	01:00 AM	25	1	4
3/23/2014	01:15 AM	25	0	4
3/23/2014	01:30 AM	26	2	9
3/23/2014	01:45 AM	23	1	4
3/23/2014	02:00 AM	27	0	5
3/23/2014	02:15 AM	20	0	2
3/23/2014	02:30 AM	10	1	1
3/23/2014	02:45 AM	10	1	1
3/23/2014	03:00 AM	9	0	0
3/23/2014	03:15 AM	7	0	2
3/23/2014	03:30 AM	17	0	5
3/23/2014	03:45 AM	9	0	2
3/23/2014	04:00 AM	10	0	4
3/23/2014	04:15 AM	17	0	3
3/23/2014	04:30 AM	17	0	4
3/23/2014	04:45 AM	18	0	8
3/23/2014	05:00 AM	22	1	6
3/23/2014	05:15 AM	20	0	3
3/23/2014	05:30 AM	29	0	7
3/23/2014	05:45 AM	43	0	7
3/23/2014	06:00 AM	50	3	10
3/23/2014	06:15 AM	95	0	8
3/23/2014	06:30 AM	139	2	7
3/23/2014	06:45 AM	293	4	7
3/23/2014	07:00 AM	406	3	8
3/23/2014	07:15 AM	473	7	6
3/23/2014	07:30 AM	523	4	7
3/23/2014	07:45 AM	540	4	9
3/23/2014	08:00 AM	520	2	9
3/23/2014	08:15 AM	506	8	12
3/23/2014	08:30 AM	481	4	10
3/23/2014	08:45 AM	452	2	14
3/23/2014	09:00 AM	419	3	10
3/23/2014	09:15 AM	426	2	14
3/23/2014	09:30 AM	419	7	13
3/23/2014	09:45 AM	396	1	18
3/23/2014	10:00 AM	429	3	15
3/23/2014	10:15 AM	458	7	16
3/23/2014	10:30 AM	408	10	12
3/23/2014	10:45 AM	429	8	13
3/23/2014	11:00 AM	408	6	8
3/23/2014	11:15 AM	455	5	18
3/23/2014	11:30 AM	436	10	11
3/23/2014	11:45 AM	430	6	17
3/23/2014	12:00 PM	428	8	22
3/23/2014	12:15 PM	392	5	16
3/23/2014	12:30 PM	360	2	17
3/23/2014	12:45 PM	397	7	16
3/23/2014	01:00 PM	401	6	16
3/23/2014	01:15 PM	393	2	16
3/23/2014	01:30 PM	364	3	14
3/23/2014	01:45 PM	368	4	9
3/23/2014	02:00 PM	423	5	19
3/23/2014	02:15 PM	383	3	11
3/23/2014	02:30 PM	361	10	24
3/23/2014	02:45 PM	382	6	8

Volume
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Site Code:
Location 1: 226 WB

Date	Time	SMALL	MEDIUM	LARGE
3/23/2014	03:00 PM	344	10	13
3/23/2014	03:15 PM	317	3	12
3/23/2014	03:30 PM	337	6	14
3/23/2014	03:45 PM	357	4	13
3/23/2014	04:00 PM	317	1	7
3/23/2014	04:15 PM	310	2	15
3/23/2014	04:30 PM	298	3	13
3/23/2014	04:45 PM	296	8	13
3/23/2014	05:00 PM	292	4	7
3/23/2014	05:15 PM	261	4	9
3/23/2014	05:30 PM	272	1	8
3/23/2014	05:45 PM	217	1	16
3/23/2014	06:00 PM	259	2	9
3/23/2014	06:15 PM	234	2	9
3/23/2014	06:30 PM	213	0	12
3/23/2014	06:45 PM	187	0	8
3/23/2014	07:00 PM	222	3	14
3/23/2014	07:15 PM	201	1	11
3/23/2014	07:30 PM	139	1	9
3/23/2014	07:45 PM	145	2	9
3/23/2014	08:00 PM	148	1	7
3/23/2014	08:15 PM	173	1	9
3/23/2014	08:30 PM	138	4	5
3/23/2014	08:45 PM	127	0	8
3/23/2014	09:00 PM	121	1	9
3/23/2014	09:15 PM	108	0	7
3/23/2014	09:30 PM	89	0	3
3/23/2014	09:45 PM	89	2	3
3/23/2014	10:00 PM	89	1	6
3/23/2014	10:15 PM	65	1	1
3/23/2014	10:30 PM	76	1	9
3/23/2014	10:45 PM	62	0	5
3/23/2014	11:00 PM	58	0	7
3/23/2014	11:15 PM	57	0	8
3/23/2014	11:30 PM	50	1	11
3/23/2014	11:45 PM	34	2	5

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/24/2014	12:00 AM	WB	71	10	15
7/24/2014	12:15 AM	WB	68	8	26
7/24/2014	12:30 AM	WB	62	9	15
7/24/2014	12:45 AM	WB	49	15	22
7/24/2014	1:00 AM	WB	58	11	19
7/24/2014	1:15 AM	WB	50	12	21
7/24/2014	1:30 AM	WB	41	13	16
7/24/2014	1:45 AM	WB	41	9	8
7/24/2014	2:00 AM	WB	40	8	19
7/24/2014	2:15 AM	WB	54	10	13
7/24/2014	2:30 AM	WB	45	12	20
7/24/2014	2:45 AM	WB	37	7	15
7/24/2014	3:00 AM	WB	35	10	16
7/24/2014	3:15 AM	WB	28	11	10
7/24/2014	3:30 AM	WB	43	9	13
7/24/2014	3:45 AM	WB	38	11	20
7/24/2014	4:00 AM	WB	33	12	16
7/24/2014	4:15 AM	WB	38	10	16
7/24/2014	4:30 AM	WB	46	11	17
7/24/2014	4:45 AM	WB	74	17	27
7/24/2014	5:00 AM	WB	50	11	22
7/24/2014	5:15 AM	WB	71	17	16
7/24/2014	5:30 AM	WB	62	18	22
7/24/2014	5:45 AM	WB	98	27	39
7/24/2014	6:00 AM	WB	117	28	30
7/24/2014	6:15 AM	WB	126	38	28
7/24/2014	6:30 AM	WB	158	41	37
7/24/2014	6:45 AM	WB	211	40	58
7/24/2014	7:00 AM	WB	195	47	55
7/24/2014	7:15 AM	WB	222	60	40
7/24/2014	7:30 AM	WB	205	52	58
7/24/2014	7:45 AM	WB	265	37	54
7/24/2014	8:00 AM	WB	233	43	65
7/24/2014	8:15 AM	WB	241	65	52
7/24/2014	8:30 AM	WB	271	65	55
7/24/2014	8:45 AM	WB	244	55	47
7/24/2014	9:00 AM	WB	327	77	64
7/24/2014	9:15 AM	WB	310	55	64
7/24/2014	9:30 AM	WB	91	14	16
7/24/2014	9:45 AM	WB	384	74	75
7/24/2014	10:00 AM	WB	457	80	88
7/24/2014	10:15 AM	WB	414	85	81
7/24/2014	10:30 AM	WB	410	98	85
7/24/2014	10:45 AM	WB	374	99	60
7/24/2014	11:00 AM	WB	438	87	59
7/24/2014	11:15 AM	WB	443	89	57
7/24/2014	11:30 AM	WB	485	76	89
7/24/2014	11:45 AM	WB	495	104	102
7/24/2014	12:00 PM	WB	426	87	74
7/24/2014	12:15 PM	WB	415	92	83
7/24/2014	12:30 PM	WB	435	86	79
7/24/2014	12:45 PM	WB	427	111	83
7/24/2014	1:00 PM	WB	409	70	63
7/24/2014	1:15 PM	WB	423	97	71
7/24/2014	1:30 PM	WB	481	84	91
7/24/2014	1:45 PM	WB	437	102	69
7/24/2014	2:00 PM	WB	232	7	36

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/24/2014	2:15 PM	WB	246	5	12
7/24/2014	2:30 PM	WB	231	14	21
7/24/2014	2:45 PM	WB	462	98	89
7/24/2014	3:00 PM	WB	444	95	66
7/24/2014	3:15 PM	WB	494	72	93
7/24/2014	3:30 PM	WB	360	92	78
7/24/2014	3:45 PM	WB	299	22	32
7/24/2014	4:00 PM	WB	237	11	17
7/24/2014	4:15 PM	WB	272	30	36
7/24/2014	4:30 PM	WB	367	74	66
7/24/2014	4:45 PM	WB	371	94	64
7/24/2014	5:00 PM	WB	395	51	56
7/24/2014	5:15 PM	WB	360	64	78
7/24/2014	5:30 PM	WB	356	85	68
7/24/2014	5:45 PM	WB	282	52	50
7/24/2014	6:00 PM	WB	294	91	44
7/24/2014	6:15 PM	WB	302	83	50
7/24/2014	6:30 PM	WB	290	73	54
7/24/2014	6:45 PM	WB	308	70	73
7/24/2014	7:00 PM	WB	289	60	50
7/24/2014	7:15 PM	WB	322	74	68
7/24/2014	7:30 PM	WB	248	58	41
7/24/2014	7:45 PM	WB	212	69	42
7/24/2014	8:00 PM	WB	260	59	38
7/24/2014	8:15 PM	WB	236	44	53
7/24/2014	8:30 PM	WB	183	60	30
7/24/2014	8:45 PM	WB	163	26	32
7/24/2014	9:00 PM	WB	165	44	20
7/24/2014	9:15 PM	WB	170	56	29
7/24/2014	9:30 PM	WB	163	41	35
7/24/2014	9:45 PM	WB	168	40	27
7/24/2014	10:00 PM	WB	114	32	18
7/24/2014	10:15 PM	WB	122	23	22
7/24/2014	10:30 PM	WB	102	19	21
7/24/2014	10:45 PM	WB	109	31	20
7/24/2014	11:00 PM	WB	79	23	21
7/24/2014	11:15 PM	WB	77	16	15
7/24/2014	11:30 PM	WB	37	8	8
7/24/2014	11:45 PM	WB	16	7	4
7/25/2014	12:00 AM	WB	31	8	10
7/25/2014	12:15 AM	WB	64	11	12
7/25/2014	12:30 AM	WB	97	13	23
7/25/2014	12:45 AM	WB	145	27	42
7/25/2014	1:00 AM	WB	82	16	19
7/25/2014	1:15 AM	WB	51	11	14
7/25/2014	1:30 AM	WB	38	13	24
7/25/2014	1:45 AM	WB	36	15	17
7/25/2014	2:00 AM	WB	39	9	19
7/25/2014	2:15 AM	WB	31	8	12
7/25/2014	2:30 AM	WB	41	8	12
7/25/2014	2:45 AM	WB	31	5	20
7/25/2014	3:00 AM	WB	29	5	17
7/25/2014	3:15 AM	WB	31	3	11
7/25/2014	3:30 AM	WB	34	5	24
7/25/2014	3:45 AM	WB	59	18	15
7/25/2014	4:00 AM	WB	49	7	18
7/25/2014	4:15 AM	WB	44	9	18

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/25/2014	4:30 AM	WB	46	5	10
7/25/2014	4:45 AM	WB	51	11	16
7/25/2014	5:00 AM	WB	75	18	18
7/25/2014	5:15 AM	WB	62	18	20
7/25/2014	5:30 AM	WB	89	19	22
7/25/2014	5:45 AM	WB	104	17	27
7/25/2014	6:00 AM	WB	116	20	24
7/25/2014	6:15 AM	WB	137	26	31
7/25/2014	6:30 AM	WB	163	39	45
7/25/2014	6:45 AM	WB	168	36	32
7/25/2014	7:00 AM	WB	211	59	50
7/25/2014	7:15 AM	WB	241	43	56
7/25/2014	7:30 AM	WB	86	18	18
7/25/2014	7:45 AM	WB	325	91	65
7/25/2014	8:00 AM	WB	306	75	67
7/25/2014	8:15 AM	WB	248	70	38
7/25/2014	8:30 AM	WB	297	53	39
7/25/2014	8:45 AM	WB	293	80	48
7/25/2014	9:00 AM	WB	301	83	69
7/25/2014	9:15 AM	WB	299	88	58
7/25/2014	9:30 AM	WB	530	112	95
7/25/2014	9:45 AM	WB	476	94	112
7/25/2014	10:00 AM	WB	560	92	106
7/25/2014	10:15 AM	WB	539	125	95
7/25/2014	10:30 AM	WB	501	108	95
7/25/2014	10:45 AM	WB	518	121	84
7/25/2014	11:00 AM	WB	572	141	93
7/25/2014	11:15 AM	WB	426	114	81
7/25/2014	11:30 AM	WB	571	83	74
7/25/2014	11:45 AM	WB	509	117	79
7/25/2014	12:00 PM	WB	552	109	79
7/25/2014	12:15 PM	WB	525	107	66
7/25/2014	12:30 PM	WB	578	120	104
7/25/2014	12:45 PM	WB	545	97	76
7/25/2014	1:00 PM	WB	526	79	89
7/25/2014	1:15 PM	WB	631	107	91
7/25/2014	1:30 PM	WB	270	14	24
7/25/2014	1:45 PM	WB	490	55	56
7/25/2014	2:00 PM	WB	587	92	76
7/25/2014	2:15 PM	WB	560	128	96
7/25/2014	2:30 PM	WB	540	85	92
7/25/2014	2:45 PM	WB	249	11	8
7/25/2014	3:00 PM	WB	264	8	9
7/25/2014	3:15 PM	WB	308	12	17
7/25/2014	3:30 PM	WB	309	18	23
7/25/2014	3:45 PM	WB	326	7	24
7/25/2014	4:00 PM	WB	299	20	27
7/25/2014	4:15 PM	WB	323	12	32
7/25/2014	4:30 PM	WB	273	5	11
7/25/2014	4:45 PM	WB	309	11	20
7/25/2014	5:00 PM	WB	311	9	8
7/25/2014	5:15 PM	WB	277	10	13
7/25/2014	5:30 PM	WB	272	6	14
7/25/2014	5:45 PM	WB	280	10	25
7/25/2014	6:00 PM	WB	365	20	36
7/25/2014	6:15 PM	WB	253	6	11
7/25/2014	6:30 PM	WB	402	49	50

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/25/2014	6:45 PM	WB	453	99	72
7/25/2014	7:00 PM	WB	453	124	114
7/25/2014	7:15 PM	WB	443	150	88
7/25/2014	7:30 PM	WB	456	143	64
7/25/2014	7:45 PM	WB	288	14	20
7/25/2014	8:00 PM	WB	569	137	85
7/25/2014	8:15 PM	WB	492	155	91
7/25/2014	8:30 PM	WB	514	153	90
7/25/2014	8:45 PM	WB	527	188	82
7/25/2014	9:00 PM	WB	267	113	43
7/25/2014	9:15 PM	WB	239	117	44
7/25/2014	9:30 PM	WB	260	76	32
7/25/2014	9:45 PM	WB	189	62	40
7/25/2014	10:00 PM	WB	206	54	37
7/25/2014	10:15 PM	WB	186	52	34
7/25/2014	10:30 PM	WB	124	73	27
7/25/2014	10:45 PM	WB	158	47	26
7/25/2014	11:00 PM	WB	114	52	20
7/25/2014	11:15 PM	WB	114	27	23
7/25/2014	11:30 PM	WB	110	17	22
7/25/2014	11:45 PM	WB	95	29	14
7/26/2014	12:00 AM	WB	70	22	22
7/26/2014	12:15 AM	WB	77	26	16
7/26/2014	12:30 AM	WB	79	16	19
7/26/2014	12:45 AM	WB	57	13	14
7/26/2014	1:00 AM	WB	40	15	12
7/26/2014	1:15 AM	WB	40	6	14
7/26/2014	1:30 AM	WB	48	13	12
7/26/2014	1:45 AM	WB	50	7	11
7/26/2014	2:00 AM	WB	37	5	20
7/26/2014	2:15 AM	WB	23	14	5
7/26/2014	2:30 AM	WB	35	7	14
7/26/2014	2:45 AM	WB	51	7	17
7/26/2014	3:00 AM	WB	51	8	16
7/26/2014	3:15 AM	WB	53	15	18
7/26/2014	3:30 AM	WB	40	14	16
7/26/2014	3:45 AM	WB	43	6	9
7/26/2014	4:00 AM	WB	37	16	8
7/26/2014	4:15 AM	WB	52	5	3
7/26/2014	4:30 AM	WB	57	12	13
7/26/2014	4:45 AM	WB	88	22	20
7/26/2014	5:00 AM	WB	97	21	31
7/26/2014	5:15 AM	WB	106	26	20
7/26/2014	5:30 AM	WB	121	26	16
7/26/2014	5:45 AM	WB	95	40	20
7/26/2014	6:00 AM	WB	141	57	28
7/26/2014	6:15 AM	WB	213	63	38
7/26/2014	6:30 AM	WB	71	18	22
7/26/2014	6:45 AM	WB	342	90	76
7/26/2014	7:00 AM	WB	253	81	57
7/26/2014	7:15 AM	WB	298	104	67
7/26/2014	7:30 AM	WB	313	95	55
7/26/2014	7:45 AM	WB	376	78	79
7/26/2014	8:00 AM	WB	216	15	15
7/26/2014	8:15 AM	WB	347	92	66
7/26/2014	8:30 AM	WB	375	123	95
7/26/2014	8:45 AM	WB	402	120	85

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/26/2014	9:00 AM	WB	301	51	45
7/26/2014	9:15 AM	WB	278	18	13
7/26/2014	9:30 AM	WB	275	12	21
7/26/2014	9:45 AM	WB	505	109	96
7/26/2014	10:00 AM	WB	504	127	85
7/26/2014	10:15 AM	WB	506	107	73
7/26/2014	10:30 AM	WB	487	115	82
7/26/2014	10:45 AM	WB	455	102	68
7/26/2014	11:00 AM	WB	422	111	71
7/26/2014	11:15 AM	WB	461	101	73
7/26/2014	11:30 AM	WB	443	116	89
7/26/2014	11:45 AM	WB	456	111	82
7/26/2014	12:00 PM	WB	430	91	63
7/26/2014	12:15 PM	WB	286	8	18
7/26/2014	12:30 PM	WB	240	11	19
7/26/2014	12:45 PM	WB	285	6	21
7/26/2014	1:00 PM	WB	226	8	17
7/26/2014	1:15 PM	WB	261	5	13
7/26/2014	1:30 PM	WB	271	9	12
7/26/2014	1:45 PM	WB	397	79	46
7/26/2014	2:00 PM	WB	488	131	108
7/26/2014	2:15 PM	WB	484	150	104
7/26/2014	2:30 PM	WB	453	122	98
7/26/2014	2:45 PM	WB	450	113	101
7/26/2014	3:00 PM	WB	469	140	91
7/26/2014	3:15 PM	WB	536	124	96
7/26/2014	3:30 PM	WB	514	138	87
7/26/2014	3:45 PM	WB	496	129	94
7/26/2014	4:00 PM	WB	503	123	94
7/26/2014	4:15 PM	WB	465	124	86
7/26/2014	4:30 PM	WB	489	148	104
7/26/2014	4:45 PM	WB	540	119	84
7/26/2014	5:00 PM	WB	472	111	90
7/26/2014	5:15 PM	WB	512	135	76
7/26/2014	5:30 PM	WB	523	112	80
7/26/2014	5:45 PM	WB	443	101	86
7/26/2014	6:00 PM	WB	378	73	55
7/26/2014	6:15 PM	WB	346	92	69
7/26/2014	6:30 PM	WB	279	75	47
7/26/2014	6:45 PM	WB	306	85	56
7/26/2014	7:00 PM	WB	244	52	42
7/26/2014	7:15 PM	WB	234	78	44
7/26/2014	7:30 PM	WB	187	73	30
7/26/2014	7:45 PM	WB	241	59	48
7/26/2014	8:00 PM	WB	175	75	25
7/26/2014	8:15 PM	WB	146	64	35
7/26/2014	8:30 PM	WB	175	45	39
7/26/2014	8:45 PM	WB	130	52	38
7/26/2014	9:00 PM	WB	151	49	23
7/26/2014	9:15 PM	WB	131	26	26
7/26/2014	9:30 PM	WB	139	33	23
7/26/2014	9:45 PM	WB	96	49	16
7/26/2014	10:00 PM	WB	130	36	36
7/26/2014	10:15 PM	WB	118	61	27
7/26/2014	10:30 PM	WB	69	47	12
7/26/2014	10:45 PM	WB	88	41	17
7/26/2014	11:00 PM	WB	125	32	18

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/26/2014	11:15 PM	WB	72	21	16
7/26/2014	11:30 PM	WB	69	15	22
7/26/2014	11:45 PM	WB	68	18	19
7/27/2014	12:00 AM	WB	58	6	14
7/27/2014	12:15 AM	WB	34	18	6
7/27/2014	12:30 AM	WB	26	12	9
7/27/2014	12:45 AM	WB	43	2	11
7/27/2014	1:00 AM	WB	25	9	10
7/27/2014	1:15 AM	WB	31	11	8
7/27/2014	1:30 AM	WB	32	6	6
7/27/2014	1:45 AM	WB	27	6	8
7/27/2014	2:00 AM	WB	30	9	16
7/27/2014	2:15 AM	WB	22	4	4
7/27/2014	2:30 AM	WB	20	4	8
7/27/2014	2:45 AM	WB	29	9	8
7/27/2014	3:00 AM	WB	27	3	5
7/27/2014	3:15 AM	WB	24	6	5
7/27/2014	3:30 AM	WB	32	3	11
7/27/2014	3:45 AM	WB	32	7	16
7/27/2014	4:00 AM	WB	30	8	5
7/27/2014	4:15 AM	WB	46	6	9
7/27/2014	4:30 AM	WB	40	11	15
7/27/2014	4:45 AM	WB	44	5	7
7/27/2014	5:00 AM	WB	35	7	6
7/27/2014	5:15 AM	WB	70	10	14
7/27/2014	5:30 AM	WB	73	27	15
7/27/2014	5:45 AM	WB	61	23	16
7/27/2014	6:00 AM	WB	91	22	20
7/27/2014	6:15 AM	WB	113	29	22
7/27/2014	6:30 AM	WB	79	34	20
7/27/2014	6:45 AM	WB	171	42	43
7/27/2014	7:00 AM	WB	124	36	28
7/27/2014	7:15 AM	WB	171	19	48
7/27/2014	7:30 AM	WB	154	47	37
7/27/2014	7:45 AM	WB	143	43	41
7/27/2014	8:00 AM	WB	169	47	46
7/27/2014	8:15 AM	WB	214	54	40
7/27/2014	8:30 AM	WB	191	49	47
7/27/2014	8:45 AM	WB	252	86	50
7/27/2014	9:00 AM	WB	249	75	55
7/27/2014	9:15 AM	WB	288	82	68
7/27/2014	9:30 AM	WB	286	76	56
7/27/2014	9:45 AM	WB	315	79	68
7/27/2014	10:00 AM	WB	312	106	62
7/27/2014	10:15 AM	WB	366	119	59
7/27/2014	10:30 AM	WB	394	83	61
7/27/2014	10:45 AM	WB	393	94	74
7/27/2014	11:00 AM	WB	438	102	71
7/27/2014	11:15 AM	WB	382	119	73
7/27/2014	11:30 AM	WB	475	105	71
7/27/2014	11:45 AM	WB	543	56	82
7/27/2014	12:00 PM	WB	455	66	71
7/27/2014	12:15 PM	WB	509	92	84
7/27/2014	12:30 PM	WB	487	52	64
7/27/2014	12:45 PM	WB	282	15	16
7/27/2014	1:00 PM	WB	491	62	63
7/27/2014	1:15 PM	WB	447	60	68

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/27/2014	1:30 PM	WB	531	82	98
7/27/2014	1:45 PM	WB	439	65	73
7/27/2014	2:00 PM	WB	425	65	66
7/27/2014	2:15 PM	WB	504	85	72
7/27/2014	2:30 PM	WB	374	35	51
7/27/2014	2:45 PM	WB	157	1	8
7/27/2014	3:00 PM	WB	202	8	30
7/27/2014	3:15 PM	WB	288	13	12
7/27/2014	3:30 PM	WB	255	11	19
7/27/2014	3:45 PM	WB	214	4	13
7/27/2014	4:00 PM	WB	204	9	20
7/27/2014	4:15 PM	WB	433	92	63
7/27/2014	4:30 PM	WB	415	64	80
7/27/2014	4:45 PM	WB	332	62	70
7/27/2014	5:00 PM	WB	363	53	55
7/27/2014	5:15 PM	WB	333	83	63
7/27/2014	5:30 PM	WB	290	74	54
7/27/2014	5:45 PM	WB	315	62	61
7/27/2014	6:00 PM	WB	242	64	42
7/27/2014	6:15 PM	WB	273	69	63
7/27/2014	6:30 PM	WB	282	100	45
7/27/2014	6:45 PM	WB	210	67	33
7/27/2014	7:00 PM	WB	272	53	35
7/27/2014	7:15 PM	WB	258	57	40
7/27/2014	7:30 PM	WB	215	60	37
7/27/2014	7:45 PM	WB	207	65	30
7/27/2014	8:00 PM	WB	232	57	33
7/27/2014	8:15 PM	WB	189	54	35
7/27/2014	8:30 PM	WB	175	40	20
7/27/2014	8:45 PM	WB	162	58	28
7/27/2014	9:00 PM	WB	169	50	20
7/27/2014	9:15 PM	WB	128	43	19
7/27/2014	9:30 PM	WB	185	46	31
7/27/2014	9:45 PM	WB	135	15	20
7/27/2014	10:00 PM	WB	90	36	11
7/27/2014	10:15 PM	WB	120	27	15
7/27/2014	10:30 PM	WB	100	12	22
7/27/2014	10:45 PM	WB	67	16	12
7/27/2014	11:00 PM	WB	65	15	21
7/27/2014	11:15 PM	WB	63	17	11
7/27/2014	11:30 PM	WB	64	30	15
7/27/2014	11:45 PM	WB	77	18	16
7/28/2014	12:00 AM	WB	54	15	18
7/28/2014	12:15 AM	WB	52	9	8
7/28/2014	12:30 AM	WB	38	12	9
7/28/2014	12:45 AM	WB	31	13	14
7/28/2014	1:00 AM	WB	52	11	13
7/28/2014	1:15 AM	WB	33	9	7
7/28/2014	1:30 AM	WB	29	3	12
7/28/2014	1:45 AM	WB	43	6	9
7/28/2014	2:00 AM	WB	42	9	11
7/28/2014	2:15 AM	WB	34	8	15
7/28/2014	2:30 AM	WB	17	4	10
7/28/2014	2:45 AM	WB	33	11	15
7/28/2014	3:00 AM	WB	36	8	8
7/28/2014	3:15 AM	WB	25	6	14
7/28/2014	3:30 AM	WB	23	4	5

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/28/2014	3:45 AM	WB	56	7	15
7/28/2014	4:00 AM	WB	29	3	7
7/28/2014	4:15 AM	WB	27	8	11
7/28/2014	4:30 AM	WB	33	5	10
7/28/2014	4:45 AM	WB	59	16	18
7/28/2014	5:00 AM	WB	58	7	11
7/28/2014	5:15 AM	WB	81	21	19
7/28/2014	5:30 AM	WB	76	15	19
7/28/2014	5:45 AM	WB	103	29	17
7/28/2014	6:00 AM	WB	101	35	22
7/28/2014	6:15 AM	WB	139	57	35
7/28/2014	6:30 AM	WB	140	56	32
7/28/2014	6:45 AM	WB	221	70	41
7/28/2014	7:00 AM	WB	207	46	56
7/28/2014	7:15 AM	WB	181	59	53
7/28/2014	7:30 AM	WB	196	50	38
7/28/2014	7:45 AM	WB	228	67	44
7/28/2014	8:00 AM	WB	261	87	69
7/28/2014	8:15 AM	WB	232	82	43
7/28/2014	8:30 AM	WB	224	87	49
7/28/2014	8:45 AM	WB	220	72	52
7/28/2014	9:00 AM	WB	235	107	45
7/28/2014	9:15 AM	WB	280	58	48
7/28/2014	9:30 AM	WB	327	101	60
7/28/2014	9:45 AM	WB	301	87	61
7/28/2014	10:00 AM	WB	304	78	67
7/28/2014	10:15 AM	WB	338	94	58
7/28/2014	10:30 AM	WB	322	81	59
7/28/2014	10:45 AM	WB	381	97	69
7/28/2014	11:00 AM	WB	425	102	83
7/28/2014	11:15 AM	WB	434	92	74
7/28/2014	11:30 AM	WB	467	63	82
7/28/2014	11:45 AM	WB	365	85	71
7/28/2014	12:00 PM	WB	379	67	73
7/28/2014	12:15 PM	WB	414	79	78
7/28/2014	12:30 PM	WB	423	98	87
7/28/2014	12:45 PM	WB	370	69	58
7/28/2014	1:00 PM	WB	326	93	65
7/28/2014	1:15 PM	WB	329	63	67
7/28/2014	1:30 PM	WB	368	65	80
7/28/2014	1:45 PM	WB	297	95	56
7/28/2014	2:00 PM	WB	309	70	59
7/28/2014	2:15 PM	WB	326	66	57
7/28/2014	2:30 PM	WB	358	72	76
7/28/2014	2:45 PM	WB	187	10	13
7/28/2014	3:00 PM	WB	171	4	34
7/28/2014	3:15 PM	WB	187	5	19
7/28/2014	3:30 PM	WB	215	16	18
7/28/2014	3:45 PM	WB	322	93	55
7/28/2014	4:00 PM	WB	118	26	18
7/28/2014	4:15 PM	WB	307	125	54
7/28/2014	4:30 PM	WB	395	90	89
7/28/2014	4:45 PM	WB	309	63	44
7/28/2014	5:00 PM	WB	267	57	53
7/28/2014	5:15 PM	WB	280	91	51
7/28/2014	5:30 PM	WB	216	60	34
7/28/2014	5:45 PM	WB	204	73	48

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/28/2014	6:00 PM	WB	188	57	49
7/28/2014	6:15 PM	WB	195	51	56
7/28/2014	6:30 PM	WB	197	43	42
7/28/2014	6:45 PM	WB	174	60	32
7/28/2014	7:00 PM	WB	191	53	28
7/28/2014	7:15 PM	WB	197	59	62
7/28/2014	7:30 PM	WB	132	27	26
7/28/2014	7:45 PM	WB	154	39	31
7/28/2014	8:00 PM	WB	134	34	29
7/28/2014	8:15 PM	WB	137	42	35
7/28/2014	8:30 PM	WB	138	29	20
7/28/2014	8:45 PM	WB	133	25	28
7/28/2014	9:00 PM	WB	120	42	23
7/28/2014	9:15 PM	WB	99	43	19
7/28/2014	9:30 PM	WB	129	23	23
7/28/2014	9:45 PM	WB	106	32	21
7/28/2014	10:00 PM	WB	93	29	23
7/28/2014	10:15 PM	WB	133	31	27
7/28/2014	10:30 PM	WB	94	31	14
7/28/2014	10:45 PM	WB	84	32	28
7/28/2014	11:00 PM	WB	90	14	17
7/28/2014	11:15 PM	WB	64	9	24
7/28/2014	11:30 PM	WB	49	12	22
7/28/2014	11:45 PM	WB	55	15	11
7/29/2014	12:00 AM	WB	56	5	18
7/29/2014	12:15 AM	WB	51	5	20
7/29/2014	12:30 AM	WB	38	7	13
7/29/2014	12:45 AM	WB	24	11	11
7/29/2014	1:00 AM	WB	30	20	8
7/29/2014	1:15 AM	WB	50	11	20
7/29/2014	1:30 AM	WB	27	10	16
7/29/2014	1:45 AM	WB	38	10	14
7/29/2014	2:00 AM	WB	32	7	7
7/29/2014	2:15 AM	WB	27	7	8
7/29/2014	2:30 AM	WB	22	7	14
7/29/2014	2:45 AM	WB	24	7	14
7/29/2014	3:00 AM	WB	20	4	11
7/29/2014	3:15 AM	WB	32	7	7
7/29/2014	3:30 AM	WB	39	4	21
7/29/2014	3:45 AM	WB	19	10	9
7/29/2014	4:00 AM	WB	25	5	11
7/29/2014	4:15 AM	WB	36	15	13
7/29/2014	4:30 AM	WB	27	9	11
7/29/2014	4:45 AM	WB	42	12	18
7/29/2014	5:00 AM	WB	50	18	15
7/29/2014	5:15 AM	WB	60	12	19
7/29/2014	5:30 AM	WB	96	18	22
7/29/2014	5:45 AM	WB	72	20	21
7/29/2014	6:00 AM	WB	105	29	28
7/29/2014	6:15 AM	WB	122	40	30
7/29/2014	6:30 AM	WB	128	59	38
7/29/2014	6:45 AM	WB	181	49	37
7/29/2014	7:00 AM	WB	177	58	48
7/29/2014	7:15 AM	WB	189	58	43
7/29/2014	7:30 AM	WB	197	44	48
7/29/2014	7:45 AM	WB	204	56	44
7/29/2014	8:00 AM	WB	227	57	53

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/29/2014	8:15 AM	WB	184	85	47
7/29/2014	8:30 AM	WB	153	52	38
7/29/2014	8:45 AM	WB	242	67	50
7/29/2014	9:00 AM	WB	248	61	55
7/29/2014	9:15 AM	WB	252	57	48
7/29/2014	9:30 AM	WB	255	75	56
7/29/2014	9:45 AM	WB	225	97	52
7/29/2014	10:00 AM	WB	272	60	61
7/29/2014	10:15 AM	WB	283	74	58
7/29/2014	10:30 AM	WB	316	77	69
7/29/2014	10:45 AM	WB	363	82	76
7/29/2014	11:00 AM	WB	399	75	86
7/29/2014	11:15 AM	WB	439	59	62
7/29/2014	11:30 AM	WB	425	97	74
7/29/2014	11:45 AM	WB	402	59	65
7/29/2014	12:00 PM	WB	399	66	67
7/29/2014	12:15 PM	WB	363	76	57
7/29/2014	12:30 PM	WB	366	78	62
7/29/2014	12:45 PM	WB	355	65	68
7/29/2014	1:00 PM	WB	354	69	75
7/29/2014	1:15 PM	WB	318	69	58
7/29/2014	1:30 PM	WB	295	50	80
7/29/2014	1:45 PM	WB	319	54	59
7/29/2014	2:00 PM	WB	378	71	67
7/29/2014	2:15 PM	WB	332	66	57
7/29/2014	2:30 PM	WB	380	76	79
7/29/2014	2:45 PM	WB	355	101	84
7/29/2014	3:00 PM	WB	339	91	66
7/29/2014	3:15 PM	WB	322	86	72
7/29/2014	3:30 PM	WB	367	39	79
7/29/2014	3:45 PM	WB	315	83	54
7/29/2014	4:00 PM	WB	303	45	57
7/29/2014	4:15 PM	WB	311	56	55
7/29/2014	4:30 PM	WB	319	69	56
7/29/2014	4:45 PM	WB	277	90	64
7/29/2014	5:00 PM	WB	99	23	14
7/29/2014	5:15 PM	WB	119	23	18
7/29/2014	5:30 PM	WB	165	32	33
7/29/2014	5:45 PM	WB	458	100	92
7/29/2014	6:00 PM	WB	228	54	39
7/29/2014	6:15 PM	WB	427	118	69
7/29/2014	6:30 PM	WB	267	71	49
7/29/2014	6:45 PM	WB	123	27	33
7/29/2014	7:00 PM	WB	344	93	75
7/29/2014	7:15 PM	WB	223	58	36
7/29/2014	7:30 PM	WB	227	35	49
7/29/2014	7:45 PM	WB	210	61	35
7/29/2014	8:00 PM	WB	205	24	45
7/29/2014	8:15 PM	WB	192	31	22
7/29/2014	8:30 PM	WB	178	24	30
7/29/2014	8:45 PM	WB	158	24	31
7/29/2014	9:00 PM	WB	129	30	26
7/29/2014	9:15 PM	WB	154	28	30
7/29/2014	9:30 PM	WB	157	32	38
7/29/2014	9:45 PM	WB	145	21	25
7/29/2014	10:00 PM	WB	116	22	18
7/29/2014	10:15 PM	WB	114	17	24

MP 226 Traffic Counts

Date	Time	Direction	Small	Medium	Large
7/29/2014	10:30 PM	WB	90	13	22
7/29/2014	10:45 PM	WB	84	11	22
7/29/2014	11:00 PM	WB	67	26	16
7/29/2014	11:15 PM	WB	97	20	26
7/29/2014	11:30 PM	WB	62	12	23
7/29/2014	11:45 PM	WB	82	20	19

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 232

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:00 AM	0	41	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:15 AM	0	23	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:30 AM	0	28	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:45 AM	0	20	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:00 AM	0	28	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:15 AM	0	27	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:30 AM	0	44	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:45 AM	0	36	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:00 AM	0	62	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:15 AM	0	61	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:30 AM	0	72	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:45 AM	0	60	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:00 AM	0	66	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:15 AM	0	61	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:30 AM	0	56	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:45 AM	0	53	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:00 AM	0	49	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:15 AM	0	56	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:30 AM	1	58	2	0	0	0	0	0	1	0	0	0	0
3/27/2014	10:45 AM	1	43	0	1	0	0	0	0	1	0	0	0	0
3/27/2014	11:00 AM	0	34	0	0	0	0	0	0	1	0	0	0	0
3/27/2014	11:15 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	11:30 AM	1	10	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 AM	0	62	2	0	1	1	0	0	0	0	0	0	0
3/27/2014	12:00 PM	2	59	3	0	2	0	0	0	2	0	0	0	0
3/27/2014	12:15 PM	1	33	0	0	1	0	0	0	2	0	0	0	0
3/27/2014	12:30 PM	0	40	1	0	1	0	0	0	2	0	0	0	0
3/27/2014	12:45 PM	1	28	0	0	0	0	0	0	1	0	0	0	0
3/27/2014	01:00 PM	0	24	1	0	0	0	0	0	1	0	0	0	0
3/27/2014	01:15 PM	1	30	0	0	0	0	0	0	3	0	0	0	0
3/27/2014	01:30 PM	0	33	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	01:45 PM	0	31	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	02:00 PM	0	29	1	0	2	0	0	0	1	0	0	0	0
3/27/2014	02:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:30 PM	0	35	1	0	0	0	0	0	1	0	0	0	1
3/27/2014	02:45 PM	0	44	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 PM	1	39	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 PM	0	36	0	0	0	0	0	0	1	0	0	0	0
3/27/2014	03:30 PM	0	39	2	0	0	0	0	0	1	0	0	0	0
3/27/2014	03:45 PM	1	42	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 PM	2	33	0	1	0	0	0	0	0	0	0	0	0
3/27/2014	04:15 PM	1	36	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	04:30 PM	1	72	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:45 PM	1	83	3	0	0	0	0	0	2	0	0	0	0
3/27/2014	05:00 PM	3	74	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:15 PM	1	61	0	0	0	0	0	0	1	0	0	0	0
3/27/2014	05:30 PM	0	49	3	0	0	0	0	1	0	0	0	0	0
3/27/2014	05:45 PM	1	57	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:00 PM	2	38	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:15 PM	1	42	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:30 PM	0	30	0	0	0	0	0	0	2	0	0	0	0
3/27/2014	06:45 PM	2	74	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:00 PM	0	45	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:15 PM	1	36	0	0	0	0	0	0	1	0	0	0	0
3/27/2014	07:30 PM	0	43	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 232

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	07:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:00 PM	0	29	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:15 PM	0	39	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:30 PM	0	44	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:45 PM	0	29	0	0	0	1	0	0	0	0	0	0	0
3/27/2014	09:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:15 PM	0	17	2	0	1	0	0	0	0	0	0	0	0
3/27/2014	09:30 PM	0	32	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:45 PM	0	26	2	0	0	0	0	0	1	0	0	0	0
3/27/2014	10:00 PM	0	16	0	0	0	2	0	0	0	0	0	0	0
3/27/2014	10:15 PM	1	19	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:30 PM	2	22	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:45 PM	2	16	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:00 PM	1	13	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0
3/28/2014	02:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:45 AM	0	1	0	0	0	1	0	0	1	0	0	0	0
3/28/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	0
3/28/2014	03:30 AM	0	1	0	0	0	1	0	0	2	0	0	0	0
3/28/2014	03:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:15 AM	0	2	0	0	1	0	0	0	1	0	0	0	0
3/28/2014	04:30 AM	0	10	1	0	0	1	0	0	0	0	0	0	0
3/28/2014	04:45 AM	0	5	0	0	0	0	0	0	1	0	0	0	0
3/28/2014	05:00 AM	0	23	0	0	0	0	0	0	1	0	0	0	0
3/28/2014	05:15 AM	2	22	1	0	0	0	0	0	1	0	0	0	0
3/28/2014	05:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:45 AM	2	3	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:00 AM	0	6	0	0	0	0	0	1	3	0	0	0	0
3/28/2014	06:15 AM	1	9	0	0	0	1	0	0	2	0	0	0	0
3/28/2014	06:30 AM	1	16	0	0	2	0	0	0	0	0	0	0	0
3/28/2014	06:45 AM	0	22	0	0	0	0	0	0	2	0	0	0	0
3/28/2014	07:00 AM	0	37	0	0	3	0	0	0	0	0	0	0	0
3/28/2014	07:15 AM	2	38	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:30 AM	0	51	2	0	0	1	0	0	2	0	0	0	0
3/28/2014	07:45 AM	0	67	0	0	0	1	0	0	0	0	0	0	0
3/28/2014	08:00 AM	1	58	2	0	0	0	0	1	1	0	0	0	0
3/28/2014	08:15 AM	1	69	2	0	1	0	0	0	1	0	0	0	1
3/28/2014	08:30 AM	2	75	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	08:45 AM	0	67	0	0	2	0	0	0	2	0	0	0	0
3/28/2014	09:00 AM	3	67	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:15 AM	1	42	2	0	1	0	0	0	1	0	0	0	0
3/28/2014	09:30 AM	0	69	0	0	1	1	0	0	0	0	0	0	0
3/28/2014	09:45 AM	0	64	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	10:00 AM	1	60	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:15 AM	2	67	2	0	0	2	0	2	0	0	0	0	0
3/28/2014	10:30 AM	1	65	1	0	0	0	0	0	1	0	0	0	1
3/28/2014	10:45 AM	2	60	0	0	0	1	0	3	1	0	0	0	0
3/28/2014	11:00 AM	2	64	0	0	1	0	0	0	0	0	1	0	0
3/28/2014	11:15 AM	2	56	1	0	1	0	0	0	1	0	0	0	0
3/28/2014	11:30 AM	0	51	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:45 AM	0	48	0	0	1	0	0	1	0	0	0	0	0
3/28/2014	12:00 PM	3	42	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:15 PM	4	37	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:30 PM	3	41	1	0	0	1	0	0	1	0	0	0	0
3/28/2014	12:45 PM	1	36	0	0	0	0	0	0	2	0	0	0	0
3/28/2014	01:00 PM	3	41	1	0	1	0	0	1	1	0	0	0	0
3/28/2014	01:15 PM	3	48	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	01:30 PM	2	40	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	01:45 PM	5	48	2	0	1	0	0	0	0	0	0	0	0
3/28/2014	02:00 PM	0	53	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	02:15 PM	3	55	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:30 PM	2	58	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:45 PM	3	56	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:00 PM	0	53	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:15 PM	5	53	1	0	1	0	0	0	1	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 232

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/28/2014	03:30 PM	1	67	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:45 PM	3	67	1	0	0	0	0	0	1	0	0	0	0
3/28/2014	04:00 PM	4	64	2	0	0	0	0	0	1	0	0	0	0
3/28/2014	04:15 PM	3	71	2	0	0	0	0	0	0	0	0	0	1
3/28/2014	04:30 PM	1	90	4	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:45 PM	8	86	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:00 PM	1	87	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:15 PM	1	87	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:30 PM	3	81	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:45 PM	1	82	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:00 PM	8	86	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	06:15 PM	3	76	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:30 PM	0	71	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:45 PM	6	67	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:00 PM	6	63	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:15 PM	2	70	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:30 PM	3	63	2	0	0	0	0	0	1	0	0	0	0
3/28/2014	07:45 PM	4	76	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:00 PM	3	52	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:15 PM	0	52	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:30 PM	4	38	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:45 PM	5	43	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:00 PM	4	28	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:15 PM	4	33	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:30 PM	1	32	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:45 PM	2	24	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:00 PM	1	7	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:15 PM	3	11	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:45 PM	1	15	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:15 AM	0	5	0	0	0	1	0	0	0	0	0	0	0
3/29/2014	12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:15 AM	1	5	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	04:45 AM	0	11	0	0	0	0	0	0	2	0	0	0	0
3/29/2014	05:00 AM	0	26	0	0	0	1	0	0	0	0	0	0	0
3/29/2014	05:15 AM	1	21	1	0	0	1	0	0	1	0	0	0	0
3/29/2014	05:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0
3/29/2014	05:45 AM	1	9	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:00 AM	2	18	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:15 AM	3	49	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:30 AM	3	76	3	0	0	1	0	1	0	0	0	0	0
3/29/2014	06:45 AM	2	86	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:00 AM	6	118	2	0	1	0	0	0	0	0	0	0	0
3/29/2014	07:15 AM	7	124	1	0	0	0	0	0	1	0	0	0	0
3/29/2014	07:30 AM	5	94	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:45 AM	1	110	0	0	1	1	0	0	0	0	0	0	0
3/29/2014	08:00 AM	5	91	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:15 AM	1	81	2	0	0	0	0	0	1	0	0	0	0
3/29/2014	08:30 AM	1	120	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:45 AM	2	82	2	0	0	1	0	0	0	0	0	0	0
3/29/2014	09:00 AM	6	62	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:15 AM	6	87	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	09:30 AM	4	71	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:45 AM	2	76	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:00 AM	5	73	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:15 AM	3	65	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:30 AM	5	69	1	0	0	1	0	0	0	0	0	0	0
3/29/2014	10:45 AM	4	90	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:00 AM	5	83	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 232

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/29/2014	11:15 AM	3	85	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:30 AM	2	67	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:45 AM	0	63	0	0	1	0	0	0	1	0	0	0	0
3/29/2014	12:00 PM	1	78	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:15 PM	2	56	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:30 PM	3	53	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:45 PM	5	42	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:00 PM	2	54	1	0	0	0	0	0	2	0	0	0	0
3/29/2014	01:15 PM	3	36	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:30 PM	3	62	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:45 PM	1	47	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:00 PM	4	58	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:15 PM	2	68	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:30 PM	1	56	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:45 PM	3	52	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	03:00 PM	2	50	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:15 PM	6	50	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:30 PM	3	63	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:45 PM	2	56	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:00 PM	1	41	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:15 PM	2	47	0	0	0	1	0	0	0	0	0	0	0
3/29/2014	04:30 PM	1	58	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:45 PM	3	42	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:00 PM	3	46	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:15 PM	1	42	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:30 PM	2	43	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:45 PM	1	45	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:00 PM	5	31	0	0	0	0	0	0	1	0	0	0	0
3/29/2014	06:15 PM	2	40	0	0	0	0	0	1	0	0	0	0	0
3/29/2014	06:30 PM	4	38	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:45 PM	1	23	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:00 PM	2	25	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:15 PM	3	22	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:30 PM	2	22	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:45 PM	4	32	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:00 PM	1	21	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:15 PM	2	17	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:45 PM	1	28	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:00 PM	1	25	0	0	0	0	0	0	1	0	0	0	0
3/29/2014	09:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:30 PM	1	14	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:45 PM	1	9	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:30 PM	1	12	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:00 PM	1	6	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:15 PM	4	11	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:30 PM	1	8	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:00 AM	1	7	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:45 AM	1	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
3/30/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
3/30/2014	02:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
3/30/2014	03:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:15 AM	1	5	0	0	1	0	0	0	1	0	0	0	0
3/30/2014	04:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:45 AM	1	4	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:00 AM	1	17	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:00 AM	2	9	1	0	0	0	0	0	2	0	0	0	0
3/30/2014	06:15 AM	2	18	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:30 AM	1	34	0	0	0	0	0	0	1	0	0	0	0
3/30/2014	06:45 AM	2	54	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 232

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/30/2014	07:00 AM	7	77	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:15 AM	3	100	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:30 AM	5	77	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:45 AM	5	72	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:00 AM	5	71	2	0	0	1	0	0	1	0	0	0	0
3/30/2014	08:15 AM	5	62	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:30 AM	5	69	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:45 AM	2	72	0	0	0	0	0	1	0	0	0	0	0
3/30/2014	09:00 AM	0	45	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:15 AM	0	57	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:30 AM	0	54	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:45 AM	0	55	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:00 AM	0	70	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:15 AM	0	62	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:30 AM	0	49	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:45 AM	0	46	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:00 AM	0	57	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:15 AM	0	39	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:30 AM	0	48	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:45 AM	0	49	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:00 PM	0	39	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:15 PM	0	40	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:30 PM	0	31	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:45 PM	0	34	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:00 PM	0	48	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:15 PM	0	37	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:30 PM	0	32	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:45 PM	0	39	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:00 PM	0	44	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:15 PM	0	27	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:30 PM	0	43	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:45 PM	0	38	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:00 PM	0	34	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:15 PM	0	41	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:30 PM	0	41	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:45 PM	0	30	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:00 PM	0	39	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:15 PM	0	33	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:30 PM	0	27	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:45 PM	0	37	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:00 PM	0	37	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:15 PM	0	29	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:45 PM	0	28	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:15 PM	0	40	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:45 PM	0	31	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:00 PM	0	23	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:30 PM	0	26	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0
3/31/2014	02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	02:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 232

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/31/2014	02:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0
3/31/2014	03:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0
3/31/2014	03:45 AM	1	3	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	04:30 AM	0	11	1	0	0	1	0	0	1	0	0	0	0
3/31/2014	04:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:15 AM	2	20	1	0	0	0	0	0	1	0	0	0	0
3/31/2014	05:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:45 AM	2	8	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:00 AM	0	10	0	0	0	0	0	1	1	0	0	0	0
3/31/2014	06:15 AM	1	13	1	0	0	1	0	0	0	0	0	0	0
3/31/2014	06:30 AM	1	19	0	0	2	0	0	0	1	0	0	0	0
3/31/2014	06:45 AM	0	24	0	0	0	0	0	0	3	0	0	0	0
3/31/2014	07:00 AM	0	42	0	0	3	0	0	0	0	0	0	0	0
3/31/2014	07:15 AM	2	44	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:30 AM	0	59	2	0	0	1	0	0	2	0	0	0	0
3/31/2014	07:45 AM	0	77	0	0	0	1	0	0	0	0	0	0	0
3/31/2014	08:00 AM	1	67	2	0	0	0	0	1	1	0	0	0	0
3/31/2014	08:15 AM	1	79	2	0	1	0	0	0	1	0	0	0	1
3/31/2014	08:30 AM	2	86	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	08:45 AM	0	77	0	0	2	0	0	0	2	0	0	0	0
3/31/2014	09:00 AM	3	76	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	09:15 AM	1	48	2	0	1	0	0	0	1	0	0	0	0
3/31/2014	09:30 AM	0	80	0	0	1	1	0	0	0	0	0	0	0
3/31/2014	09:45 AM	0	73	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	10:00 AM	1	69	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:15 AM	0	77	0	0	1	0	0	0	1	0	0	0	0
3/31/2014	10:30 AM	1	62	3	0	0	0	0	0	2	0	0	0	0
3/31/2014	10:45 AM	0	48	1	0	2	0	0	0	1	0	0	0	0
3/31/2014	11:00 AM	0	30	1	0	0	1	0	0	0	0	0	0	0
3/31/2014	11:15 AM	0	13	0	0	0	0	0	0	1	0	0	0	0
3/31/2014	11:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	11:45 AM	0	48	2	0	0	1	0	0	0	0	0	0	1
3/31/2014	12:00 PM	0	32	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:15 PM	1	40	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:30 PM	1	45	1	0	0	1	0	0	3	0	0	0	1
3/31/2014	12:45 PM	0	28	2	0	0	0	0	0	1	0	0	0	0
3/31/2014	01:00 PM	0	41	0	0	2	0	0	0	1	0	0	0	0
3/31/2014	01:15 PM	0	29	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	01:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:45 PM	1	28	0	0	0	0	0	0	1	0	0	0	0
3/31/2014	02:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:15 PM	0	25	0	0	0	3	0	0	0	0	0	0	0
3/31/2014	02:30 PM	2	36	1	0	0	0	0	0	2	0	0	0	0
3/31/2014	02:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:00 PM	0	24	0	0	0	0	0	0	2	0	0	0	0
3/31/2014	03:15 PM	0	34	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:30 PM	7	33	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:45 PM	9	19	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:00 PM	0	49	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:15 PM	0	43	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:45 PM	0	33	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:00 PM	0	41	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:15 PM	0	32	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:30 PM	0	47	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:45 PM	0	36	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:00 PM	0	39	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:15 PM	0	39	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:30 PM	0	24	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:00 PM	0	38	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:15 PM	0	41	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:30 PM	0	50	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:15 PM	0	31	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:30 PM	0	33	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:15 PM	0	28	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:30 PM	0	21	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 232

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/31/2014	10:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: CR 257 TO I-70 WB ON RAMP

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0
3/27/2014	12:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:15 AM	0	0	1	0	1	0	0	1	0	0	0	0	0
3/27/2014	01:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0
3/27/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0
3/27/2014	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	04:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	04:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	05:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0
3/27/2014	05:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	05:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	06:30 AM	0	4	1	0	3	0	0	0	0	0	0	0	0
3/27/2014	06:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	0
3/27/2014	07:00 AM	0	6	0	0	2	0	0	0	0	0	0	0	0
3/27/2014	07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	07:45 AM	0	15	3	0	1	1	0	0	0	0	0	0	0
3/27/2014	08:00 AM	0	5	2	0	0	0	0	0	1	0	0	0	0
3/27/2014	08:15 AM	0	4	3	0	2	0	0	0	0	0	0	0	0
3/27/2014	08:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:45 AM	0	6	4	0	1	0	0	0	0	0	0	0	0
3/27/2014	09:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:15 AM	0	4	1	1	0	0	0	0	0	0	0	0	0
3/27/2014	09:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	09:45 AM	0	3	2	0	1	0	0	0	0	0	0	0	0
3/27/2014	10:00 AM	0	4	5	0	0	1	0	0	0	0	0	0	0
3/27/2014	10:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:30 AM	0	2	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:45 AM	0	3	2	0	2	0	0	0	0	0	0	0	0
3/27/2014	11:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0
3/27/2014	11:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:00 PM	0	2	2	0	0	1	0	0	0	0	0	0	0
3/27/2014	12:15 PM	0	5	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:45 PM	0	2	2	0	1	0	0	1	0	0	0	0	0
3/27/2014	01:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	01:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:30 PM	0	4	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	01:45 PM	0	2	2	0	1	0	0	0	0	0	0	0	0
3/27/2014	02:00 PM	0	2	2	0	0	0	0	0	1	0	0	0	0
3/27/2014	02:15 PM	0	4	1	1	2	0	0	0	1	0	0	0	0
3/27/2014	02:30 PM	0	7	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	02:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 PM	0	9	3	0	2	0	0	0	0	0	0	0	0
3/27/2014	03:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	03:45 PM	0	6	5	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 PM	0	6	6	1	1	0	0	1	0	0	0	0	0
3/27/2014	04:15 PM	0	5	1	1	1	0	0	0	0	0	0	0	0
3/27/2014	04:30 PM	0	11	3	0	2	0	0	1	0	0	0	0	0
3/27/2014	04:45 PM	0	3	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	05:15 PM	0	7	1	1	0	0	0	0	0	0	0	0	0
3/27/2014	05:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:45 PM	0	6	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	06:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	06:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:30 PM	0	1	2	1	0	0	0	0	0	0	0	0	0
3/27/2014	06:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:00 PM	0	5	2	0	3	0	0	3	0	0	0	0	0
3/27/2014	07:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	07:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/27/2014	08:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	0
3/27/2014	08:30 PM	0	4	0	0	3	0	0	0	0	0	0	0	0
3/27/2014	08:45 PM	0	0	2	0	1	0	0	1	0	0	0	0	0
3/27/2014	09:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:15 PM	0	1	1	0	0	0	0	2	0	0	0	0	0
3/27/2014	09:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: CR 257 TO I-70 WB ON RAMP

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	0
3/27/2014	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0
3/28/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:45 AM	0	0	1	0	0	0	0	0	1	0	0	0	0
3/28/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:45 AM	0	2	0	0	0	0	0	0	0	0	1	0	0
3/28/2014	04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	06:00 AM	0	2	0	0	1	0	0	1	0	0	0	0	0
3/28/2014	06:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0
3/28/2014	06:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:15 AM	0	5	0	0	2	0	0	0	0	0	0	0	0
3/28/2014	07:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:45 AM	0	15	5	1	0	0	0	0	0	0	0	0	0
3/28/2014	08:00 AM	0	4	0	1	1	0	0	0	0	0	0	0	0
3/28/2014	08:15 AM	0	5	1	0	0	0	0	0	1	0	0	0	0
3/28/2014	08:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	08:45 AM	0	10	1	0	0	0	0	0	1	0	0	0	0
3/28/2014	09:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:30 AM	0	6	2	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:45 AM	0	3	2	0	2	0	0	0	0	0	0	0	0
3/28/2014	10:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	10:15 AM	0	3	3	0	4	0	0	0	0	0	0	0	0
3/28/2014	10:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	11:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:15 AM	0	6	2	0	0	0	0	1	0	0	0	0	0
3/28/2014	11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:00 PM	0	4	0	0	1	0	0	1	0	0	0	0	0
3/28/2014	12:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:30 PM	0	6	3	0	1	0	0	0	0	0	0	0	0
3/28/2014	12:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:00 PM	0	4	2	0	0	0	0	0	1	0	0	0	0
3/28/2014	01:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:00 PM	0	3	0	0	1	1	0	0	0	0	0	0	0
3/28/2014	02:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:45 PM	0	4	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:45 PM	0	7	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	04:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:45 PM	0	5	0	0	2	0	0	0	0	0	0	0	0
3/28/2014	06:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: CR 257 TO I-70 WB ON RAMP

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/28/2014	09:00 PM	0	2	1	1	0	0	0	0	0	0	0	0	0
3/28/2014	09:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/28/2014	11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0
3/29/2014	05:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	06:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:30 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:45 AM	0	17	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	08:00 AM	1	21	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:15 AM	0	35	1	0	1	0	0	0	0	0	0	0	0
3/29/2014	08:30 AM	0	18	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:45 AM	0	2	2	0	0	1	0	0	0	0	0	0	0
3/29/2014	10:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:30 AM	0	3	0	1	0	0	0	0	0	0	0	0	0
3/29/2014	10:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:30 PM	0	1	3	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0
3/29/2014	02:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:15 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0
3/29/2014	05:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: CR 257 TO I-70 WB ON RAMP

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/29/2014	07:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0
3/29/2014	09:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
3/30/2014	08:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
3/30/2014	08:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0
3/30/2014	10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:15 PM	0	3	2	0	1	0	0	0	0	0	0	0	0
3/30/2014	12:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:30 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: CR 257 TO I-70 WB ON RAMP

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/30/2014	06:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:30 PM	0	0	2	0	0	0	0	1	0	0	0	0	0
3/30/2014	08:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:30 PM	0	5	0	0	0	0	0	0	1	0	0	0	0
3/30/2014	10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:15 AM	0	14	0	0	0	0	0	0	2	0	0	0	0
3/31/2014	07:30 AM	0	9	1	0	0	0	0	0	1	0	0	0	0
3/31/2014	07:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:15 AM	0	5	2	0	0	0	0	0	1	0	0	0	0
3/31/2014	08:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:30 AM	0	5	1	0	0	0	0	0	1	0	0	0	0
3/31/2014	09:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:00 AM	0	3	1	1	2	0	0	1	0	0	0	0	0
3/31/2014	11:15 AM	0	7	1	0	1	0	0	0	1	0	0	0	0
3/31/2014	11:30 AM	0	4	1	0	2	0	0	0	0	0	0	0	0
3/31/2014	11:45 AM	0	5	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	12:00 PM	0	2	3	0	1	0	0	0	0	0	0	0	0
3/31/2014	12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:30 PM	0	4	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	12:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	01:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0
3/31/2014	01:45 PM	0	4	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	02:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:45 PM	0	6	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	03:00 PM	0	4	4	0	1	0	0	0	0	0	0	0	0
3/31/2014	03:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0
3/31/2014	03:45 PM	0	5	2	0	3	0	0	0	0	0	0	0	0
3/31/2014	04:00 PM	0	4	2	1	1	0	0	1	0	0	0	0	0
3/31/2014	04:15 PM	0	7	0	1	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: CR 257 TO I-70 WB ON RAMP

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/31/2014	04:30 PM	0	7	3	0	1	0	0	0	0	0	0	0	0
3/31/2014	04:45 PM	0	9	4	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:15 PM	0	4	6	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	05:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:00 PM	0	2	6	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	06:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:45 PM	0	2	1	1	0	0	0	0	0	0	0	0	0
3/31/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:15 PM	0	3	2	0	2	0	0	0	0	0	0	0	0
3/31/2014	07:30 PM	0	3	2	0	0	0	0	1	0	0	0	0	0
3/31/2014	07:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	08:15 PM	0	1	1	0	2	0	0	2	0	0	0	0	0
3/31/2014	08:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0
3/31/2014	09:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:30 PM	0	1	0	0	2	0	0	2	0	0	0	0	0
3/31/2014	09:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	10:30 PM	0	0	2	0	1	0	0	2	0	0	0	0	0
3/31/2014	10:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0
3/31/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0
3/31/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 4
Location 1: I-70WB OFF RAMP EXIT 241A

3/20/2014	12:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	0
3/20/2014	12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	12:30 AM	0	6	0	0	1	0	0	0	0	0	0	1	0
3/20/2014	12:45 AM	0	6	2	0	0	0	0	0	1	0	0	0	0
3/20/2014	01:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:45 AM	0	3	1	1	0	0	0	0	0	0	0	0	0
3/20/2014	02:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/20/2014	02:15 AM	0	3	1	0	1	0	0	1	0	0	0	0	0
3/20/2014	02:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0
3/20/2014	02:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0
3/20/2014	03:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
3/20/2014	03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:30 AM	0	7	2	0	0	0	0	0	1	0	0	0	0
3/20/2014	04:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:00 AM	0	4	1	1	1	0	0	0	0	0	0	0	0
3/20/2014	05:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:00 AM	1	6	1	1	0	1	0	0	0	0	0	0	0
3/20/2014	06:15 AM	0	8	3	0	0	1	0	0	0	0	0	0	0
3/20/2014	06:30 AM	0	18	3	0	1	0	0	1	0	0	0	0	0
3/20/2014	06:45 AM	0	16	4	0	1	0	0	1	1	0	0	0	0
3/20/2014	07:00 AM	0	42	9	0	1	0	0	0	0	0	0	0	0
3/20/2014	07:15 AM	0	40	8	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:30 AM	0	46	9	0	1	0	0	0	1	0	0	0	0
3/20/2014	07:45 AM	0	56	7	0	2	1	0	1	1	0	0	0	0
3/20/2014	08:00 AM	0	58	4	0	2	1	0	0	1	0	0	0	0
3/20/2014	08:15 AM	0	68	9	0	2	1	0	1	0	0	0	0	0
3/20/2014	08:30 AM	1	55	10	0	1	0	0	1	0	0	0	0	0
3/20/2014	08:45 AM	0	49	8	0	0	0	0	0	2	0	0	0	0
3/20/2014	09:00 AM	0	55	11	0	2	0	0	0	0	0	0	0	0
3/20/2014	09:15 AM	0	56	6	0	2	0	0	0	0	0	0	0	0
3/20/2014	09:30 AM	0	56	12	0	1	0	0	0	0	0	0	0	0
3/20/2014	09:45 AM	1	58	7	0	1	0	0	1	0	0	0	0	0
3/20/2014	10:00 AM	0	43	9	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:15 AM	0	40	4	0	2	0	0	0	0	0	0	0	0
3/20/2014	10:30 AM	0	38	11	1	2	0	0	0	0	0	0	0	0
3/20/2014	10:45 AM	0	51	5	0	2	0	0	1	0	0	0	0	0
3/20/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:30 AM	0	73	12	0	7	0	0	0	0	0	0	0	0
3/20/2014	11:45 AM	0	109	16	1	0	0	0	1	0	0	0	0	0
3/20/2014	12:00 PM	0	57	5	0	1	1	0	0	1	0	0	0	0
3/20/2014	12:15 PM	0	48	13	0	3	0	0	0	0	0	0	0	0
3/20/2014	12:30 PM	0	38	11	0	2	1	0	0	0	0	0	0	0
3/20/2014	12:45 PM	0	56	8	0	2	0	0	1	0	0	0	0	0
3/20/2014	01:00 PM	1	41	6	0	2	1	0	0	1	0	0	0	0
3/20/2014	01:15 PM	1	42	10	1	2	0	0	0	1	0	0	0	0
3/20/2014	01:30 PM	0	50	4	0	0	0	0	1	0	0	0	0	0
3/20/2014	01:45 PM	0	37	10	0	2	0	0	0	0	0	0	0	0
3/20/2014	02:00 PM	0	54	10	0	2	1	0	0	0	0	0	0	0
3/20/2014	02:15 PM	0	52	7	0	0	0	0	1	0	0	0	0	0
3/20/2014	02:30 PM	1	34	7	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:45 PM	0	46	2	0	1	0	0	0	0	0	0	0	0
3/20/2014	03:00 PM	0	38	4	0	1	0	0	0	0	0	0	0	0
3/20/2014	03:15 PM	0	35	7	0	3	0	0	0	0	0	0	0	0
3/20/2014	03:30 PM	0	38	5	1	2	0	0	0	0	0	0	0	0
3/20/2014	03:45 PM	0	40	7	0	1	0	0	0	0	0	0	0	0
3/20/2014	04:00 PM	0	32	4	1	1	0	0	0	0	0	0	0	0
3/20/2014	04:15 PM	1	84	17	0	3	0	0	0	0	0	0	0	0
3/20/2014	04:30 PM	0	117	15	0	6	0	0	1	0	0	0	0	0
3/20/2014	04:45 PM	0	87	12	0	3	0	0	0	0	0	0	0	0
3/20/2014	05:00 PM	0	67	13	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:15 PM	0	33	5	0	3	0	0	0	0	0	0	0	0
3/20/2014	05:30 PM	0	69	10	0	2	0	0	0	0	0	0	0	0
3/20/2014	05:45 PM	1	69	11	0	1	0	0	0	0	0	0	0	0
3/20/2014	06:00 PM	0	47	6	1	0	0	0	0	0	0	0	0	0
3/20/2014	06:15 PM	0	52	3	0	2	0	0	0	0	0	0	0	0
3/20/2014	06:30 PM	0	96	13	0	5	0	0	1	0	0	0	0	0
3/20/2014	06:45 PM	0	49	3	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:00 PM	0	44	12	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:15 PM	0	45	3	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:30 PM	0	40	4	0	1	0	0	0	0	0	0	0	0
3/20/2014	07:45 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:00 PM	0	29	6	0	1	0	0	0	0	0	0	0	0
3/20/2014	08:15 PM	0	55	3	0	0	0	0	1	1	0	0	0	0
3/20/2014	08:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:45 PM	0	28	5	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:00 PM	0	21	5	0	1	0	0	0	1	0	0	0	0
3/20/2014	09:15 PM	0	25	5	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:30 PM	0	21	3	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:45 PM	0	12	3	0	0	0	0	0	1	0	0	0	0
3/20/2014	10:00 PM	0	13	1	0	0	0	0	0	1	0	0	0	0
3/20/2014	10:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 4
Location 1: I-70WB OFF RAMP EXIT 241A

3/20/2014	10:45 PM	0	12	3	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:00 PM	0	11	3	0	2	0	0	0	0	0	0	0	0
3/20/2014	11:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	0
3/21/2014	12:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:15 AM	0	3	0	1	1	0	0	0	0	0	0	0	0
3/21/2014	01:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:45 AM	0	3	0	0	0	0	0	0	0	0	1	0	0
3/21/2014	02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0
3/21/2014	02:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	0
3/21/2014	02:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:15 AM	0	3	1	0	0	0	0	0	1	0	0	0	0
3/21/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:45 AM	0	1	1	0	0	0	0	0	1	0	0	0	0
3/21/2014	04:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0
3/21/2014	04:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0
3/21/2014	05:00 AM	0	7	1	0	1	0	0	0	1	0	0	0	0
3/21/2014	05:15 AM	0	11	0	1	1	0	0	0	0	0	0	0	0
3/21/2014	05:30 AM	0	7	1	0	0	0	0	0	1	0	0	0	0
3/21/2014	05:45 AM	0	14	2	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:00 AM	0	19	3	0	2	0	0	0	0	0	0	0	0
3/21/2014	06:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:30 AM	0	28	1	0	1	1	0	0	1	0	0	0	0
3/21/2014	06:45 AM	0	36	6	0	1	0	0	0	0	0	0	0	0
3/21/2014	07:00 AM	0	54	5	0	0	2	0	0	0	0	0	0	0
3/21/2014	07:15 AM	0	66	8	0	0	1	0	0	0	0	0	0	0
3/21/2014	07:30 AM	0	64	7	0	1	0	0	1	0	0	0	0	0
3/21/2014	07:45 AM	0	61	12	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:00 AM	0	56	4	0	1	0	0	0	0	0	0	0	0
3/21/2014	08:15 AM	0	73	5	0	0	1	0	0	0	0	0	0	0
3/21/2014	08:30 AM	0	83	8	0	3	0	0	0	0	0	0	0	0
3/21/2014	08:45 AM	0	71	4	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:00 AM	0	69	5	0	0	0	0	2	0	0	0	0	0
3/21/2014	09:15 AM	0	55	3	0	1	0	0	0	0	0	0	0	0
3/21/2014	09:30 AM	0	70	9	0	2	0	0	0	0	0	0	0	0
3/21/2014	09:45 AM	0	70	5	0	1	0	0	0	1	0	0	0	0
3/21/2014	10:00 AM	0	63	6	0	1	0	0	0	0	0	0	0	0
3/21/2014	10:15 AM	0	70	3	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:30 AM	0	49	11	1	1	0	0	1	0	0	0	0	0
3/21/2014	10:45 AM	0	47	4	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:00 AM	0	47	9	0	1	0	0	0	0	0	0	0	0
3/21/2014	11:15 AM	0	68	4	0	2	0	0	0	0	0	0	0	0
3/21/2014	11:30 AM	0	69	15	0	2	0	0	1	0	0	0	0	0
3/21/2014	11:45 AM	0	64	10	0	2	0	0	0	0	0	0	0	0
3/21/2014	12:00 PM	0	57	12	0	1	0	0	0	1	0	0	0	0
3/21/2014	12:15 PM	0	56	8	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:30 PM	0	69	15	0	1	0	0	2	0	0	0	0	0
3/21/2014	12:45 PM	0	61	6	0	3	0	0	1	0	0	0	0	0
3/21/2014	01:00 PM	0	69	16	1	4	1	0	0	0	0	0	0	0
3/21/2014	01:15 PM	0	53	13	0	1	0	0	0	0	0	0	0	0
3/21/2014	01:30 PM	0	53	11	0	6	1	0	1	0	0	0	0	0
3/21/2014	01:45 PM	0	66	10	0	2	0	0	0	0	0	0	0	0
3/21/2014	02:00 PM	0	60	9	0	5	0	0	0	0	0	0	0	0
3/21/2014	02:15 PM	0	62	10	0	3	0	0	0	0	0	0	0	0
3/21/2014	02:30 PM	0	56	15	1	0	0	0	0	0	0	0	0	0
3/21/2014	02:45 PM	0	53	16	0	4	0	0	0	0	0	0	0	0
3/21/2014	03:00 PM	0	59	12	0	1	0	0	1	0	0	0	0	0
3/21/2014	03:15 PM	0	58	11	0	6	0	0	0	0	0	0	0	0
3/21/2014	03:30 PM	0	50	6	0	2	0	0	0	0	0	0	0	0
3/21/2014	03:45 PM	0	47	11	0	4	0	0	1	0	0	0	0	0
3/21/2014	04:00 PM	0	71	11	0	2	0	0	0	0	0	0	0	0
3/21/2014	04:15 PM	0	65	16	0	2	0	0	0	0	0	0	0	0
3/21/2014	04:30 PM	0	68	12	0	9	0	0	1	1	0	0	0	0
3/21/2014	04:45 PM	0	78	14	0	3	0	0	1	1	0	0	0	0
3/21/2014	05:00 PM	0	64	9	0	4	0	0	0	0	0	0	0	0
3/21/2014	05:15 PM	0	73	8	1	6	0	0	0	0	0	0	0	0
3/21/2014	05:30 PM	0	65	10	0	4	0	0	1	0	0	0	0	0
3/21/2014	05:45 PM	0	67	11	0	6	0	0	0	0	0	0	0	0
3/21/2014	06:00 PM	0	77	21	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:15 PM	0	78	14	0	1	0	0	2	0	0	0	0	0
3/21/2014	06:30 PM	0	71	5	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:45 PM	0	56	12	0	6	0	0	1	0	0	0	0	0
3/21/2014	07:00 PM	0	53	5	0	6	0	0	1	0	0	0	0	0
3/21/2014	07:15 PM	0	54	6	0	4	0	0	1	0	1	0	0	0
3/21/2014	07:30 PM	1	48	6	0	2	0	0	0	0	0	0	0	0
3/21/2014	07:45 PM	0	50	13	0	1	0	0	0	1	0	0	0	0
3/21/2014	08:00 PM	0	35	6	1	2	0	0	0	0	0	0	0	0
3/21/2014	08:15 PM	0	35	7	0	2	0	0	0	0	0	0	0	0
3/21/2014	08:30 PM	0	38	6	1	0	0	0	0	0	0	0	0	0
3/21/2014	08:45 PM	0	30	5	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:00 PM	0	38	4	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:15 PM	0	26	5	0	3	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 4
Location 1: I-70WB OFF RAMP EXIT 241A

3/21/2014	09:30 PM	0	38	3	0	1	0	0	0	0	0	0	0	0
3/21/2014	09:45 PM	0	15	2	0	0	0	0	2	1	0	0	0	0
3/21/2014	10:00 PM	0	23	3	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:30 PM	0	18	4	0	1	0	0	0	1	0	0	0	0
3/21/2014	10:45 PM	0	29	1	0	2	0	0	0	0	0	0	0	0
3/21/2014	11:00 PM	0	10	0	0	0	0	0	0	1	0	0	0	0
3/21/2014	11:15 PM	0	11	1	0	3	0	0	0	0	0	0	0	0
3/21/2014	11:30 PM	0	19	4	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:45 PM	0	12	1	0	1	0	0	0	0	0	0	0	0
3/22/2014	12:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0
3/22/2014	12:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:30 AM	0	10	1	0	1	0	0	0	0	0	0	0	0
3/22/2014	12:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:00 AM	0	6	1	1	1	0	0	0	0	0	0	0	0
3/22/2014	01:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:45 AM	0	3	1	0	2	0	0	0	0	0	0	0	0
3/22/2014	02:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:30 AM	0	2	1	0	2	0	0	0	0	0	0	0	0
3/22/2014	02:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0
3/22/2014	03:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
3/22/2014	03:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0
3/22/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	0
3/22/2014	04:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:45 AM	0	4	1	0	1	0	0	0	1	0	0	0	0
3/22/2014	05:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0
3/22/2014	05:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:30 AM	0	9	3	0	1	0	0	0	0	0	0	0	0
3/22/2014	05:45 AM	0	11	1	0	1	0	0	0	0	0	0	0	0
3/22/2014	06:00 AM	0	29	7	0	0	0	0	1	0	0	0	0	0
3/22/2014	06:15 AM	0	37	9	0	2	0	0	0	0	0	0	0	0
3/22/2014	06:30 AM	0	36	7	1	3	1	0	1	0	0	0	0	0
3/22/2014	06:45 AM	0	58	11	0	1	0	0	0	1	0	0	0	0
3/22/2014	07:00 AM	0	56	11	0	3	0	0	0	0	0	0	0	0
3/22/2014	07:15 AM	0	61	14	0	1	0	0	1	0	0	0	0	0
3/22/2014	07:30 AM	0	68	10	1	2	0	0	0	0	0	0	0	0
3/22/2014	07:45 AM	0	72	18	0	1	0	0	1	0	0	0	0	0
3/22/2014	08:00 AM	0	66	14	0	5	0	0	0	1	0	0	0	0
3/22/2014	08:15 AM	0	60	15	0	1	0	0	0	0	0	0	0	0
3/22/2014	08:30 AM	0	54	5	0	3	0	0	0	0	0	0	0	0
3/22/2014	08:45 AM	0	35	7	0	1	0	0	1	0	0	0	0	0
3/22/2014	09:00 AM	0	45	5	0	1	0	0	0	0	0	0	0	0
3/22/2014	09:15 AM	0	45	8	0	2	0	0	1	0	0	0	0	0
3/22/2014	09:30 AM	0	50	6	0	4	0	0	0	1	0	0	0	0
3/22/2014	09:45 AM	0	67	7	0	2	0	0	0	0	0	0	0	0
3/22/2014	10:00 AM	0	66	10	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:15 AM	0	74	12	0	1	0	0	2	0	0	0	0	0
3/22/2014	10:30 AM	0	55	12	1	3	0	0	0	0	0	0	0	0
3/22/2014	10:45 AM	0	63	10	0	2	0	0	1	0	0	0	0	0
3/22/2014	11:00 AM	0	85	4	0	2	0	0	0	0	0	0	0	0
3/22/2014	11:15 AM	0	60	9	1	3	0	0	1	0	0	0	0	0
3/22/2014	11:30 AM	0	68	14	0	2	0	0	0	0	0	0	0	0
3/22/2014	11:45 AM	1	62	13	0	4	0	0	1	0	0	0	0	0
3/22/2014	12:00 PM	0	73	15	0	3	0	0	0	0	0	0	0	0
3/22/2014	12:15 PM	0	65	14	0	3	0	0	0	0	0	0	0	0
3/22/2014	12:30 PM	1	73	13	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:45 PM	0	80	14	0	1	0	0	2	0	0	0	0	0
3/22/2014	01:00 PM	0	68	15	0	3	0	0	0	0	0	0	0	0
3/22/2014	01:15 PM	0	73	12	2	3	0	0	1	0	0	0	0	0
3/22/2014	01:30 PM	1	73	7	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:45 PM	1	54	9	0	0	0	0	2	0	1	0	0	0
3/22/2014	02:00 PM	0	77	10	0	2	1	0	0	0	0	0	0	0
3/22/2014	02:15 PM	0	62	14	0	1	0	0	0	0	0	0	0	0
3/22/2014	02:30 PM	0	68	14	0	5	0	0	1	1	0	0	0	0
3/22/2014	02:45 PM	0	78	8	0	3	0	0	0	0	0	0	0	0
3/22/2014	03:00 PM	0	72	13	0	4	0	0	1	0	0	0	0	0
3/22/2014	03:15 PM	1	68	13	0	3	0	0	1	0	0	0	0	0
3/22/2014	03:30 PM	0	64	6	0	4	0	0	0	0	0	0	0	0
3/22/2014	03:45 PM	0	64	10	0	1	0	0	0	0	0	0	0	0
3/22/2014	04:00 PM	0	62	12	1	0	0	0	0	0	0	0	0	0
3/22/2014	04:15 PM	2	60	12	0	2	0	0	0	0	0	0	0	0
3/22/2014	04:30 PM	0	57	8	0	3	0	0	0	0	0	0	0	0
3/22/2014	04:45 PM	0	64	17	0	2	0	0	0	0	0	0	0	0
3/22/2014	05:00 PM	0	62	10	0	1	0	0	0	0	0	0	0	0
3/22/2014	05:15 PM	0	59	11	0	1	0	0	2	1	0	0	0	0
3/22/2014	05:30 PM	0	47	13	0	3	0	0	0	1	0	0	0	0
3/22/2014	05:45 PM	0	50	6	0	0	0	0	1	0	0	0	0	0
3/22/2014	06:00 PM	0	42	12	0	2	0	0	0	0	0	0	0	0
3/22/2014	06:15 PM	0	40	9	0	1	0	0	0	0	0	0	0	0
3/22/2014	06:30 PM	0	51	15	0	5	0	0	0	0	0	0	0	0
3/22/2014	06:45 PM	0	50	5	0	3	0	0	0	0	0	0	0	0
3/22/2014	07:00 PM	0	32	8	0	1	0	0	0	0	0	0	0	0
3/22/2014	07:15 PM	0	38	5	0	1	0	0	0	0	0	0	0	0
3/22/2014	07:30 PM	0	42	7	0	1	0	0	0	0	0	0	0	0
3/22/2014	07:45 PM	0	37	4	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:00 PM	0	33	5	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 4
Location 1: I-70WB OFF RAMP EXIT 241A

3/22/2014	08:15 PM	0	20	6	0	4	0	0	0	0	0	0	0	0
3/22/2014	08:30 PM	0	22	2	0	1	0	0	0	0	0	0	0	0
3/22/2014	08:45 PM	0	18	4	0	3	0	0	0	0	0	0	0	0
3/22/2014	09:00 PM	0	22	4	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:15 PM	0	29	5	0	1	0	0	0	0	0	0	0	0
3/22/2014	09:30 PM	0	27	2	0	1	0	0	0	1	0	0	0	0
3/22/2014	09:45 PM	0	15	5	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:15 PM	0	15	5	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:30 PM	0	17	4	0	2	0	0	0	0	0	0	0	0
3/22/2014	10:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:15 AM	0	9	2	0	0	0	0	0	1	0	0	0	0
3/23/2014	12:30 AM	0	9	0	0	0	0	0	1	0	0	0	0	0
3/23/2014	12:45 AM	0	3	1	0	0	0	0	0	1	0	0	0	0
3/23/2014	01:00 AM	0	9	0	0	0	0	0	0	1	0	0	0	0
3/23/2014	01:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:30 AM	0	5	1	0	1	0	0	0	1	0	0	0	0
3/23/2014	02:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0
3/23/2014	03:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0
3/23/2014	03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0
3/23/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:30 AM	0	3	2	0	1	0	0	0	0	0	0	0	0
3/23/2014	05:45 AM	0	7	4	0	1	0	0	1	0	0	0	0	0
3/23/2014	06:00 AM	1	6	3	0	1	0	0	0	0	0	0	0	0
3/23/2014	06:15 AM	0	18	7	0	2	0	0	0	0	0	0	0	0
3/23/2014	06:30 AM	0	19	5	0	1	0	0	0	0	0	0	0	0
3/23/2014	06:45 AM	0	29	5	0	2	0	0	0	0	0	0	0	0
3/23/2014	07:00 AM	0	45	5	0	1	0	0	1	0	0	0	0	0
3/23/2014	07:15 AM	0	48	8	0	1	0	0	0	0	0	0	0	0
3/23/2014	07:30 AM	0	50	10	0	0	0	0	1	0	0	0	0	0
3/23/2014	07:45 AM	0	44	10	0	3	0	0	0	0	0	0	0	0
3/23/2014	08:00 AM	0	45	13	0	1	0	0	0	0	0	0	0	0
3/23/2014	08:15 AM	0	49	11	0	1	0	0	1	0	0	0	0	0
3/23/2014	08:30 AM	0	46	4	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:45 AM	0	54	15	0	6	0	0	0	0	0	0	0	0
3/23/2014	09:00 AM	0	43	8	0	1	0	0	0	0	0	0	0	0
3/23/2014	09:15 AM	0	50	10	0	4	0	0	0	0	0	0	0	0
3/23/2014	09:30 AM	0	42	4	0	3	0	0	1	0	0	0	0	0
3/23/2014	09:45 AM	0	46	14	1	1	0	0	0	0	0	0	0	0
3/23/2014	10:00 AM	0	44	7	0	2	0	0	0	0	0	0	0	0
3/23/2014	10:15 AM	0	43	8	0	4	0	0	0	1	0	0	0	0
3/23/2014	10:30 AM	0	48	8	1	4	0	0	0	0	0	0	0	0
3/23/2014	10:45 AM	0	43	9	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:00 AM	0	65	11	0	4	0	0	0	0	0	0	0	0
3/23/2014	11:15 AM	0	54	10	0	3	0	0	1	0	0	0	0	0
3/23/2014	11:30 AM	0	72	13	0	4	0	0	0	0	0	0	0	0
3/23/2014	11:45 AM	0	59	10	1	2	0	0	2	0	0	0	0	0
3/23/2014	12:00 PM	0	51	7	0	1	0	0	0	0	0	0	0	0
3/23/2014	12:15 PM	0	67	14	0	2	0	0	0	0	0	0	0	0
3/23/2014	12:30 PM	0	67	16	0	4	0	0	0	0	0	0	0	0
3/23/2014	12:45 PM	0	63	10	0	4	0	0	0	0	0	0	0	0
3/23/2014	01:00 PM	0	61	9	1	2	0	0	0	0	0	0	0	0
3/23/2014	01:15 PM	0	55	9	0	3	0	0	0	0	0	0	0	0
3/23/2014	01:30 PM	0	45	9	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:45 PM	0	51	9	0	3	0	0	0	0	0	0	0	0
3/23/2014	02:00 PM	0	44	9	0	1	0	0	2	0	0	0	0	0
3/23/2014	02:15 PM	0	53	11	0	3	0	0	0	0	0	0	0	0
3/23/2014	02:30 PM	0	52	9	0	2	0	0	1	0	1	0	0	0
3/23/2014	02:45 PM	0	54	10	0	1	0	0	0	0	0	0	0	0
3/23/2014	03:00 PM	0	73	11	0	1	0	0	0	0	0	0	0	0
3/23/2014	03:15 PM	0	55	6	0	1	0	0	0	0	0	0	0	0
3/23/2014	03:30 PM	0	46	10	0	2	0	0	1	0	0	0	0	0
3/23/2014	03:45 PM	0	48	9	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:00 PM	0	46	11	0	1	0	0	0	0	0	0	0	0
3/23/2014	04:15 PM	0	52	8	0	1	0	0	1	0	0	0	0	0
3/23/2014	04:30 PM	0	48	5	0	1	0	0	0	1	0	0	0	0
3/23/2014	04:45 PM	0	37	4	0	2	0	0	0	0	0	0	0	0
3/23/2014	05:00 PM	0	36	8	0	1	0	0	0	0	0	0	0	0
3/23/2014	05:15 PM	0	32	5	0	3	0	0	0	0	0	0	0	0
3/23/2014	05:30 PM	0	28	3	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:45 PM	0	36	9	0	1	0	0	0	0	0	0	0	0
3/23/2014	06:00 PM	0	41	14	0	3	0	0	0	0	0	0	0	0
3/23/2014	06:15 PM	0	29	7	0	1	0	0	0	0	0	0	0	0
3/23/2014	06:30 PM	0	28	3	0	2	0	0	0	0	0	0	0	0
3/23/2014	06:45 PM	0	34	4	0	1	0	0	0	1	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 4
Location 1: I-70WB OFF RAMP EXIT 241A

3/23/2014	07:00 PM	0	28	7	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:15 PM	0	19	4	0	1	0	0	0	0	0	0	0	0
3/23/2014	07:30 PM	0	23	4	0	3	0	0	0	0	0	0	0	0
3/23/2014	07:45 PM	0	26	6	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:15 PM	0	27	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:30 PM	0	16	1	0	1	0	0	0	0	0	0	0	0
3/23/2014	08:45 PM	0	16	1	0	1	0	0	0	0	0	0	0	0
3/23/2014	09:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:15 PM	0	10	5	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:15 PM	0	10	4	0	1	0	0	1	0	0	0	0	0
3/23/2014	10:30 PM	0	79	3	0	4	0	0	0	0	0	0	0	0
3/23/2014	10:45 PM	0	25	3	0	1	0	0	0	2	0	0	0	0
3/23/2014	11:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:30 PM	0	9	1	0	0	0	0	0	1	0	0	0	0
3/23/2014	11:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:00 AM	0	4	0	0	0	0	0	1	0	0	0	0	0
3/24/2014	12:15 AM	0	5	0	0	2	0	0	0	0	0	0	0	0
3/24/2014	12:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0
3/24/2014	12:45 AM	0	2	1	0	0	0	0	0	1	0	0	0	0
3/24/2014	01:00 AM	0	2	1	1	1	0	0	0	0	0	0	0	0
3/24/2014	01:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:30 AM	0	7	0	1	0	0	0	1	0	0	0	0	0
3/24/2014	02:45 AM	0	2	1	0	0	0	0	0	1	0	0	0	0
3/24/2014	03:00 AM	0	4	1	0	1	0	0	0	1	0	0	0	0
3/24/2014	03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/24/2014	04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0
3/24/2014	04:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
3/24/2014	05:00 AM	0	5	3	0	3	0	0	0	0	0	0	0	0
3/24/2014	05:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:00 AM	0	14	3	0	0	0	0	0	1	0	0	0	0
3/24/2014	06:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0
3/24/2014	06:30 AM	0	11	2	0	1	1	0	1	0	0	0	0	0
3/24/2014	06:45 AM	0	26	3	0	0	0	0	0	1	0	0	0	0
3/24/2014	07:00 AM	0	19	10	1	8	0	0	0	0	0	0	0	0
3/24/2014	07:15 AM	0	33	9	0	4	0	0	2	0	0	0	0	0
3/24/2014	07:30 AM	0	32	11	0	3	0	0	0	0	0	0	0	0
3/24/2014	07:45 AM	0	51	13	0	2	0	0	1	0	0	0	0	0
3/24/2014	08:00 AM	0	53	7	0	6	1	0	1	0	0	0	0	0
3/24/2014	08:15 AM	0	47	13	0	4	0	0	0	0	0	0	0	0
3/24/2014	08:30 AM	0	44	6	1	1	0	0	0	0	0	0	0	0
3/24/2014	08:45 AM	0	29	6	0	1	1	0	0	0	0	0	0	0
3/24/2014	09:00 AM	0	54	13	0	2	0	0	1	0	0	0	0	0
3/24/2014	09:15 AM	0	34	7	0	3	0	0	0	0	0	0	0	0
3/24/2014	09:30 AM	0	32	13	0	4	0	0	0	0	0	0	0	0
3/24/2014	09:45 AM	0	44	6	0	3	0	0	1	0	0	0	0	0
3/24/2014	10:00 AM	0	26	13	0	3	0	0	0	0	0	0	0	0
3/24/2014	10:15 AM	0	34	12	0	1	0	0	1	0	0	0	0	0
3/24/2014	10:30 AM	0	46	8	0	3	0	0	0	1	0	0	0	0
3/24/2014	10:45 AM	0	39	4	1	1	0	0	1	1	0	0	0	0
3/24/2014	11:00 AM	0	39	7	0	1	0	0	0	0	0	0	0	0
3/24/2014	11:15 AM	0	48	10	0	4	1	0	1	0	0	0	0	0
3/24/2014	11:30 AM	0	42	6	0	4	0	0	0	0	0	0	0	0
3/24/2014	11:45 AM	0	66	5	0	1	0	0	1	0	0	0	0	0
3/24/2014	12:00 PM	0	42	5	1	4	0	0	1	1	0	0	0	0
3/24/2014	12:15 PM	0	42	10	1	3	0	0	1	0	0	0	0	0
3/24/2014	12:30 PM	0	48	6	0	3	0	0	0	0	0	0	0	0
3/24/2014	12:45 PM	0	40	7	1	2	0	0	0	0	0	0	0	0
3/24/2014	01:00 PM	0	37	4	0	1	0	0	0	1	0	0	0	0
3/24/2014	01:15 PM	0	29	8	0	4	1	0	0	0	0	0	0	0
3/24/2014	01:30 PM	0	38	11	0	1	0	0	0	0	0	0	0	0
3/24/2014	01:45 PM	0	40	9	0	1	0	0	0	0	0	0	0	0
3/24/2014	02:00 PM	0	36	8	2	0	0	0	0	0	0	0	0	0
3/24/2014	02:15 PM	0	38	6	2	1	1	0	0	0	0	0	0	0
3/24/2014	02:30 PM	0	45	11	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:45 PM	0	35	9	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:00 PM	0	33	9	0	1	0	0	0	0	0	0	0	0
3/24/2014	03:15 PM	0	39	8	0	4	0	0	0	0	0	0	0	0
3/24/2014	03:30 PM	0	45	12	0	1	0	0	0	0	0	0	0	0
3/24/2014	03:45 PM	0	47	7	0	2	0	0	0	0	0	0	0	0
3/24/2014	04:00 PM	0	34	7	0	1	0	0	0	0	0	0	0	0
3/24/2014	04:15 PM	0	47	16	0	3	0	0	0	0	0	0	0	0
3/24/2014	04:30 PM	0	59	15	0	1	0	0	0	0	0	0	0	0
3/24/2014	04:45 PM	0	46	18	0	5	0	0	0	1	0	0	0	0
3/24/2014	05:00 PM	0	48	10	0	2	0	0	0	1	0	0	0	0
3/24/2014	05:15 PM	0	42	11	0	1	0	0	0	1	0	0	0	0
3/24/2014	05:30 PM	0	53	8	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 4
Location 1: I-70WB OFF RAMP EXIT 241A

3/24/2014	05:45 PM	0	50	11	0	2	0	0	0	0	0	0	0	0
3/24/2014	06:00 PM	0	34	17	0	1	0	0	2	0	0	0	0	0
3/24/2014	06:15 PM	0	38	6	1	3	0	0	0	1	0	0	0	0
3/24/2014	06:30 PM	0	37	9	0	2	0	0	0	0	0	0	0	0
3/24/2014	06:45 PM	0	32	3	0	2	0	0	1	0	0	0	0	0
3/24/2014	07:00 PM	0	33	2	0	1	0	0	0	0	0	0	0	0
3/24/2014	07:15 PM	0	33	4	0	2	0	0	0	0	0	0	0	0
3/24/2014	07:30 PM	0	25	10	0	1	0	0	1	0	0	0	0	0
3/24/2014	07:45 PM	0	21	4	0	1	1	0	1	0	0	0	0	0
3/24/2014	08:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:15 PM	0	23	5	0	2	0	0	0	1	0	0	0	0
3/24/2014	08:30 PM	0	22	4	0	1	0	0	1	0	0	0	0	0
3/24/2014	08:45 PM	0	14	2	0	0	0	0	1	1	0	0	0	0
3/24/2014	09:00 PM	0	10	5	0	3	0	0	0	0	0	0	0	0
3/24/2014	09:15 PM	0	22	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:30 PM	0	15	2	0	2	0	0	0	0	0	0	0	0
3/24/2014	09:45 PM	0	16	3	1	2	0	0	0	1	0	0	0	0
3/24/2014	10:00 PM	0	13	0	0	3	0	0	0	0	0	0	0	0
3/24/2014	10:15 PM	0	16	4	0	2	0	0	0	0	0	0	0	0
3/24/2014	10:30 PM	0	8	2	0	2	0	0	0	0	0	0	0	0
3/24/2014	10:45 PM	0	9	3	0	0	0	0	0	1	0	0	0	0
3/24/2014	11:00 PM	0	7	4	0	1	0	0	0	1	0	0	0	0
3/24/2014	11:15 PM	0	7	0	0	0	0	0	0	1	0	0	0	0
3/24/2014	11:30 PM	0	3	1	0	1	0	0	1	0	0	0	0	0
3/24/2014	11:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB ON RAMP EXIT 241 A/B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	12:00 AM	0	8	0	0	0	0	0	1	0	0	0	0	0
3/27/2014	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:15 AM	1	5	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:30 AM	0	11	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:45 AM	0	19	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:00 AM	0	17	4	0	1	0	0	0	0	0	0	0	0
3/27/2014	07:15 AM	0	25	5	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:30 AM	0	34	7	0	2	0	0	1	0	0	0	0	0
3/27/2014	07:45 AM	0	23	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:00 AM	0	43	12	0	1	0	0	0	0	0	0	0	0
3/27/2014	08:15 AM	0	47	3	0	2	0	0	0	0	0	0	0	0
3/27/2014	08:30 AM	0	45	4	0	3	0	0	1	0	0	0	0	0
3/27/2014	08:45 AM	0	29	6	0	1	0	0	0	0	0	0	0	0
3/27/2014	09:00 AM	0	27	4	0	0	0	0	0	1	0	0	0	0
3/27/2014	09:15 AM	0	55	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:30 AM	0	31	4	0	1	0	0	0	0	0	0	0	0
3/27/2014	09:45 AM	0	33	6	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:00 AM	0	30	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:15 AM	0	17	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:30 AM	0	20	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:45 AM	0	23	4	0	1	0	0	0	0	0	0	0	0
3/27/2014	11:00 AM	0	11	0	0	0	0	0	0	1	0	0	0	0
3/27/2014	11:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:30 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 AM	0	33	3	0	1	0	0	0	0	0	0	0	0
3/27/2014	12:00 PM	0	31	5	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:15 PM	0	30	5	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:00 PM	0	20	2	0	1	0	0	0	0	0	0	0	0
3/27/2014	01:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:30 PM	0	13	4	0	0	0	0	0	1	0	0	0	0
3/27/2014	01:45 PM	0	21	4	0	0	0	0	1	0	0	0	0	0
3/27/2014	02:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:15 PM	0	24	4	0	2	0	0	0	0	0	0	0	0
3/27/2014	02:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:45 PM	0	25	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:30 PM	0	30	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:15 PM	0	19	5	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:30 PM	0	47	4	0	2	0	0	1	0	0	0	0	0
3/27/2014	04:45 PM	0	35	6	0	1	0	0	0	0	0	0	0	0
3/27/2014	05:00 PM	0	36	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:15 PM	0	26	3	0	1	0	0	1	0	0	0	0	0
3/27/2014	05:30 PM	0	20	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:45 PM	0	20	5	0	1	0	0	0	0	0	0	0	0
3/27/2014	06:00 PM	0	25	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:15 PM	0	26	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:30 PM	0	22	5	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:45 PM	0	28	4	0	1	0	0	2	0	0	0	0	0
3/27/2014	07:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:15 PM	0	25	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:30 PM	0	22	4	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:45 PM	1	15	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:45 PM	0	12	2	0	0	0	0	1	0	0	0	0	0
3/27/2014	09:00 PM	0	19	5	0	1	0	0	0	0	0	0	0	0
3/27/2014	09:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB ON RAMP EXIT 241 A/B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	10:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:30 AM	0	1	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0
3/28/2014	05:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:45 AM	1	8	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:30 AM	0	18	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	06:45 AM	0	27	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:00 AM	1	30	3	0	1	0	0	0	0	0	0	0	0
3/28/2014	07:15 AM	3	26	3	0	1	0	0	1	0	0	1	0	0
3/28/2014	07:30 AM	0	45	7	0	0	0	0	1	0	0	0	0	0
3/28/2014	07:45 AM	0	55	8	0	0	0	0	1	0	0	0	0	0
3/28/2014	08:00 AM	0	40	5	0	2	0	0	2	0	0	0	0	0
3/28/2014	08:15 AM	0	43	7	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:30 AM	0	45	4	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:45 AM	0	47	7	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:00 AM	0	49	3	0	1	0	0	1	0	0	0	0	0
3/28/2014	09:15 AM	0	28	3	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:30 AM	0	47	6	0	1	0	0	0	0	0	0	0	0
3/28/2014	09:45 AM	0	39	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:00 AM	0	48	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:15 AM	1	23	3	1	1	0	0	0	0	0	0	0	0
3/28/2014	10:30 AM	0	32	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:45 AM	0	37	3	0	1	0	0	0	0	0	0	0	0
3/28/2014	11:00 AM	0	27	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:15 AM	0	20	11	0	3	0	0	1	0	0	0	0	0
3/28/2014	11:30 AM	0	16	10	0	2	0	0	0	0	0	0	0	0
3/28/2014	11:45 AM	0	16	10	0	5	0	0	0	0	0	0	0	0
3/28/2014	12:00 PM	0	9	9	0	3	0	0	2	0	0	0	0	0
3/28/2014	12:15 PM	0	6	9	0	5	0	0	0	0	0	0	0	0
3/28/2014	12:30 PM	0	17	9	0	3	0	0	0	0	0	0	0	0
3/28/2014	12:45 PM	1	23	12	0	4	0	0	0	0	0	0	0	0
3/28/2014	01:00 PM	0	14	9	1	4	0	0	0	0	0	0	0	0
3/28/2014	01:15 PM	0	21	10	0	7	0	0	0	0	0	0	0	0
3/28/2014	01:30 PM	0	15	13	0	1	0	0	1	0	0	0	0	0
3/28/2014	01:45 PM	0	14	9	0	10	0	0	0	0	0	0	0	0
3/28/2014	02:00 PM	0	13	10	0	3	0	0	0	0	0	0	0	0
3/28/2014	02:15 PM	0	15	10	1	7	0	0	1	0	0	0	0	0
3/28/2014	02:30 PM	0	21	9	0	3	0	0	0	0	0	0	0	0
3/28/2014	02:45 PM	0	10	12	0	2	0	0	0	0	0	0	0	0
3/28/2014	03:00 PM	0	13	9	1	5	0	0	0	0	0	0	0	0
3/28/2014	03:15 PM	0	17	8	0	1	0	0	0	0	0	0	0	0
3/28/2014	03:30 PM	0	14	8	0	6	0	0	1	0	0	0	0	0
3/28/2014	03:45 PM	0	13	7	0	4	0	0	1	0	0	0	0	0
3/28/2014	04:00 PM	0	22	7	0	2	0	0	0	1	0	0	0	0
3/28/2014	04:15 PM	0	19	12	0	4	0	0	0	0	0	0	0	0
3/28/2014	04:30 PM	0	19	11	0	7	0	0	1	0	0	0	0	0
3/28/2014	04:45 PM	0	21	14	1	3	0	0	0	1	0	0	0	0
3/28/2014	05:00 PM	0	19	11	0	5	0	0	0	0	0	0	0	0
3/28/2014	05:15 PM	0	18	10	0	5	0	0	0	0	0	0	0	0
3/28/2014	05:30 PM	0	25	7	0	6	0	0	0	0	0	0	0	0
3/28/2014	05:45 PM	0	21	10	0	4	0	0	1	0	0	0	0	0
3/28/2014	06:00 PM	0	27	11	0	4	0	0	1	1	0	0	0	0
3/28/2014	06:15 PM	0	20	16	0	1	0	0	0	0	0	0	0	0
3/28/2014	06:30 PM	0	21	9	0	1	0	0	1	0	0	0	0	0
3/28/2014	06:45 PM	0	12	8	0	2	0	0	0	0	0	0	0	0
3/28/2014	07:00 PM	0	17	9	0	4	0	0	0	0	0	0	0	0
3/28/2014	07:15 PM	0	17	14	0	4	0	0	0	0	0	0	0	0
3/28/2014	07:30 PM	0	19	8	0	1	0	0	0	0	0	0	0	0
3/28/2014	07:45 PM	0	8	10	0	3	0	0	0	0	0	0	0	0
3/28/2014	08:00 PM	0	17	10	0	2	0	0	0	0	0	0	0	0
3/28/2014	08:15 PM	0	11	9	1	8	0	0	0	0	0	0	0	0
3/28/2014	08:30 PM	0	9	9	0	2	0	0	1	0	0	0	0	0
3/28/2014	08:45 PM	0	14	6	1	2	0	0	1	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB ON RAMP EXIT 241 A/B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/28/2014	09:00 PM	0	16	3	1	0	0	0	0	0	0	0	0	0
3/28/2014	09:15 PM	0	10	6	0	2	0	0	0	0	0	0	0	0
3/28/2014	09:30 PM	0	10	6	0	1	0	0	1	0	0	0	0	0
3/28/2014	09:45 PM	0	5	5	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:15 PM	0	7	6	0	2	0	0	0	0	0	0	0	0
3/28/2014	10:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:45 PM	0	5	5	0	1	0	0	1	0	0	0	0	0
3/28/2014	11:00 PM	0	11	0	0	2	0	0	0	0	0	0	0	0
3/28/2014	11:15 PM	0	2	1	0	1	0	0	0	0	0	0	0	0
3/28/2014	11:30 PM	0	11	3	0	1	0	0	0	0	0	0	0	0
3/28/2014	11:45 PM	0	2	4	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:00 AM	0	2	5	0	1	0	0	0	0	0	0	0	0
3/29/2014	12:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:45 AM	0	7	3	0	3	0	0	0	0	0	0	0	0
3/29/2014	01:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:15 AM	0	2	2	0	2	0	0	0	0	0	0	0	0
3/29/2014	01:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	02:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0
3/29/2014	03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0
3/29/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:45 AM	0	3	3	0	1	0	0	0	0	0	0	0	0
3/29/2014	05:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0
3/29/2014	05:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
3/29/2014	05:30 AM	0	3	4	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:45 AM	0	8	6	0	2	0	0	0	0	0	0	0	0
3/29/2014	06:00 AM	0	10	4	0	3	0	0	0	0	0	0	0	0
3/29/2014	06:15 AM	0	19	9	0	2	0	0	1	0	0	0	0	0
3/29/2014	06:30 AM	0	22	4	0	2	0	0	1	0	0	0	0	0
3/29/2014	06:45 AM	0	20	8	0	5	0	0	1	0	0	0	0	0
3/29/2014	07:00 AM	0	38	19	0	6	0	0	2	0	0	0	0	0
3/29/2014	07:15 AM	0	23	7	0	3	0	0	2	0	0	0	0	0
3/29/2014	07:30 AM	0	36	16	0	3	0	0	1	0	0	0	0	0
3/29/2014	07:45 AM	0	29	17	0	4	0	0	0	0	0	0	0	0
3/29/2014	08:00 AM	0	45	16	0	10	0	0	0	0	0	0	0	0
3/29/2014	08:15 AM	0	37	12	0	5	0	0	0	0	0	0	0	0
3/29/2014	08:30 AM	0	32	7	0	6	0	0	1	0	0	0	0	0
3/29/2014	08:45 AM	0	25	5	0	3	0	0	0	0	0	0	0	0
3/29/2014	09:00 AM	0	18	9	0	4	0	0	2	0	0	0	0	0
3/29/2014	09:15 AM	0	20	11	0	1	0	0	0	0	0	0	0	0
3/29/2014	09:30 AM	0	13	5	0	2	0	0	0	0	0	0	0	0
3/29/2014	09:45 AM	0	20	10	0	6	0	0	0	0	0	0	0	0
3/29/2014	10:00 AM	0	25	6	0	1	0	0	0	0	0	0	0	0
3/29/2014	10:15 AM	0	35	8	0	4	0	0	0	0	0	0	0	0
3/29/2014	10:30 AM	0	23	10	0	3	0	0	1	0	0	0	0	0
3/29/2014	10:45 AM	0	18	10	0	4	0	0	2	0	0	0	0	0
3/29/2014	11:00 AM	0	20	10	0	1	0	0	1	0	0	0	0	0
3/29/2014	11:15 AM	0	18	11	0	3	0	0	0	0	0	0	0	0
3/29/2014	11:30 AM	0	16	8	0	2	0	0	1	0	0	0	0	0
3/29/2014	11:45 AM	0	13	11	0	1	0	0	0	0	0	0	0	0
3/29/2014	12:00 PM	0	14	12	0	0	0	0	1	0	0	0	0	0
3/29/2014	12:15 PM	0	17	9	0	3	0	0	0	0	0	0	0	0
3/29/2014	12:30 PM	0	20	3	0	2	0	0	1	0	0	0	0	0
3/29/2014	12:45 PM	0	22	9	0	4	0	0	2	0	0	0	0	0
3/29/2014	01:00 PM	0	17	10	0	5	0	0	0	0	0	0	0	0
3/29/2014	01:15 PM	0	9	6	0	4	0	0	0	0	0	0	0	0
3/29/2014	01:30 PM	0	9	12	1	3	0	0	0	0	0	0	0	0
3/29/2014	01:45 PM	0	19	7	0	6	0	0	1	0	0	0	0	0
3/29/2014	02:00 PM	0	14	6	0	2	0	0	0	0	0	0	0	0
3/29/2014	02:15 PM	0	18	13	0	1	0	0	1	0	0	0	0	0
3/29/2014	02:30 PM	0	17	10	1	3	0	0	1	0	0	0	0	0
3/29/2014	02:45 PM	0	19	7	0	1	0	0	0	0	0	0	0	0
3/29/2014	03:00 PM	0	19	6	0	3	0	0	0	0	0	0	0	0
3/29/2014	03:15 PM	0	22	11	0	6	0	0	0	0	0	0	0	0
3/29/2014	03:30 PM	0	11	3	0	6	0	0	0	0	0	0	0	0
3/29/2014	03:45 PM	0	19	8	0	4	0	0	0	0	0	0	0	0
3/29/2014	04:00 PM	0	10	9	0	2	0	0	0	0	0	0	0	0
3/29/2014	04:15 PM	0	11	6	1	4	0	0	0	0	0	0	0	0
3/29/2014	04:30 PM	0	14	7	0	2	0	0	0	0	0	0	0	0
3/29/2014	04:45 PM	0	12	7	0	2	0	0	0	0	0	0	0	0
3/29/2014	05:00 PM	0	14	6	0	3	0	0	1	0	0	0	0	0
3/29/2014	05:15 PM	0	9	9	0	4	0	0	0	0	0	0	0	0
3/29/2014	05:30 PM	0	11	5	1	2	0	0	1	0	0	0	0	0
3/29/2014	05:45 PM	0	14	4	0	5	0	0	2	0	0	0	0	0
3/29/2014	06:00 PM	0	14	3	0	3	0	0	0	0	0	0	0	0
3/29/2014	06:15 PM	0	12	4	0	3	0	0	0	0	0	0	0	0
3/29/2014	06:30 PM	0	14	4	0	3	0	0	1	0	0	0	0	0
3/29/2014	06:45 PM	0	14	7	0	3	0	0	0	0	0	0	0	0
3/29/2014	07:00 PM	0	12	4	0	2	0	0	0	0	0	0	0	0
3/29/2014	07:15 PM	0	15	3	0	1	0	0	1	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB ON RAMP EXIT 241 A/B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/29/2014	07:30 PM	1	7	10	0	1	0	0	0	0	0	1	0	0
3/29/2014	07:45 PM	0	5	2	0	1	0	0	1	0	0	0	0	0
3/29/2014	08:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:15 PM	0	3	4	0	0	0	0	1	0	0	0	0	0
3/29/2014	08:30 PM	0	8	1	0	6	0	0	0	0	0	0	0	0
3/29/2014	08:45 PM	0	10	4	0	1	0	0	0	0	0	0	0	0
3/29/2014	09:00 PM	0	5	3	0	3	0	0	1	0	0	0	0	0
3/29/2014	09:15 PM	0	8	2	0	2	0	0	0	0	0	0	0	0
3/29/2014	09:30 PM	0	8	4	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:45 PM	0	4	4	0	1	0	0	0	0	0	0	0	0
3/29/2014	10:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:15 PM	0	1	4	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:30 PM	0	2	1	0	2	0	0	0	0	0	0	0	0
3/29/2014	10:45 PM	0	2	4	0	2	0	0	0	0	0	0	0	0
3/29/2014	11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0
3/30/2014	12:15 AM	0	6	3	0	1	0	0	0	0	0	0	0	0
3/30/2014	12:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0
3/30/2014	01:00 AM	0	0	1	0	0	0	0	1	1	0	0	0	0
3/30/2014	01:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0
3/30/2014	02:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:30 AM	0	0	2	0	1	0	0	0	0	0	0	0	0
3/30/2014	02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0
3/30/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:45 AM	0	1	0	1	1	0	0	0	0	0	0	0	0
3/30/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/30/2014	05:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:45 AM	0	0	2	0	2	0	0	1	0	0	0	0	0
3/30/2014	06:00 AM	0	2	1	0	5	0	0	0	0	0	0	0	0
3/30/2014	06:15 AM	0	5	4	1	4	0	0	0	0	0	0	0	0
3/30/2014	06:30 AM	0	8	5	0	5	0	0	1	0	0	0	0	0
3/30/2014	06:45 AM	0	13	5	0	4	0	0	0	0	0	0	0	0
3/30/2014	07:00 AM	0	26	14	0	3	0	0	0	0	0	0	0	0
3/30/2014	07:15 AM	0	31	10	0	4	0	0	0	0	0	0	0	0
3/30/2014	07:30 AM	0	29	6	0	6	0	0	1	0	0	0	0	0
3/30/2014	07:45 AM	0	26	10	0	3	0	0	0	0	0	0	0	0
3/30/2014	08:00 AM	0	34	7	0	7	0	0	0	0	0	0	0	0
3/30/2014	08:15 AM	0	19	13	0	8	0	0	1	0	0	0	0	0
3/30/2014	08:30 AM	0	22	15	0	3	0	0	0	0	0	0	0	0
3/30/2014	08:45 AM	0	29	6	0	3	0	0	0	0	0	0	0	0
3/30/2014	09:00 AM	0	23	5	0	5	0	0	0	0	0	0	0	0
3/30/2014	09:15 AM	0	22	9	1	9	0	0	0	0	0	0	0	0
3/30/2014	09:30 AM	0	18	13	0	4	0	0	0	0	0	0	0	0
3/30/2014	09:45 AM	0	19	10	0	1	0	0	1	0	0	0	0	0
3/30/2014	10:00 AM	0	15	6	0	1	0	0	0	0	0	0	0	0
3/30/2014	10:15 AM	0	22	4	1	0	0	0	1	1	0	0	0	0
3/30/2014	10:30 AM	0	16	6	0	1	0	0	0	0	0	0	0	0
3/30/2014	10:45 AM	0	15	3	0	3	0	0	0	0	0	0	0	0
3/30/2014	11:00 AM	0	13	6	0	2	0	0	0	0	0	0	0	0
3/30/2014	11:15 AM	0	16	12	0	2	0	0	1	0	0	0	0	0
3/30/2014	11:30 AM	0	17	7	0	1	0	0	2	0	0	0	0	0
3/30/2014	11:45 AM	0	12	13	0	5	0	0	0	0	0	0	0	0
3/30/2014	12:00 PM	1	19	9	0	4	0	0	0	0	0	0	0	0
3/30/2014	12:15 PM	0	18	7	0	3	0	0	1	0	0	0	0	0
3/30/2014	12:30 PM	0	20	7	0	5	0	0	0	0	0	0	0	0
3/30/2014	12:45 PM	0	18	10	0	5	0	0	1	0	0	0	0	0
3/30/2014	01:00 PM	0	16	10	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:15 PM	0	7	9	0	4	0	0	0	0	0	0	0	0
3/30/2014	01:30 PM	0	13	10	0	7	0	0	0	0	0	0	0	0
3/30/2014	01:45 PM	0	9	4	0	4	0	0	0	0	0	0	0	0
3/30/2014	02:00 PM	0	13	8	0	6	0	0	0	0	0	0	0	0
3/30/2014	02:15 PM	0	7	6	0	2	0	0	1	0	0	0	0	0
3/30/2014	02:30 PM	0	16	6	0	3	0	0	0	0	0	0	0	0
3/30/2014	02:45 PM	0	16	7	0	1	0	0	1	0	0	0	0	0
3/30/2014	03:00 PM	0	12	13	0	1	0	0	0	0	0	0	0	0
3/30/2014	03:15 PM	0	8	6	0	4	0	0	0	0	0	0	0	0
3/30/2014	03:30 PM	0	15	5	0	1	0	0	0	0	0	0	0	0
3/30/2014	03:45 PM	0	10	7	0	3	0	0	0	0	0	0	0	0
3/30/2014	04:00 PM	0	12	8	0	5	0	0	0	0	0	0	0	0
3/30/2014	04:15 PM	0	16	7	1	1	0	0	0	0	0	0	0	0
3/30/2014	04:30 PM	0	15	9	0	4	0	0	0	0	0	0	0	0
3/30/2014	04:45 PM	0	12	6	0	2	0	0	0	0	0	0	0	0
3/30/2014	05:00 PM	0	15	4	0	1	0	0	2	0	0	0	0	0
3/30/2014	05:15 PM	0	7	6	0	2	0	0	0	0	0	0	0	0
3/30/2014	05:30 PM	0	6	4	0	5	0	0	0	1	0	0	0	0
3/30/2014	05:45 PM	0	15	4	0	1	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB ON RAMP EXIT 241 A/B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/30/2014	06:00 PM	0	9	6	0	5	0	0	0	0	0	0	0	0
3/30/2014	06:15 PM	0	13	5	0	3	0	0	0	0	0	0	0	0
3/30/2014	06:30 PM	0	13	3	0	2	0	0	0	0	0	0	0	0
3/30/2014	06:45 PM	0	8	4	0	2	0	0	0	0	0	0	0	0
3/30/2014	07:00 PM	0	12	6	0	4	0	0	0	0	0	0	0	0
3/30/2014	07:15 PM	0	4	3	0	2	0	0	0	0	0	0	0	0
3/30/2014	07:30 PM	0	10	4	0	1	0	0	0	0	0	0	0	0
3/30/2014	07:45 PM	0	5	4	0	1	0	0	0	0	0	0	0	0
3/30/2014	08:00 PM	0	2	5	0	0	0	0	1	0	0	0	0	0
3/30/2014	08:15 PM	0	7	3	0	2	0	0	0	0	0	0	0	0
3/30/2014	08:30 PM	0	6	0	0	1	0	0	0	0	0	0	0	0
3/30/2014	08:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0
3/30/2014	09:00 PM	0	6	5	0	2	0	0	0	0	0	0	0	0
3/30/2014	09:15 PM	0	4	4	0	1	0	0	0	0	0	0	0	0
3/30/2014	09:30 PM	0	5	2	0	1	0	0	0	0	0	0	0	0
3/30/2014	09:45 PM	0	5	4	0	2	0	0	0	0	0	0	0	0
3/30/2014	10:00 PM	0	4	4	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	0
3/30/2014	10:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:45 PM	0	6	1	0	3	0	0	0	0	0	0	0	0
3/30/2014	11:00 PM	0	1	2	0	0	0	0	1	0	0	0	0	0
3/30/2014	11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/30/2014	11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:15 AM	0	2	1	0	1	0	0	1	0	0	0	0	0
3/31/2014	12:30 AM	0	0	1	0	3	0	0	0	0	0	0	0	0
3/31/2014	12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0
3/31/2014	01:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	01:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:15 AM	1	5	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:45 AM	0	20	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:00 AM	0	18	4	0	1	0	0	0	0	0	0	0	0
3/31/2014	07:15 AM	0	26	3	0	1	0	0	0	0	0	0	0	0
3/31/2014	07:30 AM	0	36	7	0	1	0	0	1	0	0	0	0	0
3/31/2014	07:45 AM	0	24	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:00 AM	0	45	13	0	1	0	0	0	0	0	0	0	0
3/31/2014	08:15 AM	0	49	3	0	0	0	0	1	0	0	0	0	0
3/31/2014	08:30 AM	0	47	4	0	2	0	0	1	0	0	0	0	0
3/31/2014	08:45 AM	0	30	6	0	1	0	0	0	0	0	0	0	0
3/31/2014	09:00 AM	0	28	4	0	1	0	0	0	0	0	0	0	0
3/31/2014	09:15 AM	0	58	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:30 AM	0	32	4	0	1	0	0	0	0	0	0	0	0
3/31/2014	09:45 AM	0	34	6	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:00 AM	0	53	8	2	1	0	0	0	1	0	0	0	0
3/31/2014	10:15 AM	0	41	7	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:30 AM	0	24	3	0	1	0	0	0	0	0	0	0	0
3/31/2014	10:45 AM	0	22	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:30 AM	0	14	0	0	0	2	0	0	0	0	0	0	0
3/31/2014	11:45 AM	0	26	7	1	0	0	0	0	0	0	0	0	0
3/31/2014	12:00 PM	0	29	2	0	1	0	0	1	0	0	0	0	0
3/31/2014	12:15 PM	0	27	4	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:30 PM	0	35	8	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:45 PM	0	30	4	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:00 PM	0	27	3	0	1	0	0	0	0	0	0	0	0
3/31/2014	01:15 PM	0	16	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	01:30 PM	0	21	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:45 PM	0	19	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	02:00 PM	0	16	1	0	0	0	0	1	0	0	0	0	0
3/31/2014	02:15 PM	0	18	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	02:30 PM	0	22	1	0	1	0	0	0	0	0	0	0	0
3/31/2014	02:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:30 PM	1	21	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:45 PM	1	23	0	0	1	0	0	0	0	0	0	0	0
3/31/2014	04:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB ON RAMP EXIT 241 A/B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/31/2014	04:30 PM	0	22	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:45 PM	0	24	6	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:00 PM	0	18	3	0	0	0	0	1	0	0	0	0	0
3/31/2014	05:15 PM	0	29	3	0	1	1	0	0	0	0	0	0	0
3/31/2014	05:30 PM	0	23	4	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:45 PM	0	21	4	0	1	0	0	0	0	0	0	0	0
3/31/2014	06:00 PM	0	28	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:15 PM	0	22	3	0	1	0	0	0	0	0	0	0	0
3/31/2014	06:30 PM	0	24	3	0	1	0	0	1	0	0	0	0	0
3/31/2014	06:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:00 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:15 PM	0	29	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:30 PM	0	27	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:00 PM	0	27	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:15 PM	0	29	3	0	0	0	0	0	1	0	0	0	0
3/31/2014	08:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:45 PM	0	20	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	09:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:15 PM	0	13	2	0	1	0	0	0	0	0	0	0	0
3/31/2014	10:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:45 PM	0	4	3	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 5
Location 1: I-70 WB OFF TO EXIT 241B

3/20/2014	12:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:45 AM	1	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:00 AM	3	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:15 AM	2	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:30 AM	1	11	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:45 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:30 AM	2	11	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:45 AM	3	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:00 AM	2	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:15 AM	2	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:30 AM	1	7	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:45 AM	3	6	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:15 AM	4	5	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:45 AM	3	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:00 AM	3	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:15 AM	1	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:30 AM	3	6	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:45 AM	2	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:15 AM	2	1	0	1	0	0	0	0	0	0	0	0	0
3/20/2014	11:30 AM	1	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:45 AM	4	4	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	12:00 PM	2	5	0	1	0	0	0	0	0	0	0	0	0
3/20/2014	12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	12:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	02:45 PM	1	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:30 PM	2	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	03:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:00 PM	2	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	07:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	08:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 5
Location 1: I-70 WB OFF TO EXIT 241B

3/20/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/20/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:15 AM	3	4	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:30 AM	1	5	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:30 AM	1	5	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:45 AM	7	8	0	0	0	1	0	0	0	0	0	0	0
3/21/2014	08:00 AM	3	6	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:15 AM	2	2	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:30 AM	4	5	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:45 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:00 AM	4	5	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:30 AM	2	6	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:45 AM	1	3	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:00 AM	9	6	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:30 AM	2	3	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:15 AM	3	2	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	0
3/21/2014	12:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 5
Location 1: I-70 WB OFF TO EXIT 241B

3/21/2014	09:30 PM	0	2	0	0	0	0	0	0	0	0	0	0
3/21/2014	09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	10:45 PM	0	0	1	0	0	0	0	0	0	0	0	0
3/21/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/21/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:15 AM	0	0	1	0	0	0	0	0	0	0	0	0
3/22/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0
3/22/2014	07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	07:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:00 AM	1	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:15 AM	1	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:00 AM	0	3	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0
3/22/2014	10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	01:30 PM	0	1	1	0	0	0	0	0	0	0	0	0
3/22/2014	01:45 PM	0	3	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	07:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 5
Location 1: I-70 WB OFF TO EXIT 241B

3/22/2014	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:30 PM	0	2	0	0	0	0	0	0	0	0	0	0
3/22/2014	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:00 PM	1	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/22/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:15 AM	1	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0
3/23/2014	10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0
3/23/2014	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0
3/23/2014	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	01:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:00 PM	1	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:15 PM	0	0	1	0	0	0	0	0	0	0	0	0
3/23/2014	02:30 PM	0	2	0	0	0	0	0	0	0	0	0	0
3/23/2014	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:00 PM	1	1	0	0	0	1	0	0	0	0	0	0
3/23/2014	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	06:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	06:30 PM	0	0	1	0	0	0	0	0	0	0	0	0
3/23/2014	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 5
Location 1: I-70 WB OFF TO EXIT 241B

3/23/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	09:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/23/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:45 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	07:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	07:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0
3/24/2014	09:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:15 AM	1	3	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:45 AM	4	2	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:45 AM	1	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:15 PM	1	2	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	12:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	02:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:15 PM	4	2	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	04:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined
Start Date: 3/20/2014
Start Time: 12:00:00 AM
Station ID: 5
Location 1: I-70 WB OFF TO EXIT 241B

3/24/2014	05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:15 PM	1	2	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	06:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	07:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
3/24/2014	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	07:30 PM	3	3	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	09:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/24/2014	11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 241B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0
3/27/2014	11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:00 PM	0	7	0	1	0	0	0	0	0	0	0	0	0
3/27/2014	12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	02:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	03:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	07:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	08:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 241B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/27/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/27/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:45 AM	0	15	0	0	0	1	0	0	0	0	0	0	0
3/28/2014	08:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:15 AM	3	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	0
3/28/2014	12:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 241B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/28/2014	09:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	10:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/28/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:15 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/29/2014	01:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 241B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/29/2014	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/29/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
3/30/2014	10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	01:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:00 PM	1	1	0	0	0	1	0	0	0	0	0	0	0
3/30/2014	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 241B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/30/2014	06:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	09:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/30/2014	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	05:45 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	06:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	08:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0
3/31/2014	09:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:15 AM	1	3	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:45 AM	4	2	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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3/31/2014	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0

WB
Start Date: 3/27/2014
Start Time: 12:00:00 AM
Location 1: I70 WB OFF RAMP EXIT 241B

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
3/31/2014	04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
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3/31/2014	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
3/31/2014	11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0

Appendix B.

Traffic Evaluation Assumptions Memo

memo

APEX DESIGN, PC

TO:	Neil Ogden and Vanessa Henderson, CDOT, Kelly Larson, FHWA, Chris Primus, HDR
FROM:	Jeff Ream, PE, PTOE, Apex Design
DATE:	September 8, 2017
RE:	I-70 Westbound PPSL Traffic Evaluation Assumptions

This memo summarizes the various traffic and roadway configuration assumptions that will be used for the I-70 westbound PPSL NEPA traffic evaluation. The I-70 WB PPSL is scheduled to open in 2019.

Design Day Mainline Volumes

The Westbound I-70 Peak Period Shoulder Lane Project (WB PPSL), would extend from the Veterans Memorial Tunnel (approximately Mile Marker (MM) 242) to the US 40 interchange (MM 232). The WB PPSL would generally be open as a vehicle travel lane on Fridays, Saturdays and Sundays during the winter and summer peaks, when higher traffic volumes dictate the need for additional freeway capacity.

CDOT has devices along the corridor that continuously collect daily traffic volumes, so traffic data is readily available. For this project, data from the 2016 winter and summer peaks was analyzed. Initially, the design day was selected as the 10th highest traffic day out of the 77 days the lane would have been open (i.e., peak season Fridays, Saturdays and Sundays) (June 17th, 2016), which was generally equivalent to the 85th percentile westbound daily traffic volume for the corridor. However, congestion data from Inrex indicated that there was no congestion through the WB PPSL study area on that day; further investigation indicated that congestion is most prominent through the WB PPSL study area on Saturday mornings during the winter season, when a rush of skier traffic hits the corridor at around 6-7 AM and the congestion extends beyond the Floyd Hill bottleneck into the WB PPSL study area. Therefore, to ensure the model is evaluating a congested condition, **Saturday, January 16th, 2016** was selected as the design day because it has a similar peak hour volume (3,200 vph) and peak period volume (9,500 vehicles over three hours) as the 10th highest day, and had congestion through the WB PPSL study area. The existing daily volume on this day was 62,900 vpd (two-way).

Design Day Ramp Volumes

On- and off-ramp traffic volumes were collected in winter and summer 2014 as part of the travel demand model development for the I-70 Traffic and Revenue Study (T&R Study). These ramp counts, along with the I-70 mainline counts from CDOT, will form the basis for the VISSIM model that will be used to evaluate existing and future traffic conditions. However, there is a need to adjust them so that they reflect current (2016) conditions.

The combination of the Twin Tunnels widening, opening of the I-70 eastbound (EB) PPSL and general population growth has resulted in an increase in demand during the Winter and Summer peaks on the I-70 corridor between 2014 and 2016, so it is appropriate to update the 2014 counts to account for this additional demand. As **Table 1** indicates, the 10th highest traffic day has increased by around 8 percent since the EB PPSL opened. To account for this growth, the 2014 ramp counts will be increased by a similar factor so that they better represent current conditions.

Table 1. 2014 vs. 2016 Peak Season 85th Percentile Volumes (Fridays, Saturdays and Sundays)

Year	85th Percentile Daily Volume Westbound Direction
2014	37,119 vpd
2016	40,048 vpd
Percent Increase	**7.9%**

Future Design Year

The WB PPSL is recognized as an interim solution for the corridor, and the memorandum of understanding (MOU) for EB notes that the lane would cease operation by 2035. It is likely that the WB PPSL will also be identified as an interim solution and be subject to a similar lifespan restriction. Given this, the traffic evaluation will use 2035 as the future year.

I-70 Westbound Laneage

Westbound I-70 has three lanes from the Denver metro area to the top of Floyd Hill at MM 247, where it becomes two lanes westward through Clear Creek County.

Future Traffic Growth Rate

Table 2 summarizes the various traffic growth rates that have been used by previous studies or are available through either CDOT or the Denver Regional Council of Governments (DRCOG). The I-70 Programmatic Environmental Impact Study (PEIS) developed a travel demand model that projected future weekend traffic demand on the corridor. That model indicated the corridor would experience an annual traffic growth rate of 0.84 percent on Winter Saturdays (the focus of this evaluation) and 0.79 percent on Summer Sundays; both the Twin Tunnels Environmental Assessment (EA) and the I-70 EB PPSL Categorical Exclusion (Cat Ex) studies used the 0.79 percent growth rate because Summer Sundays were the focus of those evaluations. The 2014 I-70 Traffic and Revenue Study updated the PEIS travel demand model and forecasted a 1.4 percent annual growth rate for weekend traffic on the corridor. CDOT publishes a 20-year growth factor for each segment of the state highway system and projects a 1.06 percent annual growth for both weekday and weekend traffic. The DRCOG travel demand model projects a 1.4 percent annual growth for weekday traffic on the corridor.

Table 2. Corridor Growth Rates

Source	2035 Growth Rate Source	Annual Growth Rate	2035 Volume
2011 I-70 PEIS	Travel demand model, microsimulation model, socio-economic forecasts	0.84%[1] 0.79%[2]	76,400[1]
2012 Twin Tunnels EA	PEIS	0.79%[2]	77,100[2]
2013 I-70 EB PPSL Cat Ex	PEIS	0.79%[2]	77,700[2]
2014 Traffic and Revenue Study	Updated PEIS travel demand model	1.40%	Not Specified
CDOT Twin Tunnels ATR	CDOT OTIS data	1.06%	61,300[3]
DRCOG	2040 Travel Demand Model	1.40%	33,000[4]

1. Westbound Winter Saturday Conditions
2. Eastbound Summer Sunday Conditions
3. Average Volume, including peak and off-peak weekdays and weekends
4. Weekday Conditions

Since the DRCOG growth rate applies to weekday conditions, it would not be appropriate for this evaluation, which focuses on weekend conditions only. The 1.4 percent annual growth rate projected in the updated PEIS travel demand model equates to westbound traffic volumes that would be around 30 percent higher in 2035 than today, which may not be realistic given the capacity constraint on I-70 at the Eisenhower-Johnson Memorial Tunnels (EJMT), which already requires metering in the eastbound direction during peak hours because it operates at capacity. On the other hand, the 0.84 percent growth rate from the PEIS travel demand model is based on population and land use forecasts that are somewhat dated (last updated in 2011) and likely don't account for the significant population increases the Denver Metro area has experienced in the past five years, and thus may now be under-representing future traffic growth. Therefore, the middle range 1.06 percent annual growth from CDOT will be used to project opening day and 2035 traffic; this growth rate is slightly more conservative than the PEIS growth rate, but is still consistent with historical traffic growth on the corridor, where the 10th highest day traffic has grown at a rate of approximately 0.88 percent per year between 1998 and 2015. This results in a 2035 design day daily volume forecast of 76,700 vpd (two-way).

Latent Demand

It is recognized that there may be a notable amount of latent traffic demand for the I-70 mountain corridor. While the WB PPSL project will address the peak period capacity constraint between the Twin Tunnels and US 40, the Floyd Hill and EJMT bottlenecks will continue to limit westbound capacity during peak travel times. The full effect of latent demand on the I-70 Mountain Corridor will not be seen until one or both of these major bottlenecks is addressed. For the purposes of this study, a sensitivity test of adding a third lane on Floyd Hill will be conducted, to analyze some latent demand effect. The sensitivity test is described in more detail below.

Autonomous Vehicles and Connected Vehicles

Autonomous vehicles and connected vehicles (AV/CV) are vehicles that use technology to connect with infrastructure and other vehicles, and use that data to travel in a more efficient manner. A corridor of connected and autonomous vehicles would be able to travel at closer headways and at higher speeds, with the net result being an increase in capacity without compromising safety. The PPSL may offer an early opportunity for these AV/CV vehicles to operate in the corridor. While significant strides in AV/CV technology have been made in the past few years, the technology is still in the early stages of development right now, so the level of penetration into the vehicle fleet by 2035 is difficult to predict. A sensitivity analysis will be conducted of increased capacity in the PPSL due to the presence of AV/CV. The sensitivity test is described in more detail below.

Sensitivity Analyses

Latent Demand

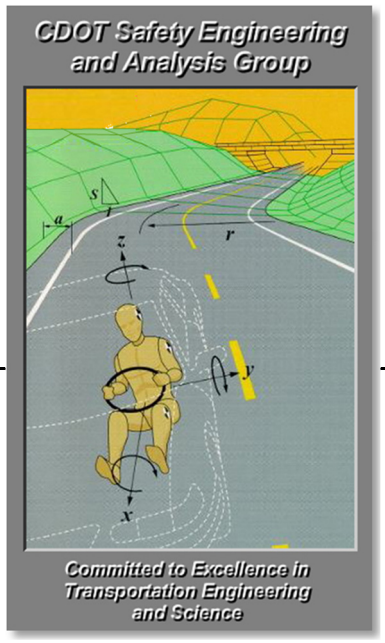
CDOT is currently considering an evaluation of the two lane segment of I-70 westbound between the top of Floyd Hill and the Veterans Memorial Tunnels (the beginning of the WB PPSL). The Floyd Hill improvements are likely to include a third WB travel lane, but the NEPA evaluation for this lane has not been completed, nor have the improvements been programmed into the current 2018-2021 STIP. Therefore, this improvement will not be incorporated into the NEPA traffic evaluation, and two westbound lanes will be assumed on the Floyd Hill segment for both the year of opening and 2035 evaluations. However, recognizing the likelihood of its construction at some point in the next 20 years, it will be incorporated into a sensitivity analysis for the project that will provide supplemental 2035 traffic and congestion information to the stakeholders and design team under a worse case traffic scenario.

The sensitivity analysis will be conducted to assess how the lane may operate in 2035 under higher traffic loadings that may occur if Floyd Hill is addressed prior to 2035. For this evaluation, a 1.4 percent annual growth rate will be used to forecast 2035, which would account for induced/latent demand that may be attracted to the corridor due to the capacity increases. This higher growth rate results in 2035 traffic volumes that are 8 percent higher than those forecasted using the 1.06 percent growth rate that will be used for the NEPA evaluation. I-70 will be assumed to have two general purpose lanes and a managed lane from the top of Floyd Hill to the beginning of the WB PPSL, with the managed lane connecting directly into the PPSL. Finally, the US 6 on-ramp will be modeled both without and with a ramp meter for opening day conditions and 2035 conditions.

The results of this sensitivity analysis will be used as an informational statement in the CatEx, in anticipation of stakeholder interest.

Appendix C.

Safety Assessment Report



Safety Assessment Report

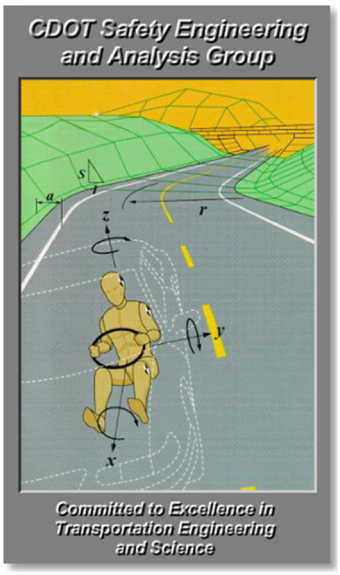
I-70: MP 231.00 to MP 243.00 Westbound Peak Period Shoulder Lane Study
September 2017

Prepared by Felsburg Holt & Ullevig under the direction of:
The Colorado Department of Transportation
HQ Safety and Traffic Engineering Branch
4201 E. Arkansas Ave, 3rd Floor
Denver, Colorado 80222

This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 409, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 409 are cited below:

> *Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subjected to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 409.



A Statement of Philosophy

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

Introduction

The primary intent of this Peak Period Shoulder Lane (PPSL) project is to relieve peak period congestion on westbound Interstate 70 through the construction of a peak period shoulder lane. A PPSL has already been implemented in the eastbound direction of I-70 through this segment. The concept of the PPSL would allow vehicles to travel in two westbound travel lanes and use a shoulder as an additional travel lane during peak periods. The goal is to implement an operational improvement, which would produce three lanes of traffic in the peak travel periods, in order to help alleviate congestion. The shoulder lane would be managed (tolled) to ensure that it remains uncongested and relatively free flowing during the peak periods. The PPSL concept would use the existing roadway template (approximately 38 feet) to the maximum extent possible and would only add minimal new pavement as appropriate. The PPSL would extend approximately from Empire Junction (MP 231) to east Idaho Springs (MP 243).

The purpose of this safety assessment is to identify safety issues along this segment of highway and potential improvements to improve safety. This study identifies crash patterns for both the eastbound and westbound directions of travel. This study also provides general safety improvements to be considered. These suggested improvements are limited to the westbound direction of travel since the PPSL project would only involve the westbound travel lanes. A separate safety analysis of the PPSL will be conducted to analyze the safety implications of implementation.

The scope of this report is as follows:

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

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

- Provide guidance on how to maximize crash reduction.

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

Site Locations and Conditions

This study addresses I-70 in Clear Creek County beginning at MP 231.00, west of the US 40 interchange (Empire Junction), and extending to MP 243.00, at the Central City Parkway interchange (Hidden Valley). The included distance is approximately 12 miles.

I-70 is classified as a rural interstate through the study section. I-70 is a four-lane divided facility through a mountainous environment with a depressed median. There is a PPSL in the eastbound direction from approximately MP 231.75 to MP243.55 that was opened in late 2015. The PPSL is only opened on weekends and holidays when there is a high volume of eastbound traffic.

There are multiple interchanges in the study section, including: US 40 (Empire Junction), Downieville, Dumont, Fall River Road, SH 70K (west Idaho Springs access), SH 103, and SH 70K (east Idaho Springs access). The 2015 average daily traffic (ADT) ranges from 36,000 vehicles per day (VPD) on the west end of the corridor to 50,000 VPD on the east end. There are approximately 6-8% trucks on the corridor.

Crash Summary

The crash history for the period of July 1, 2011 through June 30, 2016 was examined to locate crash clusters and identify collision causes. Within the study period, 884 crashes were reported along I-70 between MP 231.00 and MP 243.00 including mainline, ramp, and ramp terminal crashes. Of these, there were 188 injury collisions with 302 injured. **Table 1** summarizes the crash totals for this segment of I-70 over the five-year study period.

Table 1: Crash Totals for I-70 (MP 231.00 to MP 243.00)

Year	PDO* Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities	Total
7/1/11-6/30/12	105	26	33	0	0	131
7/1/12-6/30/13	130	40	62	0	0	170
7/1/13-6/30/14	123	50	76	0	0	173
7/1/14-6/30/15	146	37	55	0	0	183
7/1/15-6/30/16	192	35	76	0	0	227
Total	**696**	**188**	**302**	**0**	**0**	**884**
Average/Year	**139.2**	**37.6**	**60.4**	**0.0**	**0.0**	**176.8**

*PDO – Property Damage Only crashes

Mainline Crash History

Figure 1 shows the crash distribution by crash type for mainline I-70. There was a total of 836 mainline crashes in the corridor. Rear-end crashes were the most common crash type (44 percent), followed by fixed object (30 percent) and sideswipe same direction crashes (16 percent).

Figure 1: I-70 Mainline Crash Distribution by Type

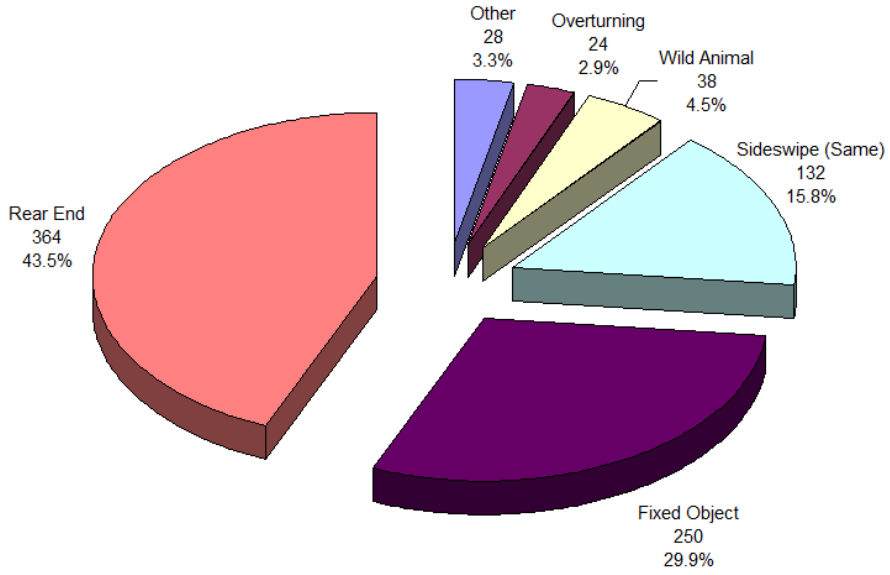


Figure 2 shows the breakdown of the fixed object crashes. Guard rail crashes accounted for the majority of fixed object crashes (44 percent), followed by concrete barrier (29 percent).

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

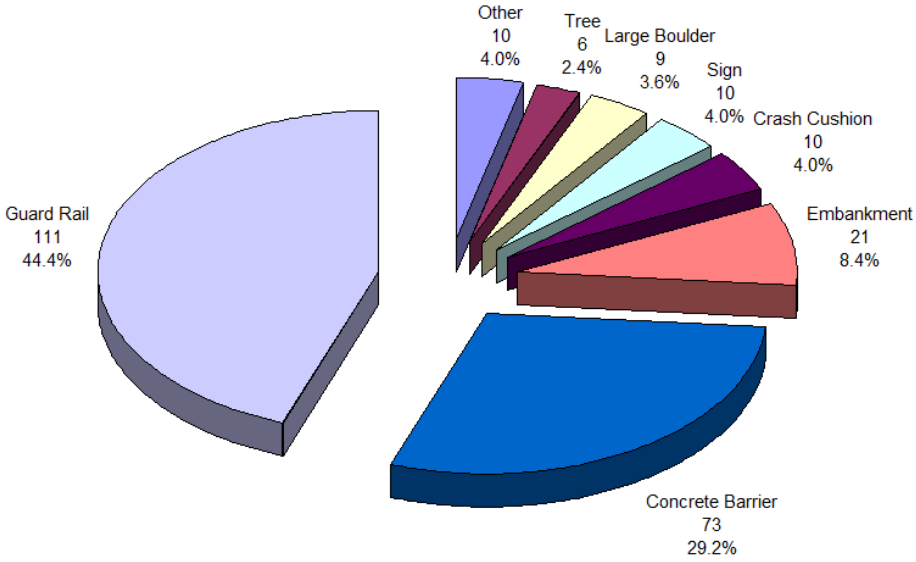
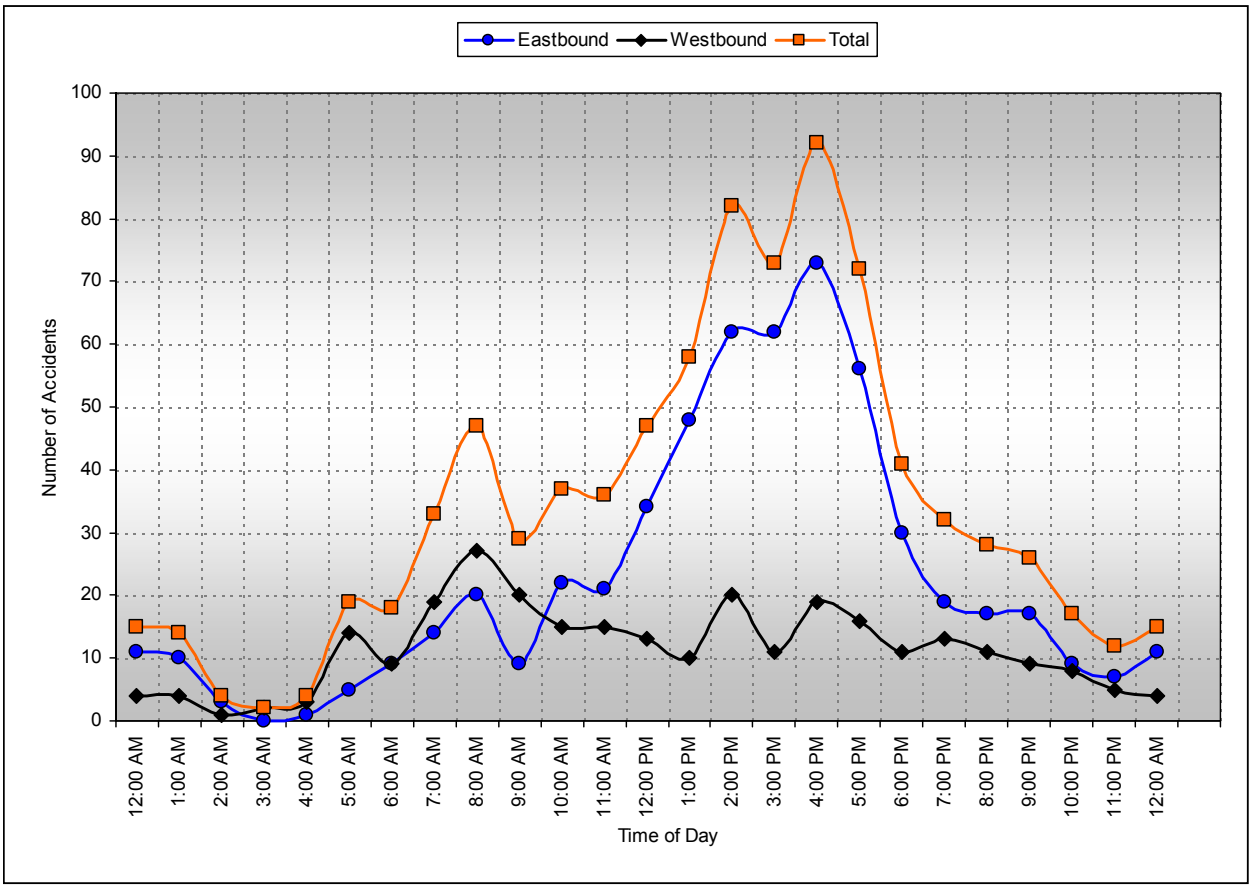


Figure 3 provides the breakdown of the mainline crashes by time of day and direction. As shown, the eastbound direction has an increase in crashes during the PM peak hour. The westbound direction has a slight increase in crashes during the AM peak hour.

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



There are several factors that contribute to the cause of crashes along the study corridor. Some of the primary factors include; the horizontal curvature of I-70, travel speed, traffic congestion due to weekend traffic, and inclement weather / road conditions. For many of the crashes, more than one of these factors contributed. In order to better understand these factors and how they influenced crashes, the circumstances surrounding the most predominant crash types along the corridor were reviewed. The crash types reviewed include rear-end, fixed object (concrete barrier, guard rail, and embankments), and sideswipe same direction type crashes. These crash types comprise 89 percent of the crashes along the corridor. The direction of each of these crash types as well as the time of year and day of the week were reviewed.

Table 2 shows a summary of the directionality of the most predominant crash types occurring along I-70. As shown, the majority of crashes on I-70 occurred in the eastbound direction. However, the disparity in the distribution between eastbound and westbound is most significant for the rear end and sideswipe type crashes. This is not entirely unexpected as these accident types are related to congestion, and this segment of I-70 experiences high levels of congestion in the eastbound direction. The fixed object crashes also occur at slightly higher rates in the eastbound direction.

Table 2: Directionality of Predominant Crash Types

Guardrail / Concrete Barrier / Embankment / Cable Rail			Rear End			Sideswipe same direction		
EB	WB	Total	EB	WB	Total	EB	WB	Total
126 (61%)	81 (39%)	207	268 (74%)	94 (26%)	364	97 (74%)	34 (26%)	132

Given the higher rates of congestion on weekends and holidays in the corridor, an analysis was completed to determine the season and day of week most common to each of the predominant crash types. The patterns identified by this analysis will help to determine what factors are contributing to the most predominant crash types on I-70. **Table 3** shows the time of year (winter or summer) and day of the week (weekday or weekend / holiday) that each of the predominant crash types occurred along I-70. **Tables 4** and **5** separate the crashes by direction showing eastbound and westbound, respectively.

As can be seen in these tables, the majority of the predominant crash types on the study segment are occurring during the winter season. However, the fixed object type crashes are more common on weekdays while the rear end and sideswipe crashes are common on weekends when traffic congestion is more widespread, especially in the eastbound direction.

Table 3: Seasonality and Day of Week of Predominant Crash Types – Both Directions

Season	Guardrail / Concrete Barrier / Embankment / Cable Rail				Rear End				Sideswipe same direction			
	Weekday (M-F)	Saturday	Sunday	Total	Weekday (M-F)	Saturday	Sunday	Total	Weekday (M-F)	Saturday	Sunday	Total
Winter (Nov. – Apr.)	83	31	16	130	119	58	61	238	50	14	7	71
Summer (May - Oct.)	60	7	10	77	58	16	50	124	50	4	6	60

Table 4: Seasonality and Day of Week of Predominant Crash Types – Eastbound

Season	Guardrail / Concrete Barrier / Embankment / Cable Rail				Rear End				Sideswipe same direction			
	Weekday (M-F)	Saturday	Sunday	Total	Weekday (M-F)	Saturday	Sunday	Total	Weekday (M-F)	Saturday	Sunday	Total
Winter (Nov. – Apr.)	54	20	10	84	80	43	57	180	39	9	6	54
Summer (May - Oct.)	35	3	4	42	31	9	48	88	36	2	5	43

Table 5: Seasonality and Day of Week of Predominant Crash Types – Westbound

Season	Guardrail / Concrete Barrier / Embankment / Cable Rail				Rear End				Sideswipe same direction			
	Weekday (M-F)	Saturday	Sunday	Total	Weekday (M-F)	Saturday	Sunday	Total	Weekday (M-F)	Saturday	Sunday	Total
Winter (Nov. – Apr.)	29	11	6	46	39	15	4	58	11	5	1	17
Summer (May - Oct.)	25	4	6	35	27	7	2	36	14	2	1	17

General Observations

As discussed, concrete highway barrier, guard rail and embankment crashes were the most common of the fixed object type crashes along the study corridor. In general, the guardrail and barrier involved in the crashes usually prevented a more serious crash. The occurrence of these crashes was typically related to road conditions, the curvature in mainline I-70 throughout the corridor, vehicle speeds in the given road conditions or on the given curve, and / or the lighting conditions at night along I-70.

Due to these patterns, there are several mitigation measures that should be considered during the design of the proposed action. First, due to the high occurrence of crashes at night (See **Table 6**), consideration should be given to reviewing the existing lighting along the corridor to ensure that it is sufficient. Currently, there is lighting at all the interchanges within the study area. Consideration should also be given to using highly reflective pavement markings, installing linear barrier delineation and replacing all delineator post reflector buttons and rail reflector tabs to provide better and consistent nighttime delineation throughout the corridor. Replacing damaged median barrier and guard rail should also be considered as the barrier and rails may not perform as designed when damaged.

Table 6: Time of Day of Predominant Crash Types

Time of Day	Guardrail / Concrete Barrier / Embankment / Cable Rail	Rear End	Sideswipe same direction
Daytime	98	318	92
Nighttime	109	46	40
Total	207	364	132

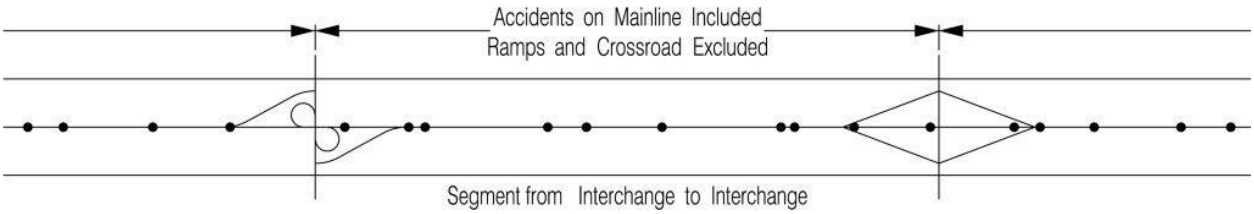
Along with the reconstruction in association with the improvement alternative, "Safety Edge" methods should be utilized when paving the shoulders where the guardrail is not against the paved shoulder to help make it easier for vehicles to reenter the roadway. "Safety Edge" can be found in Chapter 4 of the CDOT Roadway Design Guide. In addition, a copy of the "Safety Edge" pamphlet is provided in the **Appendix**.

Safety Performance Functions

We have refined the assessment of the magnitude of safety problems on highway segments through the use of Safety Performance Functions (SPF). The SPF reflects the complex relationship between traffic exposure, measured in average daily traffic (ADT), and crash count for a unit of road section measured in crashes per mile per year. The SPF models provide an estimate of the normal or expected crash frequency and severity for a range of ADT among similar facilities. Two kinds of Safety Performance Functions were calibrated. The first one addresses the total number of crashes and the second one looks only at crashes involving an injury or fatality. It allows us to assess the magnitude of the safety problem from the frequency and severity standpoint.

All of the dataset preparation was performed using the Colorado Department of Transportation (CDOT) crash databases. Crash history for each facility was prepared using the most recent 10 years of available crash data. The ADT for each roadway segment for each of the 10 years was entered into the same dataset. Each dataset is corrected for the regression to the mean bias using the Empirical Bayes (EB) procedure. **Figure 4** illustrates how the dataset was prepared for interstates.

Figure 4



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

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

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

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

- Segment 1 – US 40 (Empire Junction) - MP 231.00 to MP 233.11
- Segment 2 – Downieville - MP 233.12 to MP 234.69
- Segment 3 – Dumont - MP 234.70 to MP 236.41
- Segment 4 – Fall River Road – MP 236.42 – MP 238.33
- Segment 5 – SH 70K (west Idaho Springs access) - MP 238.34 to MP 239.31
- Segment 6 – SH 103 - MP 239.32 to MP 240.42
- Segment 7 – SH 70K (east Idaho Springs access) - MP 240.43 to MP 243.00

Figure 5 shows the safety performance of the highway from a total frequency standpoint. **Figure 6** shows the safety performance of the highway from a severe crash standpoint.

As shown, Segments 2, 4, 5, and 6 fall into the LOSS II category for the frequency crashes, indicating low to moderate potential for crash reduction. Segments 1, 3, and 7 fall into the LOSS III category for the frequency, indicating moderate to high potential for crash reduction.

For the severity of crashes, Segments 4, 5, 6, and 7 fall into the LOSS I or LOSS II categories, indicating low to moderate potential for crash reduction. Segments 2 and 3 fall into the LOSS III category, while Segment 1 falls into the LOSS IV category, indicating high potential for crash reduction.

Figure 5: Rural, Mountainous 4-Lane Divided Interstate – Total Crashes

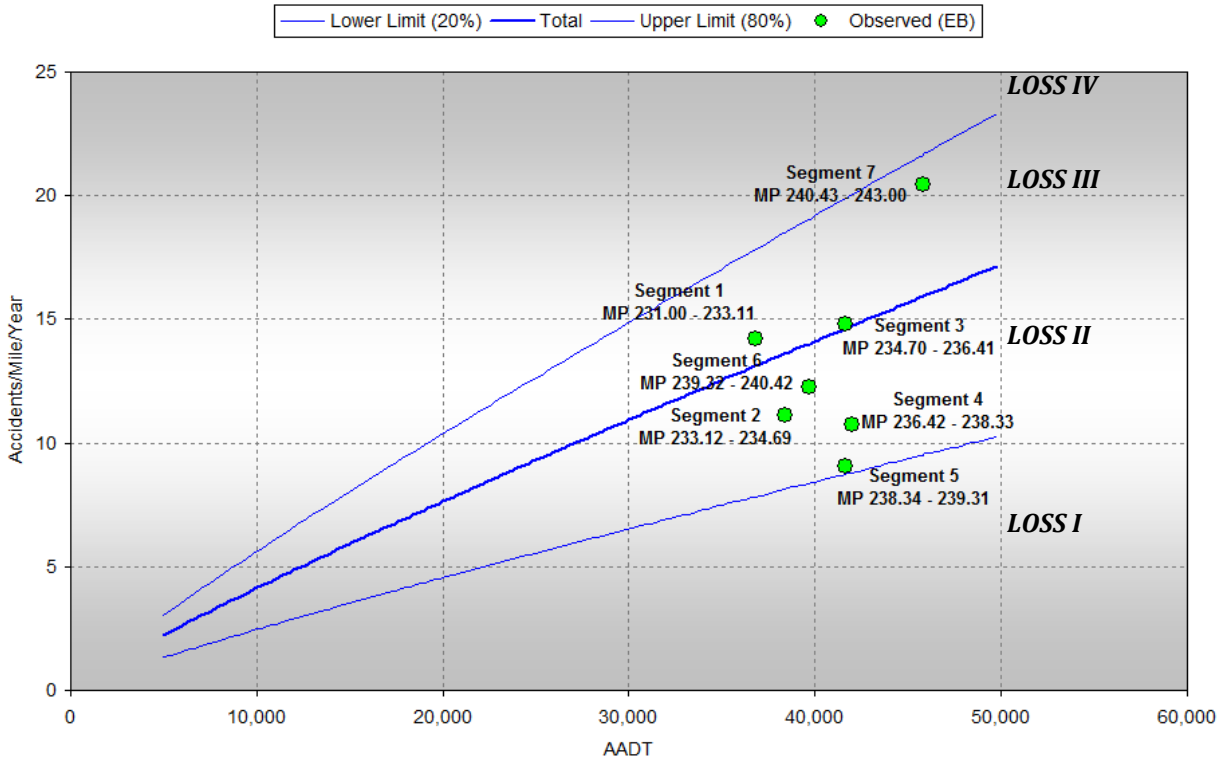
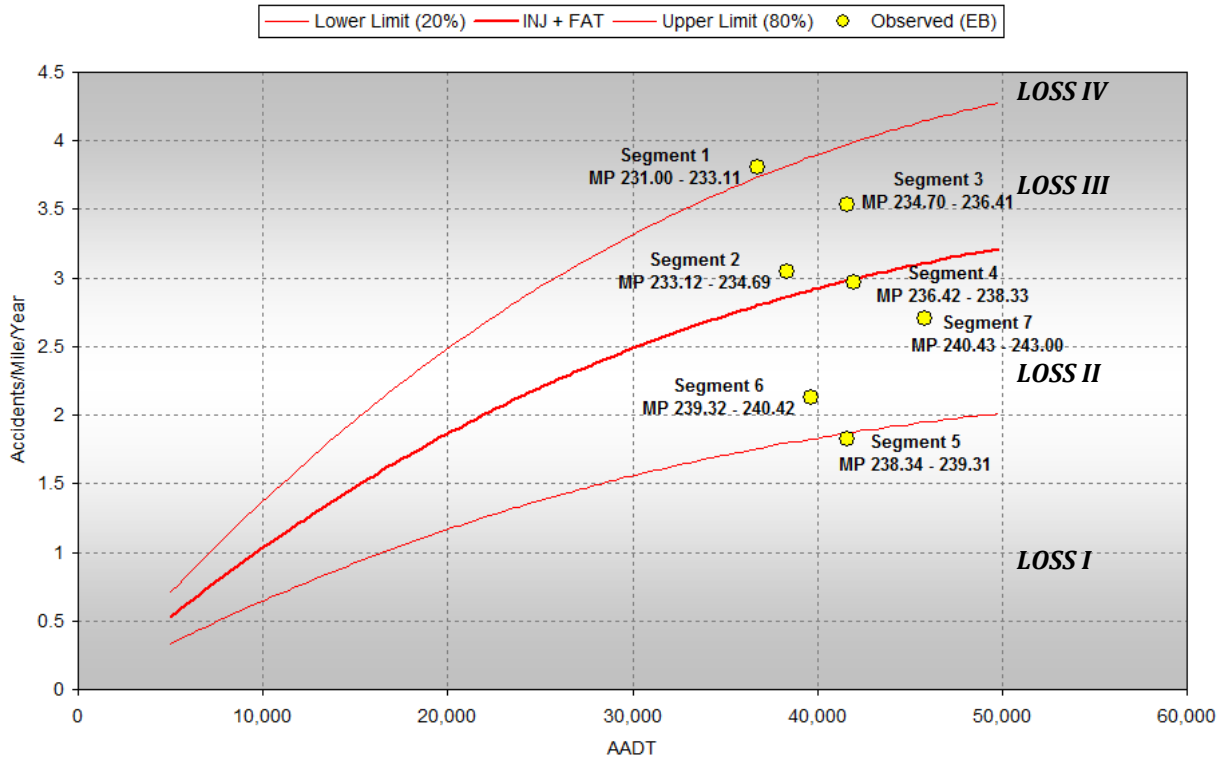


Figure 6: Rural, Mountainous 4-Lane Divided Interstate – Severe Crashes

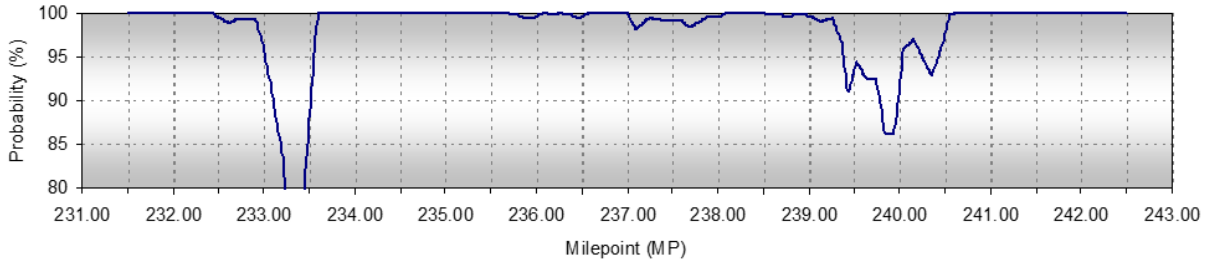


Pattern Recognition Analysis

The non-intersection crashes within the project limits were tested for the presence of patterns related to accident type, severity, direction of travel, road conditions, spatial distribution of accidents, time of day and behavioral attributes. Pattern recognition analysis for I-70 was performed using normative percentages for diagnostics of safety problems for a 4-lane rural mountainous divided freeway. These diagnostic norms were developed using the same data points as those graphed in the SPF analysis. This section covers notable accident types and conditions over the study period within the project limits. Anything exceeding 95 percent probability is considered to be a pattern. Both directions were analyzed when detecting patterns. Patterns found along the corridor included rear-end, sideswipe same direction, wild animal, and concrete barrier.

Rear-End Crashes

Figure 7: Location Pattern of Rear-End Crashes



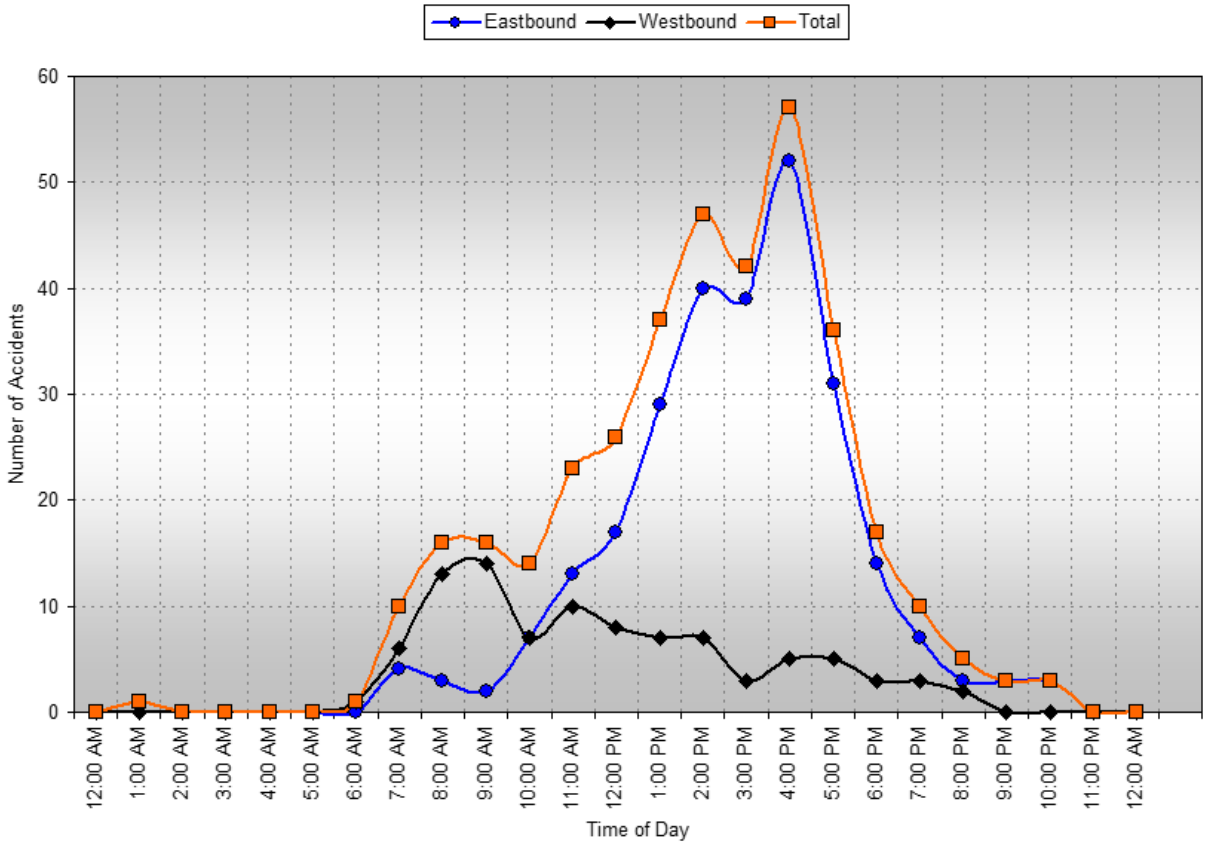
Total: 364 Crashes (7/1/2011-6/30/2016)
Severity: 271 PDO, 93 Injury (168 injured)
Direction: 268 Eastbound, 94 Westbound, 2 Other
Causal Factor: Traffic congestion is the primary factor for rear-end crashes. The majority of rear end type crashes occurred in the eastbound direction (268 of 364) **Table 7** provides details of the road conditions, season, and day of the week for rear-end crashes.

Table 7: Rear-End Crash Summary

Season	Road Conditions	Eastbound				Westbound				Total
		Weekday (M-F)	Sat.	Sun.	Total	Weekday (M-F)	Sat.	Sun.	Total	
Winter (Nov. – Apr.)	Dry	62	34	45	141	28	8	3	39	180
	Inclement	18	9	12	39	11	7	1	19	58
	Total	80	43	57	180	39	15	4	58	238
Summer (May – Oct.)	Dry	27	7	43	77	25	7	2	34	111
	Inclement	4	2	5	11	2	0	0	2	13
	Total	31	9	48	88	27	7	2	36	124
Total		111	52	105	268	66	22	6	94	362

As shown in **Table 7,** most rear-end crashes occurred in dry conditions (291 of 364). Of the crashes, approximately half occurred on a weekend (185 of 364) and/or in the winter months (238 of 364). **Figure 8** shows the numbers of crashes by time of day.

Figure 8: Rear-End Crashes by Time of Day

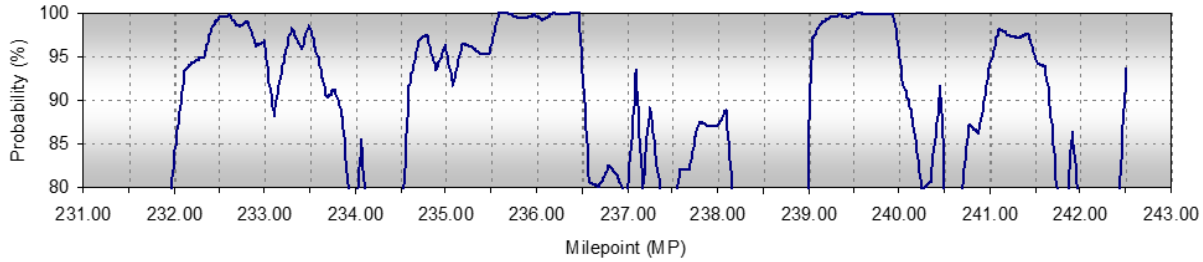


As shown, the majority of crashes in the eastbound direction occurred between 2 PM and 5 PM, which coincides with the eastbound peak hour of traffic during both the summer and winter months. The majority of crashes in the westbound direction occurred between 8 AM and 10 AM. It should be noted that the roadway congestion is worst during the weekends, which coincides with when most of the eastbound crashes occurred. It was noted that there was a cluster of crashes between MP 242.5 and MP 242.0 in the westbound direction, which is in the vicinity of the tunnels. Based on a review of the crash reports, most of the rear end type crashes were related to congestion on I-70, including those located near the tunnels.

Recommendation: Consider installing variable speed limit signs (VSL) on the westbound approach to the tunnel and adjusting speed limits based on road and weather conditions. Alternatively, consider using variable message signs (VMS) to warn driver in advance if there is slowing traffic and congestion.

Sideswipe Same Direction Crashes

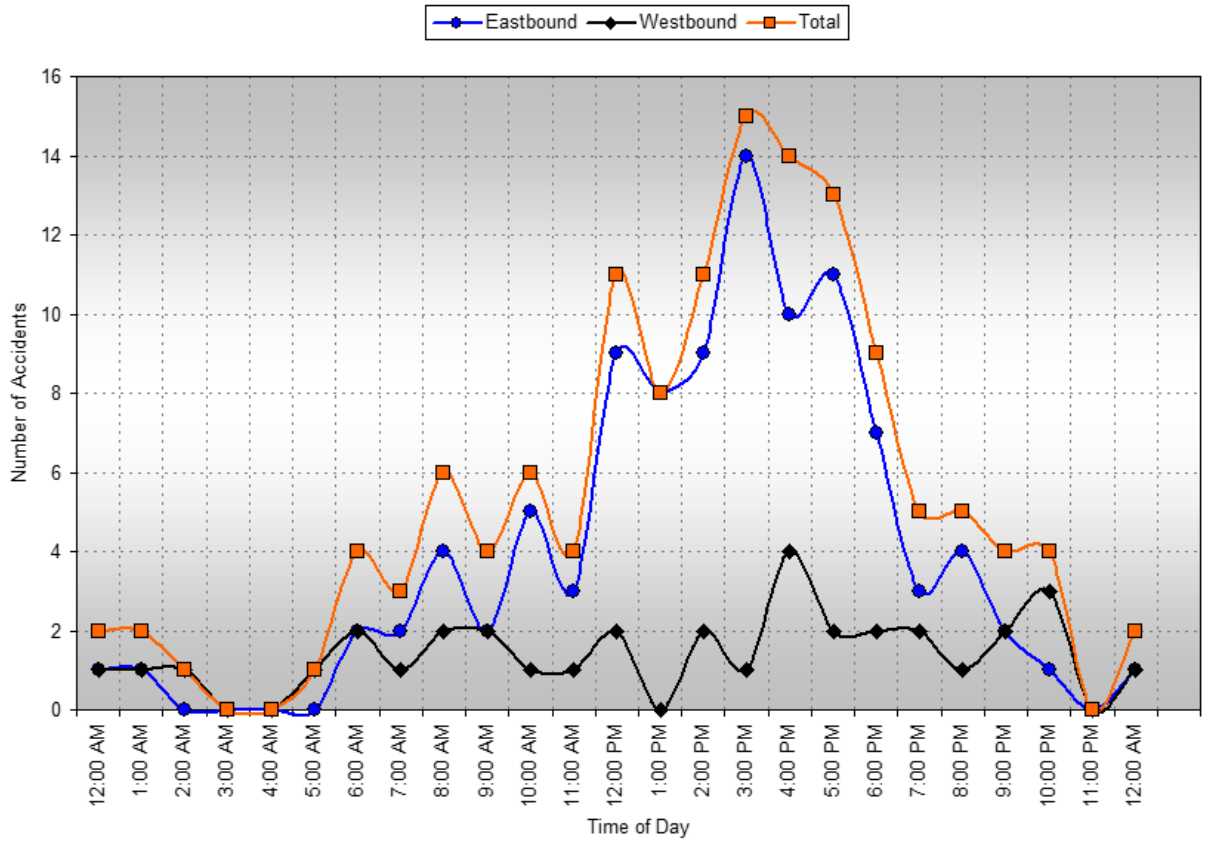
Figure 9: Location Pattern of Sideswipe Same Direction Crashes



Total: 132 Crashes (7/1/2011-6/30/2016)
Severity: 113 PDO, 19 Injury (24 injured)
Causal Factor: Traffic congestion is the primary factor for sideswipe same direction crashes. Most of the sideswipe same direction type crashes occurred in the eastbound direction (97 of 132) The largest number of crashes in the eastbound direction occurred in the afternoon, as shown in **Figure 10**. In the westbound direction, the crashes occurred throughout the day with no apparent peak.

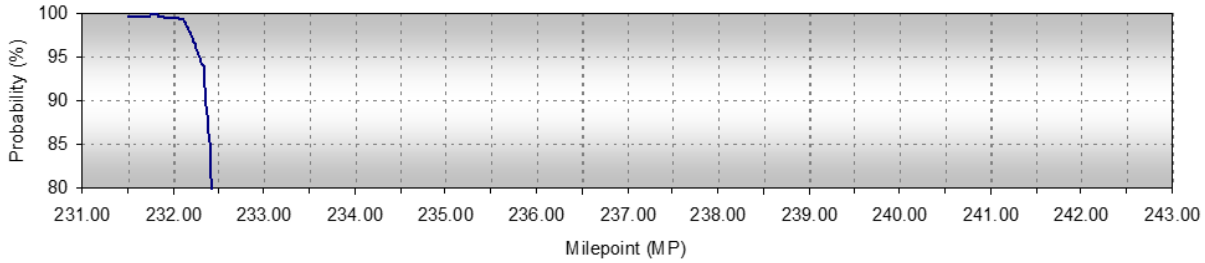
Recommendation: Verify all striping is durable and highly reflective to help delineate lanes.

Figure 10: Sideswipe Same Direction Crashes by Time of Day



Wild Animal Crashes

Figure 11: Location Pattern of Wild Animal Crashes

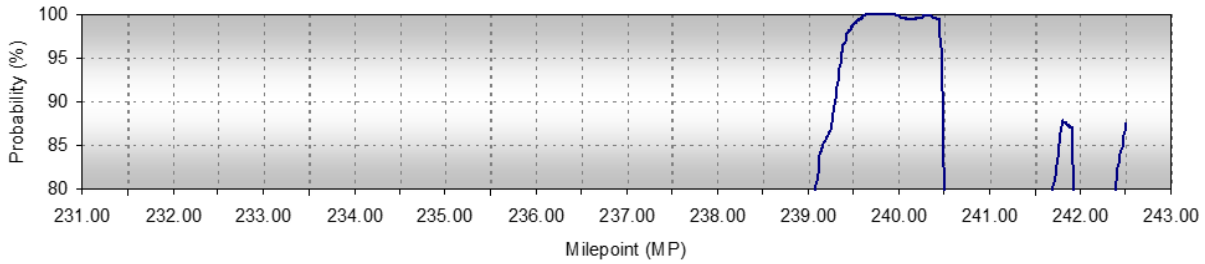


Total: 38 Crashes (7/1/2011-6/30/2016)
Severity: 34 PDO, 4 Injury (4 injured)
Causal Factor: Most of the crashes (27 of 38) were with deer, although there were also several instances of bears and elk. Of the 34 crashes, 15 occurred in the eastbound direction and 23 occurred in the westbound direction. Most of the wildlife crashes (28 of 34) occurred in the summer months (May-October). Nearly all of these crashes were in dry conditions and occurred around dawn or dusk. Fifteen of the crashes occurred between MP 231.5 and MP 232.5.

Recommendation: Consideration should be given to installing deer warning signs for the segment of MP 231.5 to MP 232.5. Alternatively, consider using VMS signs to warn of wildlife during peak wildlife crash times (May – August, dawn and dusk).

Concrete Barrier Crashes

Figure 12: Location Pattern of Concrete Barriers Crashes



Total: 73 Crashes (7/1/2011-6/30/2016)
Severity: 62 PDO, 11 Injury (15 injured)
Causal Factor: Table 8 shows the lighting and roadway conditions present for the concrete barrier crashes by direction. Crashes that were not listed as occurring in the eastbound or westbound direction were not included in the table.

Table 8: Lighting and Road Conditions for Concrete Barrier Crash Types

Lighting Condition	Eastbound			Westbound		
	Dry	Inclement Road Conditions	Total	Dry	Inclement Road Conditions	Total
Daylight	12 (17%)	8 (12%)	20 (29%)	2 (3%)	6 (8%)	8 (11%)
Dawn/Dusk	1 (1%)	1 (1%)	2 (2%)	1 (1%)	9 (13%)	10 (14%)
Night	7 (10%)	15 (21%)	22 (31%)	5 (7%)	4 (6%)	9 (13%)
Total	20 (28%)	24 (34%)	44 (62%)	8 (11%)	19 (27%)	27 (38%)

As can be seen in the table, the majority of concrete barrier crashes occurred in the eastbound direction. These crashes were evenly split between day and night with the day crashes mostly occurring on dry roadways and the night crashes primarily occurring on inclement road conditions. In the westbound direction, most of the crashes occurred during inclement road conditions. Many of these crashes were the result of driving too fast for conditions. In the westbound direction, there were two clusters of crashes. One was located on the curve around the SH 103 interchange and the other was the curve at the east Idaho Springs interchange.

Recommendation: Consider installing variable speed limit signs (VSL) in the westbound direction in the vicinity of Idaho Springs and varying the speed based on weather conditions. It was recommended signs also be placed on the westbound approach to the tunnel based on the frequency of rear-end crashes in the area. Any VSL program should begin prior to the tunnel and be continued through at least the Idaho Springs area.

Ramp and Ramp Terminal Collision Analysis

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

Eastbound Peak Period Shoulder Lane Analysis

The eastbound peak period shoulder lane (PPSL) was first opened for use on December 13, 2015 with toll collection beginning on December 19, 2015. The lane is only open on weekends and holidays; days when a high volume of traffic is anticipated. An analysis was completed to compare the six months that the PPSL was in use (January 1, 2016 – June 30, 2016) to the same six-month period in prior years to determine the impact of the lane on crashes.

Figure 13 shows the safety performance of the highway from a total frequency standpoint broken down by year. **Figure 14** shows the safety performance of the highway from a severe crash standpoint, again broken down by year. The SPF analysis includes both directions of travel, so results are not limited to the eastbound direction nor the days in which the PPSL was in use.

As shown, all the years except 2012 fall into LOSS III for total crashes and severe crashes. Although still in the LOSS III category, it should be noted that 2016 is slightly higher than previous years for frequency of crashes.

Figure 13: Rural, Mountainous 4-Lane Divided Interstate
Total Crashes by Year (January 1 – June 30)

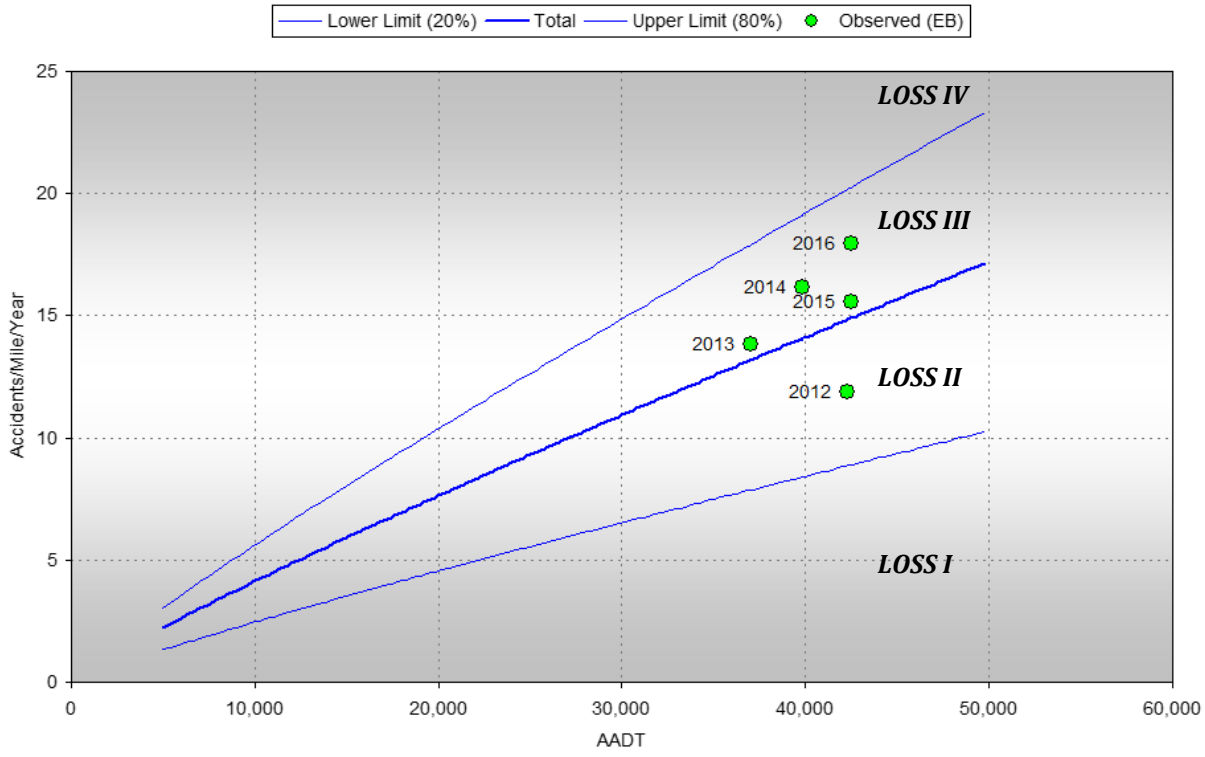


Figure 14: Rural, Mountainous 4-Lane Divided Interstate
Severe Crashes by Year (January 1 – June 30)

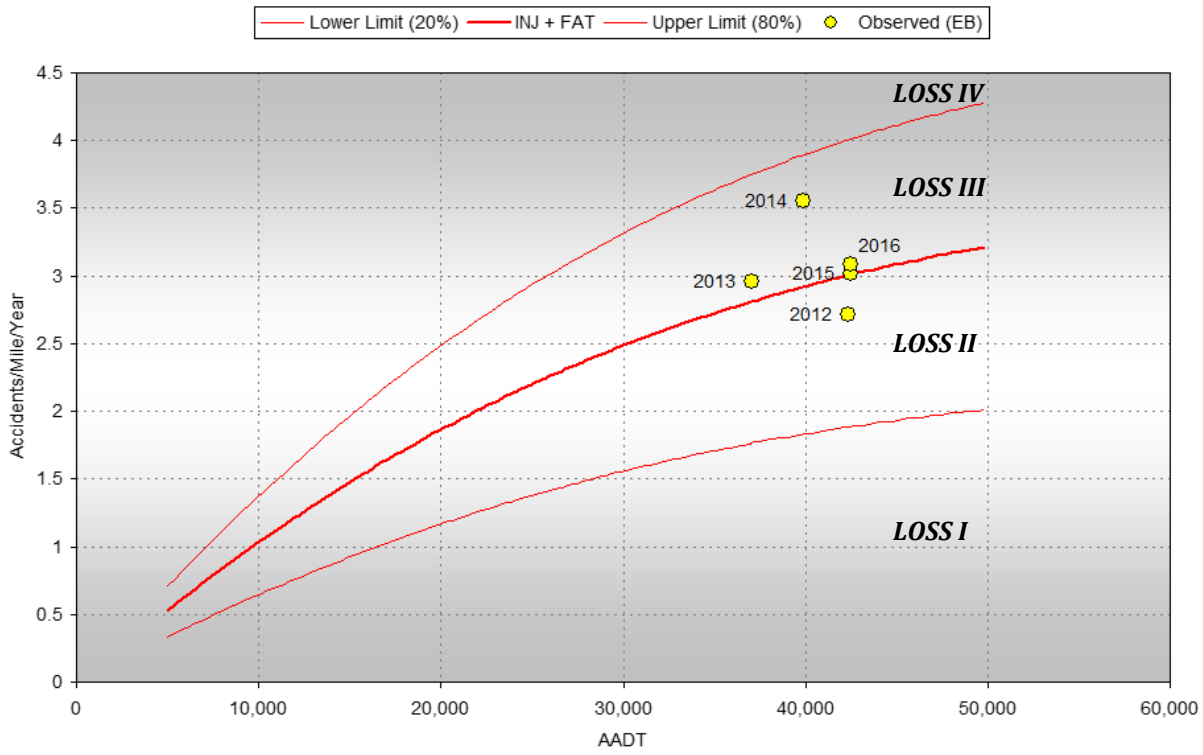


Table 9 provides a breakdown by year of only the eastbound crashes in the corridor. As shown, the total number of crashes are higher in 2016 than in previous years. It should be noted, there only seems to be an increase in the number of property damage only crashes, as the number of injury crashes seems largely unchanged.

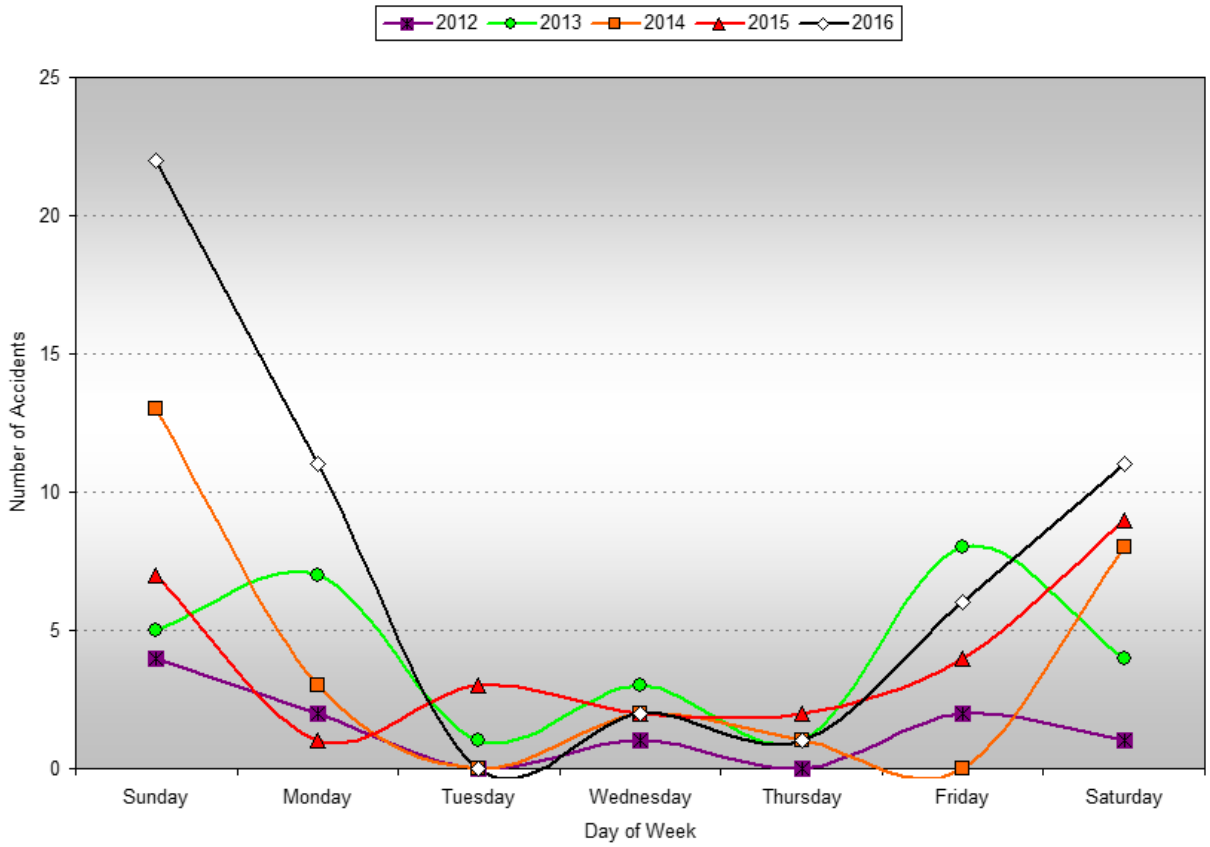
Table 9: Eastbound Crash Totals for Mainline I-70 (MP 231.00 to MP 243.00)

Year	PDO* Crashes	Injury Crashes	Fatal Crashes	Total
1/1/12-6/30/12	31	4	0	35
1/1/13-6/30/13	44	14	0	58
1/1/14-6/30/14	38	16	0	54
1/1/15-6/30/15	47	11	0	58
1/1/16-6/30/16	69	15	0	84

*PDO – Property Damage Only crashes

Further investigation showed that the crash increase was primarily due to an increase in rear-end crashes. Other crash types had a similar frequency in 2016 to previous years. **Figure 15** provides a breakdown of eastbound rear-end crashes in the corridor by year for the comparison period (January 1 – June 30).

Figure 15: Eastbound Rear-End Crashes by Day of Week (January 1 – June 30)



As shown, the number of rear-ends that occurred on Sundays and Mondays were quite a bit higher in 2016 than previous years. The PPSL would primarily be in use on Sundays and would also be open on Mondays during a holiday weekend. Six months of data is not enough to determine if the increase in crashes is related to the PPSL. It is possible that the unique nature of the PPSL caused a small increase in crashes after opening that will subside after drivers become use to the change. It is also possible that the increase is just due to a natural variation in crash rates and does not indicate ongoing pattern. The eastbound rear-end crashes should continue to be monitored to determine if this pattern continues.

Conclusion and Recommendations

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

There were 884 crashes reported along I-70 between MP 231.00 and MP 243.00 from July 1, 2011 through June 30, 2016 including mainline, ramp, and ramp terminal crashes. There were 188 crashes that caused injuries (302 injured).

Mainline Crashes

The corridor was divided into seven segments for LOSS analysis:

- Segment 1 – US 40 (Empire Junction) - MP 231.00 to MP 233.11
- Segment 2 – Downieville - MP 233.12 to MP 234.69
- Segment 3 – Dumont - MP 234.70 to MP 236.41
- Segment 4 – Fall River Road – MP 236.42 – MP 238.33
- Segment 5 – SH 70K (west Idaho Springs access) - MP 238.34 to MP 239.31
- Segment 6 – SH 103 - MP 239.32 to MP 240.42
- Segment 7 – SH 70K (east Idaho Springs access) - MP 240.43 to MP 243.00

For the frequency of crashes, Segments 2, 4, 5, and 6 had low to moderate potential for crash reduction. Segments 1, 3, and 7 were in the LOSS III category indicating moderate to high potential for crash reduction.

For the severity of crashes, Segments 4, 5, 6, and 7 had low to moderate potential for crash reduction. Segments 2 and 3 were in the LOSS III category, while Segment 1 was in the LOSS IV category indicating high potential for crash reduction.

Rear-end, fixed object, and sideswipe same direction type crashes were the most common mainline crash types along I-70 with 44 percent, 30 percent, and 16 percent of total mainline crashes, respectively. Rear-end and sideswipe same direction crash types are indicative of traffic congestion, which is present along the corridor, especially in the eastbound direction.

Mainline Recommendations include:

- Review and verify existing lighting through the corridor to ensure that it is sufficient.
- Consider installing variable speed limit signs on the westbound approach to the tunnel (approximately MP 243.00) and carrying the lower speed limit at least through Idaho Springs. This could help to reduce rear-end crashes around the tunnel and reduce concrete barrier crashes in the vicinity of the first two Idaho Springs exits.
- Consider installing deer warning signs for the segment MP 231.5 to MP 232.5. Alternatively, consider using VMS signs to warn of deer during peak wildlife crash times (May – August, dawn and dusk).
- Continue monitoring eastbound crashes to determine the impacts of the peak period shoulder lane.

Additional Safety Features

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

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

Appendix

Safety Edge

Detailed Summary of Accident History

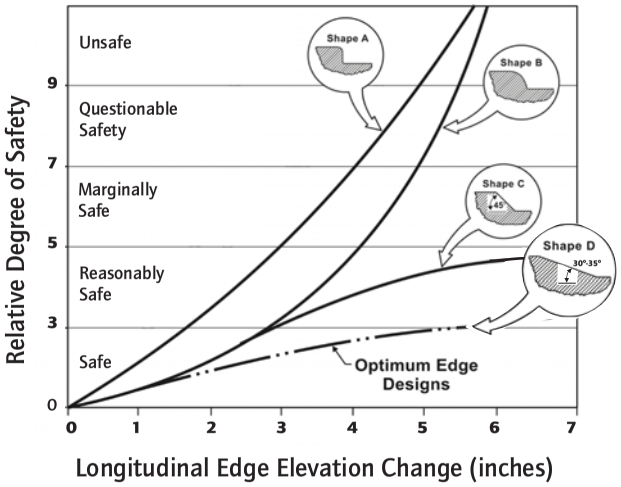
- Overall 7/1/2011 to 6/30/2016 Detailed Summary
- Individual Year General Summary
  - 7/1/2011-6/30/2012
  - 7/1/2012-6/30/2013
  - 7/1/2013-6/30/2014
  - 7/1/2014-6/30/2015
  - 7/1/2015-6/30/2016

Highway CORIS (Colorado Roadway Inventory System)

Crash Listing July 1, 2011 through June 30, 2016

Relative Safety of Various Edge Elevations and Shapes

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



Graphic Source: Zimmer and Ivey, Texas Transportation Institiute

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

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

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

CONTACTS

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

U.S. Department of Transportation
Federal Highway Administration

Publication Number FHWA-SA-07-023

YOU CAN REDUCE PAVEMENT EDGE DROP-OFF HAZARDS

THE SAFETY EDGE

PAVEMENT EDGE TREATMENT

Saves Lives

Reduces Tort Liability

Reduces Maintenance Expense

Costs Less than 1 Percent of Pavement Resurfacing Budget

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Pavement Edges Can Pose Serious Safety Hazards

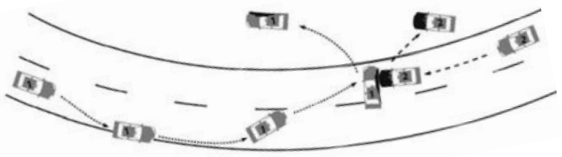
Run-off-the-road (ROR) crashes account for 58 percent of highway fatalities. While national data documenting the role of pavement edge configuration in the sequence of events leading to crashes are not available, some State-level studies sponsored by the AAA Foundation for Highway Safety point to the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

How Hazardous Pavement Edges Contribute to Crash Severity

A vehicle that has departed a paved surface can have difficulty re-entering the roadway if the pavement edge is vertical—especially if the edge of the pavement is significantly higher than 2" above the shoulder. When a driver drifts onto the roadway shoulder and tries to steer back onto the pavement, the vertical pavement edge can create a "tire scrubbing" condition that may result in over-steering. If drivers over-steer to return to the roadway without reducing speed, they are prone to lose control of the vehicle. The vehicle may veer into the adjacent lane, where it may collide with, or sideswipe oncoming cars; overturn; or run off the opposite side of the road and crash.

PHOTO SOURCE: FHWA

Sharp, steep pavement edge dropoffs can contribute to crashes.



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

Graphic Source: AAA Foundation for Highway Safety

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

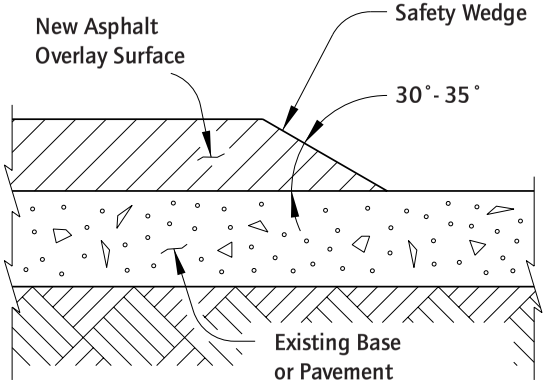
A simple and cost-effective way to promote pavement edge safety is to adopt a standard specification for all resurfacing projects that requires a 30° - 35° angle "Safety Edge" that interfaces with the graded shoulder.

Solutions to the Pavement Edge Drop-off Hazard

- Require a 30° - 35° angle asphalt wedge "Safety Edge" at the graded shoulder interface in asphalt resurfacing projects.
- Routinely resurface shoulders when roadways are resurfaced, and add the Safety Edge.
- Many highway agencies aim to maintain edge dropoff depths at 2" or less on high-speed highways.

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

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



Graphic Source: J. Pitzer

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

08/30/2017

Job #: 20170830093035

Location: 70A **Begin:** 231.00 **End:** 243.00 **From:** 07/01/2011 **To:** 06/30/2016

Severity

PDO:	690	
INJ:	187	300 :Injured
FAT:	0	0 :Killed
Total:	**877**	

Number of Vehicles

One Vehicle:	324
Two Vehicles:	459
Three or More:	94
Unknown:	0
Total:	**877**

Location

On Road:	595
Off Road Left:	154
Off Road Right:	125
Off Road at Tee:	1
Off in Median:	1
Unknown:	1
Total:	**877**

Lighting Conditions

Daylight:	621
Dawn or Dusk:	54
Dark - Lighted:	76
Dark - Unlighted:	126
Unknown:	0
Total:	**877**

Weather Conditions

None:	651
Rain:	61
Snow/Sleet/Hail:	138
Fog:	2
Dust:	1
Wind:	24
Unknown:	0
Total:	**877**

Crash Rates

PDO:	0.77 *	* MVMT
INJ:	0.21 *	** 100 MVMT
FAT:	0.00 **	**Total: 0.98** *

Crash Type

Overturning:	27	Bridge Abutment:	0
Other Non Collision:	5	Column/Pier:	0
Pedestrians:	0	Culvert/Headwall:	0
Broadside:	6	Embankment:	21
Head On:	0	Curb:	0
Rear End:	376	Delineator Post:	0
Sideswipe (Same):	133	Fence:	0
Sideswipe (Opposite):	0	Tree:	9
Approach Turn:	0	Large Boulders or Rocks:	12
Overtaking Turn:	0	Barricade:	1
Parked Motor Vehicle:	3	Wall/Building:	2
Railway Vehicle:	0	Crash Cushion:	10
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	1
Domestic Animal:	1	Total Fixed Objects:	264
Wild Animal:	40	Rocks in Roadway:	0
Light/Utility Pole:	2	Vehicle Cargo/Debris:	11
Traffic Signal Pole:	0	Road Maintenance Equipment:	0
Sign:	14	Involving Other Object:	11
Bridge Rail:	0	Total Other Objects:	22
Guard Rail:	112	Unknown:	0
Cable Rail:	5	**Total:**	**877**
Concrete Barrier:	75		

Mainline/Ramps/Frontage Roads

Mainline:	840
Crossroad (A):	0

Frontage/Ramp Intersections

M: 0 N: 9 O: 3 P: 0

Ramps

B:	3	F:	0	J:	1
C:	4	G:	0	K:	0
D:	9	H:	4	L:	0
E:	2	I:	0		

Left Frontage Rd (L):	0
Rt Frontage Rd (R):	0
HOV Lanes (V):	0
Unknown:	0
Total:	**877**

Road Description

At Intersection:	12
At Driveway Access:	0
Intersection Related:	4
Non Intersection:	837
In Alley:	0
Roundabout:	0
Ramp:	22
Parking Lot:	2
Unknown:	0
Total:	**877**

Road Conditions

Dry:	572
Wet:	118
Muddy:	0
Snowy:	45
Icy:	74
Slushy:	13
Foreign Material:	1
With Road Treatment:	0
Dry w/Icy Road Treatment:	12
Wet w/Icy Road Treatment:	4
Snowy w/Icy Road Treatment:	19
Icy w/Icy Road Treatment:	16
Slushy w/Icy Road Treatment:	3
Unknown:	0
Total:	**877**

ADT: 41,114 **Length:** 11.97

User: Colleen.Guillotte on LAP14

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

Job #: 20170830093035

Location: 70A **Begin:** 231.00 **End:** 243.00 **From:** 07/01/2011 **To:** 06/30/2016

Vehicle Type	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	344	167	27
Passenger Car/Van w/Trl:	2	0	0
Pickup Truck/Utility Van:	160	93	14
Pickup Truck/Utility Van w/Trl:	15	13	1
SUV:	284	208	48
SUV w/Trl:	2	2	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	38	56	4
School Bus < 15 People:	2	0	0
Non School Bus < 15 People:	2	1	0
Motorhome:	3	4	0
Motorcycle:	4	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	20	5	0
Other:	1	3	0
Unknown:	0	0	0
Total:	**877**	**553**	**94**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	472	208	20
Slowing:	72	177	21
Stopped in Traffic:	12	133	50
Making Right Turn:	6	2	0
Making Left Turn:	3	2	0
Making U-Turn:	0	0	0
Passing:	17	4	0
Backing:	3	0	0
Enter/Leave Parked Position:	2	1	0
Starting in Traffic:	0	0	0
Parked:	0	3	0
Changing Lanes:	77	5	2
Avoiding Object/Veh in Road:	15	7	0
Weaving:	18	0	0
Other:	162	7	1
Unknown:	18	4	0
Total:	**877**	**553**	**94**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	375	516	87
Asleep at the Wheel:	29	0	0
Illness:	3	1	0
Distracted by Passenger:	16	0	0
Driver Inexperience:	94	5	0
Driver Fatigue:	14	0	0
Driver Preoccupied:	50	0	0
Driver Unfamilar with Area:	72	4	2
Driver Emotionally Upset:	1	0	0
Evading Law Enforcement Officier:	2	0	0
Physical Disability:	3	0	0
Unknown:	218	27	5
Total:	**877**	**553**	**94**

Direction	Veh 1	Veh 2	Veh 3
North:	7	2	0
Northeast:	2	2	0
East:	571	395	74
Southeast:	2	0	0
South:	2	3	0
Southwest:	0	0	0
West:	291	151	20
Northwest:	1	0	0
Unknown:	1	0	0
Total:	**877**	**553**	**94**

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	837	553	94
Alcohol Involved:	26	0	0
RX, Medication, or Drugs Involved:	9	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	5	0	0
Driver/Pedestrian not Observed:	0	0	0
Unknown:	0	0	0
Total:	**877**	**553**	**94**

ADT: 41,114 **Length:** 11.97

User: Colleen.Guillotte on LAP14

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

08/30/2017

Job #: 20170830090219

Location: 103A **Begin:** 0.08 **End:** 0.17 **From:** 07/01/2011 **To:** 06/30/2016

Severity

PDO:	6	
INJ:	1	2 :Injured
FAT:	0	0 :Killed
Total:	**7**	

Number of Vehicles

One Vehicle:	1
Two Vehicles:	6
Three or More:	0
Unknown:	0
Total:	**7**

Location

On Road:	6
Off Road Left:	0
Off Road Right:	1
Off Road at Tee:	0
Off in Median:	0
Unknown:	0
Total:	**7**

Lighting Conditions

Daylight:	6
Dawn or Dusk:	0
Dark - Lighted:	1
Dark - Unlighted:	0
Unknown:	0
Total:	**7**

Weather Conditions

None:	5
Rain:	0
Snow/Sleet/Hail:	2
Fog:	0
Dust:	0
Wind:	0
Unknown:	0
Total:	**7**

Crash Rates

PDO:	6.87 *	* MVMT
INJ:	1.14 *	** 100 MVMT
FAT:	0.00 **	**Total: 8.01** *

Crash Type

Overturning:	0	Bridge Abutment:	0
Other Non Collision:	0	Column/Pier:	0
Pedestrians:	0	Culvert/Headwall:	0
Broadside:	4	Embankment:	0
Head On:	0	Curb:	0
Rear End:	1	Delineator Post:	0
Sideswipe (Same):	0	Fence:	0
Sideswipe (Opposite):	0	Tree:	0
Approach Turn:	1	Large Boulders or Rocks:	0
Overtaking Turn:	0	Barricade:	0
Parked Motor Vehicle:	0	Wall/Building:	0
Railway Vehicle:	0	Crash Cushion:	0
Bicycle:	0	Mailbox:	0
Motorized Bicycle:	0	Other Fixed Object:	0
Domestic Animal:	0	Total Fixed Objects:	1
Wild Animal:	0	Rocks in Roadway:	0
Light/Utility Pole:	0	Vehicle Cargo/Debris:	0
Traffic Signal Pole:	0	Road Maintenance Equipment:	0
Sign:	1	Involving Other Object:	0
Bridge Rail:	0	Total Other Objects:	0
Guard Rail:	0	Unknown:	0
Cable Rail:	0	**Total:**	**7**
Concrete Barrier:	0		

Mainline/Ramps/Frontage Roads

Mainline:	7
Crossroad (A):	0

Frontage/Ramp Intersections

M: 0 N: 0 O: 0 P: 0

Ramps

B:	0	F:	0	J:	0
C:	0	G:	0	K:	0
D:	0	H:	0	L:	0
E:	0	I:	0		

Left Frontage Rd (L):	0
Rt Frontage Rd (R):	0
HOV Lanes (V):	0
Unknown:	0
Total:	**7**

Road Description

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

Road Conditions

Dry:	4
Wet:	2
Muddy:	0
Snowy:	0
Icy:	1
Slushy:	0
Foreign Material:	0
With Road Treatment:	0
Dry w/Icy Road Treatment:	0
Wet w/Icy Road Treatment:	0
Snowy w/Icy Road Treatment:	0
Icy w/Icy Road Treatment:	0
Slushy w/Icy Road Treatment:	0
Unknown:	0
Total:	**7**

ADT: 4,878 **Length:** 0.09

User: Colleen.Guillotte on LAP14

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

Job #: 20170830090219

Location: 103A **Begin:** 0.08 **End:** 0.17 **From:** 07/01/2011 **To:** 06/30/2016

Vehicle Type	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	2	1	0
Passenger Car/Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	1	1	0
Pickup Truck/Utility Van w/Trl:	0	0	0
SUV:	2	3	0
SUV w/Trl:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	2	0	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	0	0
Motorcycle:	0	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**7**	**6**	**0**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	2	6	0
Slowing:	0	0	0
Stopped in Traffic:	0	0	0
Making Right Turn:	0	0	0
Making Left Turn:	3	0	0
Making U-Turn:	0	0	0
Passing:	0	0	0
Backing:	2	0	0
Enter/Leave Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Object/Veh in Road:	0	0	0
Weaving:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**7**	**6**	**0**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	0	5	0
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	1	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	2	0	0
Driver Unfamilar with Area:	1	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officier:	0	0	0
Physical Disability:	0	0	0
Unknown:	3	1	0
Total:	**7**	**6**	**0**

Direction	Veh 1	Veh 2	Veh 3
North:	1	0	0
Northeast:	0	0	0
East:	4	0	0
Southeast:	0	0	0
South:	1	6	0
Southwest:	0	0	0
West:	1	0	0
Northwest:	0	0	0
Unknown:	0	0	0
Total:	**7**	**6**	**0**

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	7	6	0
Alcohol Involved:	0	0	0
RX, Medication, or Drugs Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Pedestrian not Observed:	0	0	0
Unknown:	0	0	0
Total:	**7**	**6**	**0**

ADT: 4,878 **Length:** 0.09

User: Colleen.Guillotte on LAP14

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

07/20/2017

Job #: 20170720113337

Location: 70A **Begin:** 231.00 **End:** 243.00 **From:** 07/01/2011 **To:** 06/30/2012

Severity

PDO:	105	
INJ:	25	31 :Injured
FAT:	0	0 :Killed
Total:	**130**	

Number of Vehicles

One Vehicle:	60
Two Vehicles:	51
Three or More:	19
Unknown:	0
Total:	**130**

Location

On Road:	82
Off Road:	48
Unknown:	0
Total:	**130**

Mainline/Ramps/Frontage Rds

Mainline:	124
Ramps:	6
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	**130**

Lighting Conditions

Daylight:	90
Dawn or Dusk:	12
Dark - Lighted:	7
Dark - Unlighted:	21
Unknown:	0
Total:	**130**

Crash Rates

PDO:	0.56 *	* Per MVMT
INJ:	0.13 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** **0.70** *

Crash Type

Overturning:	3
Other Non Collision:	1
Pedestrians:	0
Broadside:	1
Head On:	0
Rear End:	48
Sideswipe Same:	13
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	1
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	14
Fixed Objects:	43
Other Objects:	6
Unknown:	0
Total:	**130**

Weather Conditions

None:	99
Rain:	9
Snow/Sleet/Hail:	19
Fog:	0
Dust:	0
Wind:	3
Unknown:	0
Total:	**130**

Road Conditions

Dry:	89
Wet:	13
Muddy:	0
Snowy:	10
Icy:	13
Slushy:	0
Foreign Material:	0
With Road Treatment:	5
Unknown:	0
Total:	**130**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	48	23	7
Passenger Car/Van w/Trailer:	1	0	0
Pickup Truck/Utility Van:	33	14	3
Pickup Truck/Utility Van w/Trailer:	2	1	0
SUV:	35	24	8
SUV w/Trailer:	0	2	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	6	5	1
School Bus < 15 People:	1	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	1	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	3	1	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**130**	**70**	**19**

ADT: 42,418 **Length:** 11.98

User: Colleen.Guillotte on LAP14

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

07/19/2017

Job #: 20170719221411

Location: 103A **Begin:** 0.08 **End:** 0.17 **From:** 07/01/2011 **To:** 06/30/2012

Severity

PDO:	0	
INJ:	1	2 :Injured
FAT:	0	0 :Killed
Total:	**1**	

Number of Vehicles

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

Location

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

Mainline/Ramps/Frontage Rds

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

Lighting Conditions

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

Crash Rates

PDO:	0.00 *	* Per MVMT
INJ:	5.93 *	** Per 100 MVMT
FAT:	0.00 **	**Total: 5.93** *

Crash Type

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

Weather Conditions

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

Road Conditions

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

Vehicle Types

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

ADT: 4,655 **Length:** 0.09

User: Colleen.Guillotte on LAP14

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

07/20/2017

Job #: 20170720113626

Location: 70A **Begin:** 231.00 **End:** 243.00 **From:** 07/01/2012 **To:** 06/30/2013

Severity

PDO:	127	
INJ:	40	62 :Injured
FAT:	0	0 :Killed
Total:	**167**	

Number of Vehicles

One Vehicle:	76
Two Vehicles:	76
Three or More:	15
Unknown:	0
Total:	**167**

Location

On Road:	106
Off Road:	61
Unknown:	0
Total:	**167**

Mainline/Ramps/Frontage Rds

Mainline:	162
Ramps:	5
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	**167**

Lighting Conditions

Daylight:	117
Dawn or Dusk:	12
Dark - Lighted:	12
Dark - Unlighted:	26
Unknown:	0
Total:	**167**

Crash Rates

PDO:	0.73 *	* Per MVMT
INJ:	0.23 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** **0.96** *

Crash Type

Overturning:	6
Other Non Collision:	3
Pedestrians:	0
Broadside:	0
Head On:	0
Rear End:	69
Sideswipe Same:	15
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	0
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	1
Wild Animal:	14
Fixed Objects:	54
Other Objects:	5
Unknown:	0
Total:	**167**

Weather Conditions

None:	119
Rain:	20
Snow/Sleet/Hail:	27
Fog:	0
Dust:	0
Wind:	1
Unknown:	0
Total:	**167**

Road Conditions

Dry:	105
Wet:	26
Muddy:	0
Snowy:	7
Icy:	11
Slushy:	5
Foreign Material:	0
With Road Treatment:	13
Unknown:	0
Total:	**167**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	70	31	4
Passenger Car/Van w/Trailer:	1	0	0
Pickup Truck/Utility Van:	19	11	2
Pickup Truck/Utility Van w/Trailer:	0	2	1
SUV:	69	37	7
SUV w/Trailer:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	6	7	1
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	1	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	2	1	0
Other:	0	1	0
Unknown:	0	0	0
Total:	**167**	**91**	**15**

ADT: 39,667 **Length:** 11.98

User: Colleen.Guillotte on LAP14

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

07/19/2017

Job #: 20170719222812

Location: 103A **Begin:** 0.08 **End:** 0.17 **From:** 07/01/2012 **To:** 06/30/2013

Severity

PDO:	3	
INJ:	0	0 :Injured
FAT:	0	0 :Killed
Total:	**3**	

Number of Vehicles

One Vehicle:	1
Two Vehicles:	2
Three or More:	0
Unknown:	0
Total:	**3**

Location

On Road:	2
Off Road:	1
Unknown:	0
Total:	**3**

Mainline/Ramps/Frontage Rds

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

Lighting Conditions

Daylight:	2
Dawn or Dusk:	0
Dark - Lighted:	1
Dark - Unlighted:	0
Unknown:	0
Total:	**3**

Crash Rates

PDO:	17.65 *	* Per MVMT
INJ:	0.00 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** 17.65 *

Crash Type

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

Weather Conditions

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

Road Conditions

Dry:	2
Wet:	1
Muddy:	0
Snowy:	0
Icy:	0
Slushy:	0
Foreign Material:	0
With Road Treatment:	0
Unknown:	0
Total:	**3**

Vehicle Types

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

ADT: 4,705 **Length:** 0.09

User: Colleen.Guillotte on LAP14

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

07/20/2017

Job #: 20170720114417

Location: 70A **Begin:** 231.00 **End:** 243.00 **From:** 07/01/2013 **To:** 06/30/2014

Severity

PDO:	123	
INJ:	50	76 :Injured
FAT:	0	0 :Killed
Total:	**173**	

Number of Vehicles

One Vehicle:	80
Two Vehicles:	74
Three or More:	19
Unknown:	0
Total:	**173**

Location

On Road:	99
Off Road:	74
Unknown:	0
Total:	**173**

Mainline/Ramps/Frontage Rds

Mainline:	163
Ramps:	10
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	**173**

Lighting Conditions

Daylight:	117
Dawn or Dusk:	14
Dark - Lighted:	14
Dark - Unlighted:	28
Unknown:	0
Total:	**173**

Crash Rates

PDO:	0.73 *	* Per MVMT
INJ:	0.30 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** 1.03 *

Crash Type

Overturning:	7
Other Non Collision:	0
Pedestrians:	0
Broadside:	3
Head On:	0
Rear End:	57
Sideswipe Same:	25
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	1
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	5
Fixed Objects:	72
Other Objects:	3
Unknown:	0
Total:	**173**

Weather Conditions

None:	111
Rain:	21
Snow/Sleet/Hail:	36
Fog:	1
Dust:	0
Wind:	4
Unknown:	0
Total:	**173**

Road Conditions

Dry:	82
Wet:	35
Muddy:	0
Snowy:	12
Icy:	26
Slushy:	3
Foreign Material:	1
With Road Treatment:	14
Unknown:	0
Total:	**173**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	63	34	4
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	35	11	4
Pickup Truck/Utility Van w/Trailer:	6	1	0
SUV:	52	36	11
SUV w/Trailer:	1	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	12	10	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	1	0
Motorcycle:	1	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	3	0	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**173**	**93**	**19**

ADT: 38,444 **Length:** 11.97

User: Colleen.Guillotte on LAP14

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

07/20/2017

Job #: 20170720114534

Location: 70A **Begin:** 231.00 **End:** 243.00 **From:** 07/01/2014 **To:** 06/30/2015

Severity

PDO:	146	
INJ:	37	55 :Injured
FAT:	0	0 :Killed
Total:	**183**	

Number of Vehicles

One Vehicle:	62
Two Vehicles:	109
Three or More:	12
Unknown:	0
Total:	**183**

Location

On Road:	127
Off Road:	56
Unknown:	0
Total:	**183**

Mainline/Ramps/Frontage Rds

Mainline:	178
Ramps:	5
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	**183**

Lighting Conditions

Daylight:	127
Dawn or Dusk:	6
Dark - Lighted:	23
Dark - Unlighted:	27
Unknown:	0
Total:	**183**

Crash Rates

PDO:	0.81 *	* Per MVMT
INJ:	0.21 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** 1.02 *

Crash Type

Overturning:	5
Other Non Collision:	0
Pedestrians:	0
Broadside:	1
Head On:	0
Rear End:	87
Sideswipe Same:	28
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	1
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	3
Fixed Objects:	55
Other Objects:	3
Unknown:	0
Total:	**183**

Weather Conditions

None:	141
Rain:	8
Snow/Sleet/Hail:	25
Fog:	0
Dust:	1
Wind:	8
Unknown:	0
Total:	**183**

Road Conditions

Dry:	131
Wet:	21
Muddy:	0
Snowy:	7
Icy:	12
Slushy:	2
Foreign Material:	0
With Road Treatment:	10
Unknown:	0
Total:	**183**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	78	31	6
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	30	19	1
Pickup Truck/Utility Van w/Trailer:	3	4	0
SUV:	52	50	5
SUV w/Trailer:	1	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	11	13	0
School Bus < 15 People:	1	0	0
Non School Bus < 15 People:	1	0	0
Motorhome:	1	1	0
Motorcycle:	1	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	3	1	0
Other:	1	1	0
Unknown:	0	0	0
Total:	**183**	**121**	**12**

ADT: 41,173 **Length:** 11.97

User: Colleen.Guillotte on LAP14

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

07/20/2017

Job #: 20170720114843

Location: 70A **Begin:** 231.00 **End:** 243.00 **From:** 07/01/2015 **To:** 06/30/2016

Severity

PDO:	189	
INJ:	35	76 :Injured
FAT:	0	0 :Killed
Total:	**224**	

Number of Vehicles

One Vehicle:	46
Two Vehicles:	149
Three or More:	29
Unknown:	0
Total:	**224**

Location

On Road:	181
Off Road:	42
Unknown:	1
Total:	**224**

Mainline/Ramps/Frontage Rds

Mainline:	213
Ramps:	11
Frontage/Ramp Intsx:	0
Frontage Roads:	0
HOV Lanes:	0
Unknown:	0
Total:	**224**

Lighting Conditions

Daylight:	170
Dawn or Dusk:	10
Dark - Lighted:	20
Dark - Unlighted:	24
Unknown:	0
Total:	**224**

Crash Rates

PDO:	1.02 *	* Per MVMT
INJ:	0.19 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** 1.20 *

Crash Type

Overturning:	6
Other Non Collision:	1
Pedestrians:	0
Broadside:	1
Head On:	0
Rear End:	115
Sideswipe Same:	52
Sideswipe Opposite:	0
Approach Turn:	0
Overtaking Turn:	0
Parked Motor Vehicle:	0
Railway Vehicle:	0
Bicycles:	0
Domestic Animal:	0
Wild Animal:	4
Fixed Objects:	40
Other Objects:	5
Unknown:	0
Total:	**224**

Weather Conditions

None:	181
Rain:	3
Snow/Sleet/Hail:	31
Fog:	1
Dust:	0
Wind:	8
Unknown:	0
Total:	**224**

Road Conditions

Dry:	165
Wet:	23
Muddy:	0
Snowy:	9
Icy:	12
Slushy:	3
Foreign Material:	0
With Road Treatment:	12
Unknown:	0
Total:	**224**

Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	85	48	6
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	43	38	4
Pickup Truck/Utility Van w/Trailer:	4	5	0
SUV:	76	61	17
SUV w/Trailer:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	3	21	2
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	1	1	0
Motorhome:	1	1	0
Motorcycle:	2	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	9	2	0
Other:	0	1	0
Unknown:	0	0	0
Total:	**224**	**178**	**29**

ADT: 42,478 **Length:** 11.97

User: Colleen.Guillotte on LAP14

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

07/19/2017

Job #: 20170719223017

Location: 103A **Begin:** 0.08 **End:** 0.17 **From:** 07/01/2015 **To:** 06/30/2016

Severity

PDO:	3	
INJ:	0	0 :Injured
FAT:	0	0 :Killed
Total:	**3**	

Number of Vehicles

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

Location

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

Mainline/Ramps/Frontage Rds

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

Lighting Conditions

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

Crash Rates

PDO:	16.28 *	* Per MVMT
INJ:	0.00 *	** Per 100 MVMT
FAT:	0.00 **	**Total:** 16.28 *

Crash Type

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

Weather Conditions

None:	1
Rain:	0
Snow/Sleet/Hail:	2
Fog:	0
Dust:	0
Wind:	0
Unknown:	0
Total:	**3**

Road Conditions

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

Vehicle Types

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

ADT: 5,137 **Length:** 0.09

User: Colleen.Guillotte on LAP14

hwy	milepoint	descriptin	rucode	func_class	ptrucks	adt	adt_year	region	county	terrain	lanes
70	231.00	MILEPOST 231	Rural	Interstate	8.4	36000	2015	1	CLEAR CREEK	Mountainous	4
70	231.14	RAMP ON	Rural	Interstate	8.4	36000	2015	1	CLEAR CREEK	Mountainous	4
70	231.27	MAJOR STR (E-14-AQ) CLEAR CREEK	Rural	Interstate	8.4	36000	2015	1	CLEAR CREEK	Mountainous	4
70	231.37	MAJOR STR (E-14-T) UNDERPASS (CO RD 306)	Rural	Interstate	8.4	36000	2015	1	CLEAR CREEK	Mountainous	4
70	231.56	MINORSTR (070A231570WR) DRAINAGE	Rural	Interstate	8.4	36000	2015	1	CLEAR CREEK	Mountainous	4
70	231.63	MINORSTR (040A257220BL) MILLER CREEK	Rural	Interstate	8.4	36000	2015	1	CLEAR CREEK	Mountainous	4
70	231.85	MINORSTR (070A231850BR) DRAINAGE	Rural	Interstate	8.4	36000	2015	1	CLEAR CREEK	Mountainous	4
70	231.89	EXIT 232 (EMPIRE JUNCTION) INTERCHANGE STR (E-14-S) UNDERPASS SH-40A	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.00	MILEPOST 232	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.08	MINORSTR (070A232070WR) -- RAMP OFF	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.28	MAJOR STR (E-14-AV) CLEAR CREEK	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.33	JCT U.S. 040A - DIRECT CONECTION - RAMP ON (FROM U.S. 040A SOUTH) EB	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.37	MINORSTR (070A232350BL) DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.44	MINORSTR (070A232430BL) DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.48	RAMP OFF - (TO US 040A WB) EXIT 232	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.57	SIGN BRIDGE STR (SIGN-E-14-BC) - WBND ML - I-70 A	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.58	SIGN BRIDGE STR (SIGN-E-14-AN) - EBND ML - I-70 A	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.77	MINORSTR (070A232690EL) DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.84	MINORSTR (070A232800BL) UNNAMED DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.89	RAMP OFF	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.92	MINORSTR (070A232890EL) DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	232.97	MINORSTR (070A232950BL) DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	233.00	MILEPOST 233	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	233.05	INTERCHANGE STR (E-14-AM) - RD NW AND SE (FRONTAGE RD) OVERPASS SEPARATION	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	233.12	MINORSTR (070A233120EL) DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	233.51	MAJOR STR (E-14-AL) RAMP - RD SW AND NE (FRONTAGE RD) OVERPASS SEPARATION	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	233.83	RAMP OFF - (TO DOWNIEVILLE RAMP B) EXIT 234	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	233.94	RAMPS ON AND OFF PAVEMENT GORES	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	234.00	MILEPOST 234	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	234.02	MINORSTR (070A234030BL) -- RAMP ON - (FROM DOWNIEVILLE RAMP E) EXIT 234	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	234.10	RAMP ON PAVEMENT GORE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	234.19	MINORSTR (070A234200EL) DRAINAGE	Rural	Interstate	8.1	39000	2015	1	CLEAR CREEK	Mountainous	4
70	234.21	EXIT 234 / DOWNIEVILLE INTERCHANGE STRS (E-14-AJ) WB AND (E-14-AK) EB OVERPASS SEPARATIONS	Rural	Interstate	7.6	42000	2015	1	CLEAR CREEK	Mountainous	4
70	234.33	RAMP OFF - (TO DOWNIEVILLE RAMP D) EXIT 234	Rural	Interstate	7.6	42000	2015	1	CLEAR CREEK	Mountainous	4
70	234.39	RAMP ON - (FROM DOWNIEVILLE RAMP C) EXIT 234	Rural	Interstate	7.6	42000	2015	1	CLEAR CREEK	Mountainous	4
70	234.41	MINORSTR (070A234480BL) -1	Rural	Interstate	7.6	42000	2015	1	CLEAR CREEK	Mountainous	4
70	234.83	MAJOR STR (E-14-O) MILL CREEK SR	Rural	Interstate	7.6	42000	2015	1	CLEAR CREEK	Mountainous	4
70	235.00	MILEPOST 235	Rural	Interstate	7.6	42000	2015	1	CLEAR CREEK	Mountainous	4
70	235.01	EXIT 235 / DUMONT INTERCHANGE STR (E-14-AX) - RD N (CO RD 261) - RDS (CO RD 312)	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	235.23	RAMP ON - (FROM STANLEY RD RAMP B) EXIT 235	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	235.27	MINORSTR (070A235270BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	235.37	RAMP OFF - (TO STANLEY RD RAMP C) EXIT 235	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	235.42	MINORSTR (070A235430BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	235.55	MINORSTR (070A235530BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4

hwy	milepoint	descriptin	rucode	func_class	ptrucks	adt	adt_year	region	county	terrain	lanes
70	235.72	MINORSTR (070A235720BL) -1	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	235.82	MINORSTR (070A235830BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	235.97	MINORSTR (070A235970BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.00	MILEPOST 236	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.07	MINORSTR (070A236070BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.20	MINORSTR (070A236200BL) SPRING GULCH	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.22	MAJOR STR (E-14-BA) CLEAR CREEK OFFSET -- RD (SPRING GULCH SERVICE RD) -- MINORSTR (070A236179BL | E-14-B MINOR)	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.32	MINORSTR (070A236330BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.43	MINORSTR (070A236430BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.54	SIGN BRIDGE STR (SIGN-E-14-D) - I-70 EBND ML	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.71	MINORSTR (070A236710BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.80	MINORSTR (070A236800BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	236.92	MINORSTR (070A236920BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.00	MILEPOST 237	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.09	MINORSTR (070A237070BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.16	MINORSTR (070A237140EL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.32	RAMP ON	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.49	MINORSTR (070A237420BL) RD N (FALL RIVER RD)	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.60	RAMP OFF	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.64	MINORSTR (070A237600BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.65	MINORSTR (070A237640EL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	237.66	INTERCHANGE STRS (E-14-AY) WB AND (E-14-AZ) EB -- OVERPASS SEPARATION	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	237.74	RAMP OFF - (TO FALL RIVER RD RAMP C) EXIT 237	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	237.78	RAMP ON	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	237.93	MINORSTR (070A237970BL) DRAINAGE	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.00	MILEPOST 238	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.03	MINORSTR (070A238030EL) DRAINAGE	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.07	MINORSTR (070A238080BL) GEORGIA GULCH	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.31	MINORSTR (070A238300BL) UNNAMED DRAINAGE	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.53	MINORSTR (070A238510EL) DRAINAGE	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.70	RAMP OFF - (TO STANLEY RD AND US 070K) EXIT 239	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.75	SIGN BRIDGE STR (SIGN-F-14-AA) - EBND ML DECEL LANE	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.86	MINORSTR (070A238939BL) ABANDONED MINE TRACK	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.89	MINORSTR (070A238750EL) - IDAHO SPRINGS BUSINESS LOOP	Rural	Interstate	7.2	44000	2015	1	CLEAR CREEK	Mountainous	4
70	238.94	MAJOR STR (F-14-H) EB WB AND (F-14-AZ) CLEAR CREEK - RD NE AND SW (STANLEY RD) -- OVERPASS SEPARATION	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.00	MILEPOST 239	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.06	MINORSTR (070A239080BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.24	MINORSTR (070A239250EL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.27	RAMP OFF - (TO MINER ST RAMP C) EXIT 239	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.28	MINORSTR (070A239280BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.45	MINORSTR (070A239490BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.48	RAMP OFF - (TO SH 103A SB RAMP E) EXIT 240	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.51	RAMP ON - (FROM SH 103A SB RAMP D) EXIT 0	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.56	MINORSTR (070A239570BL) DRAINAGE	Rural	Interstate	7.4	43000	2015	1	CLEAR CREEK	Mountainous	4
70	239.65	EXIT 240 (IDAHO SPRINGS-MOUNT EVANS) -- SH-103A S	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	239.75	MINORSTR (070A239750BL) DRAINAGE	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	239.80	SIGN BRIDGE STR (SIGN-F-14-AL) POSTED SIGNAGE	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4

hwy	milepoint	descriptin	rucode	func_class	ptrucks	adt	adt_year	region	county	terrain	lanes
70	239.81	RAMP ON - (FROM SH 103A NB RAMP B) EXIT 0	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	239.87	RAMP OFF - (TO SH 103A NB RAMP C) EXIT 240	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	239.95	MAJOR STR (F-14-N) CLEAR CREEK	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.00	MILEPOST 240	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.09	MAJOR STR (F-14-X) SODA CREEK	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.10	MINORSTR (070A240120BR) SODA CREEK	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.35	MINORSTR (070A240370BR) DRAINAGE	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.65	MINORSTR (F-14-C MINOR | 070A240629BR) COUNTY ROAD	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.74	MINORSTR (070A240730BR) DRAINAGE	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.75	SIGN BRIDGE STR (E-17-PL) EBND RAMP	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	240.93	RAMP ON - (FROM SH 070K EB RAMP E) EXIT 2	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	241.00	MILEPOST 241 RAMP ON - (0.997 MILE LENGTH)	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	241.03	RAMP OFF	Rural	Interstate	7.9	40000	2015	1	CLEAR CREEK	Mountainous	4
70	241.13	EXIT 241A-B IDAHO SPRINGS INTERCHANGE STR (F-14-Y) JCT SH 070K (IDAHO SPRINGS) UNDERPASS SEPARATION	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	241.23	SIGN BRIDGE STR (E-17-PZ) EBND RAMP	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	241.24	SIGN BRIDGE STR (SIGN-F-15-BW) - WBND ML + RAMP	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	241.28	RAMP OFF	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	241.35	RAMP ON	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	241.43	MINORSTR (070A241380BR) CLEAR CREEK DRAINAGE	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	241.76	MAJOR STR (F-15-BV) CLEAR CREEK -- REPLACED HISTORICAL STRID (F-15-AI) AND (F-15-N) AND (F-15-BF)	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.00	MILEPOST 242	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.05	MINORSTR (070A241920BL) DRAINAGE	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.11	MINORSTR (070A242010BL) DRAINAGE	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.29	MAJOR STR (F-15-BN) WB AND (F-15-BO) EB TUNNEL TWIN TUNNEL	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.35	MINORSTR (070A242290BL) UNNAMED DRAINAGE	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.51	MINORSTR (070A242460BL) DRAINAGE	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.79	MAJOR STR (F-15-BR | F-15-BH) CLEAR CREEK -- OVERPASS SEPARATION	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.82	RAMP OFF (TO CENTRAL CITY PKWY) EB	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.86	RAMP ON (FROM CENTRAL CITY PKWY RAMP D) EXIT 243	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.97	MINORSTR (070A243000EL) DRAINAGE	Rural	Interstate	6.5	50000	2015	1	CLEAR CREEK	Mountainous	4
70	242.98	HIDDEN VALLEY INTERCHANGE STR (F-15-CR) - RD S (CENTRAL CITY PY) (CO RD 314) -- OVERPASS SEPARATIONS -- REPLACED HISTORICAL STRIDS STRS (F-15-BQ) EB AND (F-15-BP) WB	Rural	Interstate	7.2	47000	2015	1	CLEAR CREEK	Mountainous	4
70	243.00	MILEPOST 243 (1.038 MILE LENGTH)	Rural	Interstate	7.2	47000	2015	1	CLEAR CREEK	Mountainous	4

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
1	70	231.00	8/10/2011	1000	INJ	11500693	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	OVERTURNING
2	70	231.00	6/15/2012	1500	PDO	12511625	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	VEHICLE CARGO/DEBRIS
3	70	231.00	8/5/2012	1622	PDO	12514639	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
4	70	231.00	1/4/2013	1615	PDO	13500374	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
5	70	231.00	4/6/2014	1615	INJ	14507847	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
6	70	231.00	11/26/2014	1329	PDO	14530507	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
7	70	231.00	2/28/2016	1805	PDO	16506805	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N		REAR-END
8	70	231.00	8/23/2011	1100	PDO	11513475	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
9	70	231.00	2/28/2016	1610	PDO	16506709	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		LARGE BOULDERS OR ROCKS
10	70	231.00	3/26/2014	2300	INJ	14506813	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	CABLE RAIL
11	70	231.00	3/16/2013	1656	PDO	13505831	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
12	70	231.00	9/18/2015	0630	PDO	15525454	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
13	70	231.01	2/12/2016	1625	PDO	16505239	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
14	70	231.10	5/26/2012	1840	PDO	12509599	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
15	70	231.15	4/21/2014	1113	PDO	14509408	ON	RAMP	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	Y (E)	RURAL	WILD ANIMAL
16	70	231.16	9/11/2013	0415	INJ	13518298	ON	RAMP	1	CURVE ON-GRADE	WET	DARK-UNLIGHTED	RAIN	Y (E)	RURAL	LARGE BOULDERS OR ROCKS
17	70	231.20	6/24/2012	1445	INJ	12512649	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
18	70	231.20	9/20/2013	1627	PDO	13518863	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
19	70	231.20	4/23/2016	0856	INJ	16513793	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		EMBANKMENT CUT/FILL SLOPE
20	70	231.20	2/13/2014	0715	PDO	14503902	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	NONE	N	RURAL	TREE/SHRUBBERY
21	70	231.30	11/19/2012	1324	PDO	12522355	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
22	70	231.30	8/26/2012	2345	PDO	12516457	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
23	70	231.37	2/22/2014	0900	PDO	14504904	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NONE	Y (N)	RURAL	REAR-END
24	70	231.40	1/31/2013	2145	INJ	13502515	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
25	70	231.40	4/30/2016	0816	PDO	16514318	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N		GUARD RAIL
26	70	231.40	7/1/2012	1400	INJ	12512005	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
27	70	231.50	7/17/2011	1255	INJ	11311494	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
28	70	231.50	12/5/2015	1533	PDO	15533413	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
29	70	231.50	5/19/2015	0630	INJ	15512648	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
30	70	231.50	10/3/2014	2150	PDO	14524676	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
31	70	231.50	12/24/2013	1419	PDO	13525894	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
32	70	231.50	12/29/2014	2050	PDO	14534031	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
33	70	231.50	12/27/2012	1515	INJ	12525771	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
34	70	231.50	6/8/2014	1355	INJ	14513901	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	REAR-END
35	70	231.50	6/23/2015	1830	INJ	15516402	ON	NON-INTERSECTION	4	CURVE ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
36	70	231.54	6/14/2015	1410	PDO	15515728	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
37	70	231.60	12/26/2012	1550	PDO	12525776	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
38	70	231.60	1/5/2013	1515	PDO	13500762	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
39	70	231.60	3/8/2014	1756	INJ	14506630	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
40	70	231.60	9/10/2011	2250	PDO	11502407	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
41	70	231.60	7/4/2012	0545	PDO	12512209	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	RURAL	WILD ANIMAL
42	70	231.70	2/23/2014	1720	PDO	14504792	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	RURAL	REAR-END
43	70	231.70	3/8/2014	1730	PDO	14505982	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
44	70	231.70	7/9/2013	2030	PDO	13513961	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	RURAL	WILD ANIMAL
45	70	231.70	12/23/2011	1550	INJ	11513060	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
46	70	231.70	12/23/2011	1615	INJ	11513062	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
47	70	231.70	1/5/2013	1520	PDO	13500199	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
48	70	231.80	3/24/2015	0835	PDO	15508372	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT	WIND	N	RURAL	OVERTURNING
49	70	231.80	12/29/2013	1205	PDO	13526323	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
50	70	231.80	1/16/2015	1730	PDO	15501884	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
51	70	231.80	6/29/2015	1857	PDO	15516635	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
52	70	231.80	10/22/2015	0829	PDO	15528037	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	CRASH CUSHION
53	70	231.80	12/23/2011	1655	INJ	11513064	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
54	70	231.86	7/11/2012	0420	PDO	12512879	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
55	70	231.90	3/1/2013	1450	PDO	13504935	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
56	70	231.90	11/6/2015	1335	PDO	15530113	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
57	70	231.90	11/17/2014	1414	INJ	14529853	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
58	70	231.90	6/28/2014	1300	PDO	14514958	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
59	70	231.90	12/4/2011	0520	PDO	11510970	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
1	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	075	OTHER				
2	E	MOTOR HOME	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	E	SUV	070	GOING STRAIGHT
3	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	E	PASS CAR/VAN	UK	SLOWING
4	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
5	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	010	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
6	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	E	SUV	055	SLOWING
7	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	20	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
8	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER FATIGUE	050	GOING STRAIGHT				
9	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	65	GOING STRAIGHT				
10	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	OTHER				
11	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	SLOWING	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
12	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	065	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	065	GOING STRAIGHT
13	E	SUV	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT	E	PASS CAR/VAN	5	SLOWING
14	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	050	SLOWING				
15	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
16	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	050	AVOIDING OBJECT/VEHICLE IN ROAD				
17	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	015	WEAVING	E	SUV W/TRAILER	010	SLOWING
18	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	UK	OTHER	W	PASS CAR/VAN	065	GOING STRAIGHT
19	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	65	CHANGING LANES				
20	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	GOING STRAIGHT				
21	E	PASS CAR/VAN	RX/MEDICATION/DR	DRIVER INEXPERIENCE	070	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	055	GOING STRAIGHT
22	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
23	N	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	N	SUV	000	STOPPED IN TRAFFIC
24	E	PASS CAR/VAN	ALCOHOL	UNKNOWN	065	WEAVING				
25	W	SUV	NO IMPAIRMENT	NONE APPARENT	65	WRONG WAY	W	PASS CAR/VAN	55	GOING STRAIGHT
26	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	070	GOING STRAIGHT	E	SUV	020	SLOWING
27	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	015	GOING STRAIGHT	E	PASS CAR/VAN	010	GOING STRAIGHT
28	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
29	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	025	WEAVING	E	PASS CAR/VAN	060	GOING STRAIGHT
30	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
31	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
32	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	OTHER				
33	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
34	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	E	PASS CAR/VAN	020	SLOWING
35	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER	E	SUV	010	SLOWING
36	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
37	E	SUV	NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	UK	SLOWING
38	E	SUV	NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	E	SUV	020	SLOWING
39	E	PASS CAR/VAN	ALCOHOL	UNKNOWN	060	GOING STRAIGHT	E	SUV	050	SLOWING
40	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
41	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
42	E	SUV	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
43	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER INEXPERIENCE	005	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
44	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
45	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	E	SUV	045	SLOWING
46	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	PASS CAR/VAN	010	SLOWING
47	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	020	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
48	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	OTHER				
49	NE	SUV	NO IMPAIRMENT	NONE APPARENT	025	SLOWING	NE	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC
50	E	SUV	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
51	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
52	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	GOING STRAIGHT				
53	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	E	SUV	030	GOING STRAIGHT
54	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	070	GOING STRAIGHT				
55	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	055	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	030	SLOWING
56	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
57	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
58	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
59	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	060	OTHER				

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
60	70	231.90	2/6/2014	1030	INJ	14503144	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
61	70	231.91	5/27/2016	2145	PDO	16520686	ON	RAMP	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	Y (D)		WILD ANIMAL
62	70	231.94	3/5/2015	1359	PDO	15506102	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
63	70	231.94	11/7/2014	1545	PDO	14529231	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
64	70	232.00	1/27/2012	0855	INJ	12501620	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT	NONE	N	RURAL	OVERTURNING
65	70	232.00	9/4/2013	1400	PDO	13517831	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	SIDESWIPE SAME DIRECTION
66	70	232.00	12/23/2011	1510	PDO	11513067	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
67	70	232.00	2/11/2013	1300	PDO	13503022	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
68	70	232.00	9/19/2014	1333	PDO	14523043	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
69	70	232.00	9/28/2014	1705	PDO	14523953	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
70	70	232.00	12/27/2014	1328	PDO	14534294	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
71	70	232.00	11/21/2011	2245	PDO	11509402	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
72	70	232.00	5/17/2014	2250	INJ	14511496	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
73	70	232.00	6/14/2016	2145	PDO	16523726	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N		WILD ANIMAL
74	70	232.00	1/5/2015	1505	PDO	15500920	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	WIND	N	RURAL	SIGN
75	70	232.00	1/5/2015	1715	PDO	15500919	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DARK-UNLIGHTED	WIND	N	RURAL	SIGN
76	70	232.00	12/12/2015	2220	PDO	15534671	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
77	70	232.00	8/17/2014	1619	INJ	14520043	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	CONCRETE BARRIER
78	70	232.00	3/17/2012	1100	PDO	12505336	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
79	70	232.00	8/4/2013	1110	PDO	13515505	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
80	70	232.02	12/16/2011	0645	PDO	11512200	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	RURAL	WILD ANIMAL
81	70	232.08	11/20/2015	1450	PDO	15532274	ON	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
82	70	232.08	12/24/2012	0639	PDO	12525298	OFF RIGHT	RAMP	1	CURVE ON-GRADE	WET W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE	Y (H)	RURAL	TREE/SHRUBBERY
83	70	232.09	1/28/2013	0610	PDO	13501777	OFF LEFT	RAMP	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	Y (H)	RURAL	OVERTURNING
84	70	232.09	8/12/2013	1156	INJ	13516277	OFF LEFT	RAMP	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	Y (H)	RURAL	LARGE BOULDERS OR ROCKS
85	70	232.10	3/1/2013	1505	PDO	13504934	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
86	70	232.10	2/28/2015	1600	PDO	15505705	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
87	70	232.10	4/19/2015	1709	PDO	15510289	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
88	70	232.10	3/28/2014	0658	INJ	14507102	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAWN OR DUSK	NONE	N	RURAL	GUARD RAIL
89	70	232.10	4/24/2012	1620	INJ	12507709	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	TREE/SHRUBBERY
90	70	232.15	10/14/2013	0800	PDO	13520778	OFF LEFT	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
91	70	232.20	12/26/2011	1545	PDO	11513341	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
92	70	232.20	7/21/2013	1557	PDO	13514477	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
93	70	232.20	6/8/2013	1830	INJ	13511677	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
94	70	232.20	8/18/2013	1559	PDO	13516869	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
95	70	232.20	9/28/2014	1920	PDO	14524811	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
96	70	232.20	7/14/2011	2110	PDO	11311498	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
97	70	232.20	2/28/2012	1705	INJ	12504225	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
98	70	232.20	1/8/2012	1500	PDO	12500306	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
99	70	232.20	2/28/2016	1605	PDO	16506810	ON	NON-INTERSECTION	4	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
100	70	232.21	10/2/2011	1745	INJ	11503077	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	BROADSIDE
101	70	232.21	9/29/2013	1308	INJ	13519679	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	Y (N)	RURAL	BROADSIDE
102	70	232.21	3/9/2014	1730	PDO	14506096	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	Y (N)	RURAL	BROADSIDE
103	70	232.30	3/8/2014	1605	PDO	14505988	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
104	70	232.30	7/2/2015	0750	PDO	15517266	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	FOG	N	RURAL	WILD ANIMAL
105	70	232.30	2/16/2014	2345	INJ	14506631	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
106	70	232.30	1/27/2012	0820	PDO	12501624	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	Y (D)	RURAL	TREE/SHRUBBERY
107	70	232.33	1/1/2014	0946	INJ	14500019	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
108	70	232.33	2/1/2015	1200	PDO	15502787	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
109	70	232.33	2/28/2016	1310	PDO	16506812	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	Y (N)		REAR-END
110	70	232.39	7/13/2014	1815	PDO	14517043	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
111	70	232.40	1/4/2015	1400	PDO	15500918	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
112	70	232.40	3/24/2015	0730	PDO	15508363	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT	WIND	N	RURAL	SIGN
113	70	232.47	12/9/2012	0810	INJ	12523961	OFF RIGHT	RAMP	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE	Y (D)	RURAL	OVERTURNING

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
60	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	065	OTHER				
61	W	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
62	NE	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	038	GOING STRAIGHT	NE	PICKUP TRUCK/UTILITY VAN W/TRAILER	020	SLOWING
63	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	065	AVOIDING OBJECT/VEHICLE IN ROAD				
64	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
65	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	045	SLOWING
66	E	SUV	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	E	PASS CAR/VAN	040	SLOWING
67	E	SUV	ALCOHOL/DRUGS	UNKNOWN	060	GOING STRAIGHT	E	SUV	040	SLOWING
68	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	005	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
69	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	005	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
70	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
71	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
72	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
73	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT				
74	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
75	E	SUV	NO IMPAIRMENT	NONE APPARENT	057	GOING STRAIGHT				
76	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
77	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
78	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	SLOWING	W	PICKUP TRUCK/UTILITY VAN	060	AVOIDING OBJECT/VEHICLE IN ROAD
79	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	SUV	065	SLOWING
80	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
81	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	035	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	040	GOING STRAIGHT
82	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	GOING STRAIGHT				
83	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	045	OTHER				
84	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT				
85	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	GOING STRAIGHT	E	PASS CAR/VAN	060	SLOWING
86	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
87	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
88	W	SUV	NO IMPAIRMENT	UNKNOWN	040	GOING STRAIGHT				
89	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
90	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	050	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	045	GOING STRAIGHT
91	E	SUV	NO IMPAIRMENT	NONE APPARENT	010	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
92	E	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	010	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	015	GOING STRAIGHT
93	W	PASS CAR/VAN W/TRAILER	NO IMPAIRMENT	DRIVER FATIGUE	050	WEAVING	W	PASS CAR/VAN	060	PASSING
94	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	010	GOING STRAIGHT	E	MOTOR HOME	010	GOING STRAIGHT
95	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	002	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	015	GOING STRAIGHT
96	W	PASS CAR/VAN	ALCOHOL	NONE APPARENT	065	GOING STRAIGHT				
97	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
98	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	050	CHANGING LANES	E	SUV	000	STOPPED IN TRAFFIC
99	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT	E	SUV	5	SLOWING
100	N	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	035	GOING STRAIGHT	W	PASS CAR/VAN	055	GOING STRAIGHT
101	N	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	002	ENTERING/LEAVING PARKED POSITION	W	PASS CAR/VAN	040	GOING STRAIGHT
102	N	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	003	GOING STRAIGHT	W	PASS CAR/VAN	055	GOING STRAIGHT
103	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	055	GOING STRAIGHT	E	PASS CAR/VAN	030	STOPPED IN TRAFFIC
104	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
105	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	040	OTHER				
106	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	055	OTHER				
107	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	CHANGING LANES	E	SUV	045	GOING STRAIGHT
108	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	OTHER	E	PASS CAR/VAN	015	SLOWING
109	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	E	PASS CAR/VAN	005	SLOWING
110	E	SUV	NO IMPAIRMENT	NONE APPARENT	015	CHANGING LANES	E	SUV	000	STOPPED IN TRAFFIC
111	W	SUV	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	W	PASS CAR/VAN	002	STOPPED IN TRAFFIC
112	W	SUV	NO IMPAIRMENT	NONE APPARENT	050	OTHER				
113	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	045	GOING STRAIGHT				

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
114	70	232.47	10/10/2014	1530	PDO	14525824	OFF LEFT	RAMP	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	Y (D)	RURAL	SIGN
115	70	232.50	3/10/2013	1745	INJ	13505461	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
116	70	232.50	9/19/2014	1340	PDO	14523041	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
117	70	232.50	2/21/2016	1450	PDO	16506498	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
118	70	232.50	4/4/2016	1624	PDO	16511117	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
119	70	232.50	12/15/2012	0939	INJ	12525388	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
120	70	232.50	4/12/2014	0930	PDO	14508011	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
121	70	232.50	10/1/2012	2035	PDO	12518966	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
122	70	232.50	5/16/2016	1930	PDO	16517809	OFF RIGHT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N		GUARD RAIL
123	70	232.50	12/1/2013	1526	PDO	13524743	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
124	70	232.53	3/8/2014	1720	PDO	14505987	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
125	70	232.55	9/11/2015	1227	INJ	15524085	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	INVOLVING OTHER OBJECT
126	70	232.57	7/21/2013	1825	INJ	13514928	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
127	70	232.60	11/6/2015	1145	PDO	15530111	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
128	70	232.60	1/13/2015	1730	PDO	15501114	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
129	70	232.60	3/18/2016	0645	PDO	16509880	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N		SIDESWIPE SAME DIRECTION
130	70	232.60	12/10/2011	1520	INJ	11511819	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
131	70	232.70	2/20/2016	1630	INJ	16505658	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
132	70	232.75	2/24/2015	1630	INJ	15505265	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
133	70	232.75	8/3/2013	1803	PDO	13516036	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	REAR-END
134	70	232.80	6/21/2015	1415	PDO	15515729	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
135	70	232.80	4/17/2013	1045	PDO	13508389	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SLUSHY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
136	70	232.80	8/14/2013	0100	INJ	13517487	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
137	70	232.80	3/31/2014	0650	PDO	14507019	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAWN OR DUSK	WIND	N	RURAL	CONCRETE BARRIER
138	70	232.80	6/5/2013	1020	PDO	13511504	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	INVOLVING OTHER OBJECT
139	70	232.90	7/6/2014	1545	PDO	14515941	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
140	70	232.90	3/28/2013	1715	INJ	13507043	ON	NON-INTERSECTION	5	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
141	70	232.90	9/4/2013	1400	PDO	13517877	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	SIDESWIPE SAME DIRECTION
142	70	232.96	7/30/2012	1330	INJ	12514300	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	OVERTURNING
143	70	232.96	11/20/2015	1740	PDO	15532033	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	OVERTURNING
144	70	232.97	7/1/2013	1851	INJ	13513787	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
145	70	232.98	8/3/2012	2140	INJ	12514883	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
146	70	232.98	12/30/2014	0920	PDO	14534101	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE	N	RURAL	EMBANKMENT CUT/FILL SLOPE
147	70	233.00	4/16/2015	1136	PDO	15509647	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	OVERTURNING
148	70	233.00	12/28/2011	0830	PDO	11513553	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	WIND	N	RURAL	VEHICLE CARGO/DEBRIS
149	70	233.00	2/21/2016	1450	INJ	16506485	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
150	70	233.00	2/21/2016	1450	INJ	16506772	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
151	70	233.00	9/14/2012	1444	PDO	12517822	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
152	70	233.00	7/20/2014	1220	PDO	14517128	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
153	70	233.00	1/16/2015	2205	PDO	15524180	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
154	70	233.00	10/7/2014	0105	PDO	14524911	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIGN
155	70	233.00	10/26/2011	1345	PDO	11504890	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
156	70	233.00	7/3/2012	1334	PDO	12512207	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	CONCRETE BARRIER
157	70	233.00	10/9/2014	1450	PDO	14525199	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	CONCRETE BARRIER
158	70	233.00	8/27/2014	0340	PDO	14520802	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	INVOLVING OTHER OBJECT
159	70	233.00	2/21/2016	1450	INJ	16506773	ON	NON-INTERSECTION	6	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
160	70	233.06	11/15/2014	0915	PDO	14530144	OFF RIGHT	NON-INTERSECTION	2	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
161	70	233.10	11/26/2013	1755	INJ	13524816	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
162	70	233.10	12/2/2015	2140	PDO	15533927	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	CRASH CUSHION
163	70	233.10	7/20/2015	1127	PDO	15519297	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
164	70	233.10	11/14/2015	1410	INJ	15531841	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
165	70	233.20	8/26/2012	1300	PDO	12516455	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
166	70	233.20	3/5/2015	0930	PDO	15505905	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
167	70	233.20	3/17/2012	1100	PDO	12507209	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
168	70	233.20	8/26/2012	1307	INJ	12516456	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
169	70	233.30	7/6/2012	1650	PDO	12512642	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	SIDESWIPE SAME DIRECTION
170	70	233.30	5/11/2014	2245	PDO	14511125	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
171	70	233.40	10/20/2014	1045	PDO	14526394	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
114	W	SUV	ALCOHOL	UNKNOWN	055	OTHER				
115	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	010	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
116	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	050	SLOWING
117	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	15	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
118	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	5	BACKING	S	PASS CAR/VAN	UK	WRONG WAY
119	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	060	CHANGING LANES	E	SUV	060	GOING STRAIGHT
120	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	PASSING	W	PASS CAR/VAN	065	GOING STRAIGHT
121	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
122	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	65	WRONG WAY	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	40	GOING STRAIGHT
123	E	SUV	NO IMPAIRMENT	NONE APPARENT	010	CHANGING LANES	E	PASS CAR/VAN	010	GOING STRAIGHT
124	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	050	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
125	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	UK	GOING STRAIGHT
126	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	020	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
127	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	005	SLOWING
128	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	E	SUV	055	GOING STRAIGHT
129	W	SUV	NO IMPAIRMENT	UNKNOWN	45	WRONG WAY	W	PASS CAR/VAN	45	GOING STRAIGHT
130	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
131	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	65	SLOWING	E	SUV	45	SLOWING
132	E	SUV	NO IMPAIRMENT	NONE APPARENT	070	CHANGING LANES	E	SUV	065	GOING STRAIGHT
133	E	SUV	ALCOHOL	UNKNOWN	090	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	070	GOING STRAIGHT
134	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	015	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
135	W	SUV	NO IMPAIRMENT	NONE APPARENT	055	CHANGING LANES				
136	E	SUV	ALCOHOL	UNKNOWN	065	GOING STRAIGHT	E	PASS CAR/VAN	060	GOING STRAIGHT
137	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	045	OTHER				
138	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
139	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
140	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	060	GOING STRAIGHT	E	SUV	005	SLOWING
141	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	065	OTHER	E	SUV	065	GOING STRAIGHT
142	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES				
143	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	065	GOING STRAIGHT				
144	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	OTHER				
145	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
146	W	SUV	NO IMPAIRMENT	ILLNESS	055	OTHER				
147	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT				
148	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	W	PASS CAR/VAN	060	GOING STRAIGHT
149	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	6	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	45	GOING STRAIGHT
150	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	60	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
151	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES	W	PASS CAR/VAN	065	GOING STRAIGHT
152	E	SUV	NO IMPAIRMENT	UNKNOWN	010	CHANGING LANES	E	SUV	010	GOING STRAIGHT
153	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	CHANGING LANES	W	PASS CAR/VAN	060	GOING STRAIGHT
154	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER FATIGUE	070	GOING STRAIGHT				
155	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	OTHER				
156	E	SUV	NO IMPAIRMENT	UNKNOWN	068	GOING STRAIGHT				
157	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
158	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	070	GOING STRAIGHT				
159	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	60	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
160	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	050	PASSING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	030	GOING STRAIGHT
161	E	SUV	NO IMPAIRMENT	UNKNOWN	055	AVOIDING OBJECT/VEHICLE IN ROAD				
162	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
163	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN	065	CHANGING LANES
164	E	SUV	NO IMPAIRMENT	NONE APPARENT	035	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
165	E	SUV	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	SUV	UK	SLOWING
166	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	015	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
167	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
168	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
169	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	040	OTHER	E	SUV	060	GOING STRAIGHT
170	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	050	OTHER				
171	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
172	70	233.50	7/8/2012	1143	PDO	12513787	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
173	70	233.50	11/30/2014	1630	PDO	14530899	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK	NONE	N	RURAL	REAR-END
174	70	233.50	2/7/2016	1600	PDO	16505930	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	WIND	N		REAR-END
175	70	233.50	10/15/2014	1930	PDO	14525999	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
176	70	233.50	5/18/2012	2215	PDO	12509271	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
177	70	233.50	9/9/2015	1245	PDO	15524553	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
178	70	233.50	12/18/2012	1650	PDO	12524839	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	N	RURAL	CONCRETE BARRIER
179	70	233.50	5/13/2014	0035	INJ	14511321	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	CONCRETE BARRIER
180	70	233.50	4/17/2016	2128	PDO	16513644	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK-UNLIGHTED	NONE	N		EMBANKMENT CUT/FILL SLOPE
181	70	233.50	10/26/2011	1720	INJ	11504888	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAWN OR DUSK	NONE	N	RURAL	LARGE BOULDERS OR ROCKS
182	70	233.50	2/7/2014	0757	INJ	14503775	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	NONE	N	RURAL	WALL/BUILDING
183	70	233.50	5/8/2013	1655	PDO	13509736	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	REAR-END
184	70	233.60	1/9/2015	1735	PDO	15501542	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
185	70	233.70	2/7/2016	1545	PDO	16505934	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
186	70	233.70	12/8/2013	1600	INJ	13525541	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
187	70	233.70	6/14/2012	0800	PDO	12510943	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	CONCRETE BARRIER
188	70	233.75	8/25/2015	0945	PDO	15522391	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
189	70	233.80	7/6/2014	1530	PDO	14516462	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
190	70	233.80	9/14/2014	1451	INJ	14524183	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
191	70	233.80	3/30/2016	0715	PDO	16510496	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		GUARD RAIL
192	70	233.83	4/17/2016	1250	PDO	16513971	OFF LEFT	RAMP	1	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	Y (B)		LIGHT/UTILITY POLE
193	70	233.90	11/15/2015	1415	PDO	15531617	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
194	70	233.90	2/17/2014	1330	PDO	14504016	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
195	70	233.98	12/12/2015	0109	INJ	15535544	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
196	70	234.00	6/10/2012	1349	PDO	12510601	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
197	70	234.00	8/7/2011	1930	INJ	11500286	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
198	70	234.00	3/29/2013	1825	PDO	13507039	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
199	70	234.00	1/17/2014	0940	INJ	14501580	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
200	70	234.00	2/1/2014	1406	INJ	14503507	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
201	70	234.00	9/19/2014	1109	PDO	14523035	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
202	70	234.00	9/22/2014	1350	PDO	14526148	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
203	70	234.00	1/11/2015	1519	PDO	15501482	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
204	70	234.00	11/21/2015	0745	PDO	15531670	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	WIND	N	RURAL	REAR-END
205	70	234.00	3/20/2016	1706	PDO	16510238	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
206	70	234.00	4/1/2016	1635	PDO	16511873	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
207	70	234.00	3/28/2014	0145	INJ	14507099	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
208	70	234.00	9/8/2014	1300	INJ	14522272	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
209	70	234.00	4/2/2012	1020	INJ	12506154	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
210	70	234.00	8/22/2012	1900	PDO	12515940	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
211	70	234.00	3/28/2014	0140	INJ	14507098	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
212	70	234.00	1/17/2014	0944	INJ	14501265	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
213	70	234.00	4/19/2013	1630	PDO	13508234	OFF RIGHT	PARKING LOT	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	Y (T)	RURAL	CONCRETE BARRIER
214	70	234.07	7/4/2015	1618	PDO	15524223	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
215	70	234.08	9/6/2011	0438	PDO	11502409	OFF RIGHT	PARKING LOT	1	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	Y (T)	RURAL	CONCRETE BARRIER
216	70	234.10	2/19/2013	1715	INJ	13504114	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	RURAL	REAR-END
217	70	234.10	2/2/2014	1315	PDO	14503503	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
218	70	234.10	2/2/2014	1340	PDO	14503414	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
219	70	234.10	3/8/2015	1155	PDO	15507036	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
220	70	234.10	3/25/2016	1340	PDO	16510374	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
221	70	234.10	2/10/2014	0740	PDO	14504907	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
222	70	234.10	10/26/2012	0100	PDO	12520320	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	NONE	N	RURAL	GUARD RAIL
223	70	234.10	10/26/2012	0552	PDO	12522622	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
224	70	234.10	2/11/2013	1413	PDO	13503011	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
225	70	234.17	3/11/2016	1755	PDO	16508533	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
226	70	234.20	9/6/2013	1510	PDO	13517941	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
227	70	234.20	12/23/2014	2045	PDO	14533883	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
172	E	SUV	NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	E	SUV	020	SLOWING
173	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	E	SUV	030	SLOWING
174	E	SUV	NO IMPAIRMENT	UNKNOWN	20	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
175	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	055	WEAVING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	055	GOING STRAIGHT
176	W	SUV	NO IMPAIRMENT	NONE APPARENT	068	GOING STRAIGHT				
177	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	070	GOING STRAIGHT				
178	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	GOING STRAIGHT				
179	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	055	OTHER				
180	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	60	WRONG WAY				
181	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	OTHER				
182	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	055	OTHER				
183	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	053	OTHER	E	SUV	070	GOING STRAIGHT
184	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	055	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	055	GOING STRAIGHT
185	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	65	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
186	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	065	OTHER				
187	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	OTHER				
188	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	040	CHANGING LANES	W	PASS CAR/VAN	055	GOING STRAIGHT
189	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	GOING STRAIGHT	E	SUV	010	SLOWING
190	E	MOTORCYCLE	NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
191	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	50	WEAVING				
192	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	045	WRONG WAY				
193	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	020	SLOWING	E	PICKUP TRUCK/UTILITY VAN	005	SLOWING
194	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	030	CHANGING LANES	E	SUV	015	GOING STRAIGHT
195	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	060	OTHER				
196	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	015	SLOWING
197	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	NONE APPARENT	035	GOING STRAIGHT	E	SUV	005	SLOWING
198	E	SUV	ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	E	SUV	030	GOING STRAIGHT
199	W	SUV	NO IMPAIRMENT	NONE APPARENT	015	SLOWING	W	SUV	000	STOPPED IN TRAFFIC
200	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	035	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	030	SLOWING
201	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC
202	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
203	E	SUV	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
204	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	W	PASS CAR/VAN	010	GOING STRAIGHT
205	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT	E	PASS CAR/VAN	35	SLOWING
206	E	SUV	NO IMPAIRMENT	UNKNOWN	20	SLOWING	E	SUV	15	SLOWING
207	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	OTHER	W	PICKUP TRUCK/UTILITY VAN	060	AVOIDING OBJECT/VEHICLE IN ROAD
208	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	025	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	020	GOING STRAIGHT
209	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	OTHER				
210	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	OTHER				
211	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	OTHER				
212	W	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
213	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER INEXPERIENCE	002	OTHER				
214	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	055	OTHER				
215	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	002	BACKING				
216	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT	E	PASS CAR/VAN	035	SLOWING
217	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
218	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	045	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
219	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	003	SLOWING
220	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	10	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
221	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	PASS CAR/VAN	030	OTHER
222	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	055	GOING STRAIGHT				
223	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
224	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	075	OTHER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	052	GOING STRAIGHT
225	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	40	GOING STRAIGHT	E	SUV	35	SLOWING
226	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
227	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	045	GOING STRAIGHT				

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
228	70	234.20	1/31/2015	1608	PDO	15502650	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
229	70	234.22	1/30/2014	1329	PDO	14503132	OFF LEFT	RAMP	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	Y (D)	RURAL	SIGN
230	70	234.30	10/30/2013	0530	PDO	13522025	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SLUSHY	DARK-LIGHTED	NONE	N	RURAL	OVERTURNING
231	70	234.30	1/30/2014	1658	INJ	14502968	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	OVERTURNING
232	70	234.30	12/17/2011	1600	PDO	11512213	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
233	70	234.30	1/2/2016	1430	INJ	16500590	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE	N		REAR-END
234	70	234.30	6/26/2016	1635	PDO	16523936	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
235	70	234.30	4/20/2015	0520	PDO	15509800	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
236	70	234.30	2/14/2016	1445	PDO	16505944	ON	RAMP	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	WIND	Y (C)		REAR-END
237	70	234.33	6/13/2012	0950	PDO	12510949	ON	RAMP	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	Y (D)	RURAL	PARKED MOTOR VEHICLE
238	70	234.38	8/19/2015	1821	PDO	15055331	ON	RAMP	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	Y (C)	URBAN	REAR-END
239	70	234.40	10/26/2011	1715	PDO	11504670	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	OTHER NON-COLLISION
240	70	234.40	3/9/2012	1625	PDO	12504809	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
241	70	234.40	10/10/2014	1630	INJ	14526975	OFF LEFT	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	CRASH CUSHION
242	70	234.40	12/23/2015	1316	PDO	15535214	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
243	70	234.43	8/30/2013	1600	PDO	13517830	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
244	70	234.50	6/29/2014	1600	PDO	14515026	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
245	70	234.50	1/2/2016	1740	PDO	16500040	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N		REAR-END
246	70	234.50	12/31/2013	1745	PDO	13526184	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
247	70	234.50	8/19/2011	1253	INJ	11501370	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
248	70	234.50	12/17/2014	1900	PDO	14532488	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
249	70	234.50	2/18/2014	1725	PDO	14504553	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	CONCRETE BARRIER
250	70	234.50	12/9/2012	1412	PDO	12523763	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
251	70	234.50	2/10/2014	0740	INJ	14503508	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
252	70	234.50	1/18/2016	1730	INJ	16502332	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N		REAR-END
253	70	234.50	1/23/2016	1459	INJ	16502093	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
254	70	234.59	1/1/2014	1005	PDO	14500058	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	CABLE RAIL
255	70	234.60	12/20/2014	1610	INJ	14532908	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
256	70	234.60	3/19/2015	1033	PDO	15507435	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
257	70	234.60	1/16/2016	1425	PDO	16501404	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
258	70	234.60	7/19/2012	0450	PDO	12513266	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
259	70	234.60	1/25/2014	1510	INJ	14504167	ON	NON-INTERSECTION	5	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
260	70	234.70	12/23/2011	1600	PDO	11513065	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
261	70	234.70	11/7/2014	1600	INJ	14528855	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
262	70	234.70	3/6/2015	1645	PDO	15506230	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
263	70	234.70	6/12/2016	1415	PDO	16521076	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
264	70	234.70	1/3/2016	1400	INJ	16500592	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
265	70	234.70	11/22/2014	1400	PDO	14530238	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	INVOLVING OTHER OBJECT
266	70	234.80	12/9/2011	1515	PDO	11511443	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
267	70	234.80	1/21/2013	1230	INJ	13501950	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
268	70	234.80	7/9/2014	1820	PDO	14516056	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
269	70	234.80	2/28/2016	1215	PDO	16506714	ON	NON-INTERSECTION	6	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
270	70	234.90	2/21/2015	1630	INJ	15504659	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	OVERTURNING
271	70	234.90	8/27/2011	1600	PDO	11501344	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
272	70	234.90	9/28/2014	1755	PDO	14523874	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
273	70	234.90	5/21/2015	1550	PDO	15512767	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
274	70	234.91	4/9/2013	0830	PDO	13507960	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
275	70	234.94	12/5/2014	1936	PDO	14531850	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	RURAL	CRASH CUSHION
276	70	234.97	4/9/2013	0855	PDO	13507958	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
277	70	235.00	6/27/2013	1245	PDO	13513335	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	VEHICLE CARGO/DEBRIS
278	70	235.00	8/19/2011	1427	PDO	11501373	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
279	70	235.00	1/12/2014	0729	INJ	14501946	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
280	70	235.00	1/7/2015	1121	PDO	15501483	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
281	70	235.00	3/28/2015	1532	PDO	15508654	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
282	70	235.00	11/22/2015	1630	PDO	15533365	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	RURAL	REAR-END
283	70	235.00	1/4/2016	1615	PDO	16500122	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N		REAR-END
284	70	235.00	2/21/2016	1650	PDO	16506486	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
285	70	235.00	2/28/2016	1417	PDO	16507565	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
286	70	235.00	11/26/2011	1530	PDO	11509853	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
287	70	235.00	1/18/2012	1230	PDO	12500944	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
288	70	235.00	11/16/2014	2105	PDO	14530994	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
228	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
229	W	SUV	NO IMPAIRMENT	UNKNOWN	050	OTHER				
230	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT				
231	W	SUV	NO IMPAIRMENT	UNKNOWN	040	OTHER				
232	E	SUV	NO IMPAIRMENT	NONE APPARENT	015	SLOWING	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
233	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	55	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
234	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	20	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
235	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	OTHER	W	PASS CAR/VAN	040	GOING STRAIGHT
236	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	10	GOING STRAIGHT	E	SUV	2	SLOWING
237	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	055	GOING STRAIGHT	W	PASS CAR/VAN	000	PARKED
238	E	SUV	NO IMPAIRMENT	UNKNOWN	000	STOPPED IN TRAFFIC	E	PASS CAR/VAN	020	GOING STRAIGHT
239	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	035	CHANGING LANES	E	SUV	040	OTHER
240	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	E	SUV	UK	SLOWING
241	E	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER	060	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	065	GOING STRAIGHT
242	E	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER	015	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
243	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	OTHER				
244	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
245	E	SUV	NO IMPAIRMENT	NONE APPARENT	50	GOING STRAIGHT	E	SUV	55	GOING STRAIGHT
246	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	050	WEAVING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	055	GOING STRAIGHT
247	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	060	GOING STRAIGHT				
248	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	OTHER				
249	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
250	E	SUV	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	E	PASS CAR/VAN	UK	SLOWING
251	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	OTHER	E	SUV	055	GOING STRAIGHT
252	E	SUV	NO IMPAIRMENT	NONE APPARENT	50	SLOWING	E	SUV	40	SLOWING
253	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	40	WRONG WAY	E	SUV	50	GOING STRAIGHT
254	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	025	OTHER				
255	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	055	GOING STRAIGHT	E	SUV	010	SLOWING
256	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	010	GOING STRAIGHT	E	PASS CAR/VAN	005	SLOWING
257	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	60	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
258	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
259	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
260	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	E	SUV	010	SLOWING
261	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
262	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	065	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	040	SLOWING
263	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	40	CHANGING LANES	E	SUV	60	GOING STRAIGHT
264	E	SUV	NO IMPAIRMENT	UNKNOWN	55	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	50	GOING STRAIGHT
265	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
266	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	PASSING	E	PICKUP TRUCK/UTILITY VAN	065	GOING STRAIGHT
267	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	040	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	010	SLOWING
268	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	OTHER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	050	GOING STRAIGHT
269	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	50	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
270	W	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN	055	GOING STRAIGHT				
271	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	E	SUV	015	SLOWING
272	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	PASS CAR/VAN	005	SLOWING
273	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	010	GOING STRAIGHT
274	W	SUV	NO IMPAIRMENT	NONE APPARENT	050	OTHER				
275	E	SUV	ALCOHOL	UNKNOWN	065	GOING STRAIGHT				
276	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	045	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC
277	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	E	SUV	065	GOING STRAIGHT
278	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	E	SUV	005	SLOWING
279	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	OTHER	E	PASS CAR/VAN	065	GOING STRAIGHT
280	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN	015	GOING STRAIGHT
281	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
282	E	SUV	NO IMPAIRMENT	NONE APPARENT	020	SLOWING	E	PASS CAR/VAN	015	SLOWING
283	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	35	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
284	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	30	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
285	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	45	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
286	E	SUV	NO IMPAIRMENT	NONE APPARENT	025	CHANGING LANES	E	SUV	030	GOING STRAIGHT
287	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	070	PASSING	E	PASS CAR/VAN	065	GOING STRAIGHT
288	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	065	GOING STRAIGHT	E	SUV	065	GOING STRAIGHT

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
289	70	235.00	1/3/2016	1650	PDO	16500119	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N		SIDESWIPE SAME DIRECTION
290	70	235.00	12/3/2013	1912	PDO	13525232	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	LIGHT/UTILITY POLE
291	70	235.00	7/6/2012	2115	INJ	12512906	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	RURAL	GUARD RAIL
292	70	235.00	1/17/2013	0920	PDO	13501063	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
293	70	235.00	3/23/2013	0840	PDO	13506191	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
294	70	235.00	7/2/2015	1717	PDO	15516843	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
295	70	235.00	9/24/2014	0050	PDO	14523583	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	CONCRETE BARRIER
296	70	235.00	2/16/2014	1430	PDO	14503956	ON	NON-INTERSECTION	5	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
297	70	235.00	1/30/2014	1811	PDO	14502967	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL	Y (N)	RURAL	BROADSIDE
298	70	235.00	11/1/2015	1100	PDO	15529705	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	Y (N)	RURAL	SIDESWIPE SAME DIRECTION
299	70	235.01	1/30/2014	1800	INJ	14503991	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
300	70	235.01	3/7/2014	1450	PDO	14505853	OFF LEFT	INTERSECTION RELATED	1	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	Y (O)	RURAL	GUARD RAIL
301	70	235.02	10/9/2014	1210	PDO	14525126	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	REAR-END
302	70	235.10	11/30/2014	1126	INJ	14531139	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
303	70	235.10	8/1/2012	1620	PDO	12514825	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	OTHER FIXED OBJECT
304	70	235.10	1/30/2014	1745	INJ	14502764	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	REAR-END
305	70	235.15	1/10/2016	1400	INJ	16501795	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
306	70	235.20	3/23/2013	0935	PDO	13506182	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
307	70	235.20	2/15/2015	1930	PDO	15507909	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	REAR-END
308	70	235.20	1/16/2016	1047	PDO	16501408	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
309	70	235.20	6/24/2016	2215	PDO	16523736	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N		SIDESWIPE SAME DIRECTION
310	70	235.20	2/23/2012	2130	PDO	12503881	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	WILD ANIMAL
311	70	235.20	12/3/2015	1735	PDO	15533734	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
312	70	235.20	7/25/2013	0615	PDO	13514731	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAWN OR DUSK	RAIN	N	RURAL	SIDESWIPE SAME DIRECTION
313	70	235.20	2/14/2015	1610	PDO	15504854	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
314	70	235.20	1/3/2016	1131	INJ	16500070	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
315	70	235.30	3/9/2012	1605	INJ	12504811	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
316	70	235.40	8/30/2013	0015	INJ	13517372	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	RURAL	OVERTURNING
317	70	235.40	9/16/2012	1215	PDO	12517495	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
318	70	235.40	9/30/2012	1610	PDO	12518560	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
319	70	235.40	9/14/2014	1645	PDO	14522647	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
320	70	235.40	7/26/2015	1530	PDO	15524208	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
321	70	235.40	9/19/2015	1800	PDO	15526373	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
322	70	235.40	3/28/2015	0840	PDO	15508653	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
323	70	235.40	8/13/2015	1400	PDO	15521908	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	OVERTURNING
324	70	235.40	5/25/2014	1702	PDO	14511690	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	LARGE BOULDERS OR ROCKS
325	70	235.50	6/10/2012	1830	PDO	12510597	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
326	70	235.50	3/14/2015	1605	PDO	15507641	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
327	70	235.50	11/21/2015	0730	PDO	15531637	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
328	70	235.50	11/21/2015	1138	INJ	15531673	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	RURAL	REAR-END
329	70	235.50	12/5/2015	1228	PDO	15533398	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
330	70	235.50	9/8/2015	0800	PDO	15524144	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
331	70	235.50	1/18/2016	1733	PDO	16501429	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N		SIDESWIPE SAME DIRECTION
332	70	235.50	12/30/2012	1940	INJ	12526254	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
333	70	235.50	5/19/2015	0700	PDO	15512453	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
334	70	235.50	4/16/2016	0121	PDO	16513634	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N		EMBANKMENT CUT/FILL SLOPE
335	70	235.50	12/30/2011	0935	PDO	11513690	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	WIND	N	RURAL	INVOLVING OTHER OBJECT
336	70	235.50	3/23/2014	1204	PDO	14506910	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
337	70	235.50	3/5/2016	1630	INJ	16507291	ON	NON-INTERSECTION	5	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
338	70	235.60	9/26/2015	1610	INJ	15526391	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	OVERTURNING
339	70	235.60	11/11/2015	0645	PDO	15531613	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	OVERTURNING
340	70	235.60	11/6/2014	1410	INJ	14528071	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
341	70	235.60	10/14/2011	1625	INJ	11503942	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
342	70	235.60	2/23/2014	1129	PDO	14534740	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	WET	DAWN OR DUSK	NONE	N		REAR-END
343	70	235.70	11/9/2015	1750	PDO	15530952	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
289	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	40	CHANGING LANES	E	SUV	35	GOING STRAIGHT
290	W	SUV	NO IMPAIRMENT	NONE APPARENT	050	OTHER				
291	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	OTHER	E	PASS CAR/VAN	050	GOING STRAIGHT
292	W	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	065	GOING STRAIGHT				
293	W	SUV	NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT	W	PASS CAR/VAN	045	GOING STRAIGHT
294	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	AVOIDING OBJECT/VEHICLE IN ROAD				
295	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	055	GOING STRAIGHT				
296	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	040	GOING STRAIGHT	E	SUV	040	SLOWING
297	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	020	MAKING RIGHT TURN	N	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	UK	OTHER
298	W	SUV	NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	004	MAKING RIGHT TURN
299	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	045	SLOWING	W	PASS CAR/VAN	045	GOING STRAIGHT
300	SE	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN				
301	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	025	SLOWING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC
302	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	045	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
303	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	OTHER				
304	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER	W	SUV	020	GOING STRAIGHT
305	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	40	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
306	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	050	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	040	GOING STRAIGHT
307	E	SUV	NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	E	SUV	025	GOING STRAIGHT
308	W	PASS CAR/VAN	ALCOHOL	NONE APPARENT	30	AVOIDING OBJECT/VEHICLE IN ROAD	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	40	GOING STRAIGHT
309	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER FATIGUE	70	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN	60	GOING STRAIGHT
310	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
311	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT				
312	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER	E	PASS CAR/VAN	060	GOING STRAIGHT
313	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	GOING STRAIGHT	E	SUV	025	GOING STRAIGHT
314	E	SUV	NO IMPAIRMENT	NONE APPARENT	15	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
315	E	SUV	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	PASS CAR/VAN	045	SLOWING
316	E	SUV	NO IMPAIRMENT	UNKNOWN	060	OTHER				
317	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	GOING STRAIGHT	E	SUV	015	SLOWING
318	E	SUV	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	E	PASS CAR/VAN	050	SLOWING
319	E	SUV	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	020	SLOWING
320	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	E	PASS CAR/VAN	020	GOING STRAIGHT
321	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	020	SLOWING	E	PASS CAR/VAN	010	SLOWING
322	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	080	OTHER				
323	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	055	OTHER				
324	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
325	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	E	HIT & RUN - UNKNOWN	UK	CHANGING LANES
326	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	060	GOING STRAIGHT	E	PASS CAR/VAN	050	SLOWING
327	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	W	PASS CAR/VAN	010	SLOWING
328	W	SUV	NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
329	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER	E	SUV	035	GOING STRAIGHT
330	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	050	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	045	GOING STRAIGHT
331	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	65	GOING STRAIGHT	E	SUV	55	GOING STRAIGHT
332	E	SUV	NO IMPAIRMENT	UNKNOWN	060	OTHER				
333	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	OTHER				
334	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	40	WRONG WAY				
335	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	065	GOING STRAIGHT	W	SUV	050	GOING STRAIGHT
336	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	005	SLOWING	E	SUV	010	SLOWING
337	E	SUV	NO IMPAIRMENT	NONE APPARENT	58	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
338	E	MOTORCYCLE	NO IMPAIRMENT	NONE APPARENT	040	SLOWING				
339	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
340	E	SUV W/TRAILER	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	010	SLOWING
341	E	PASS CAR/VAN	RX/MEDICATION/DR	UNKNOWN	080	PASSING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	060	GOING STRAIGHT
342	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
343	UK	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	E	PASS CAR/VAN	065	GOING STRAIGHT

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
344	70	235.70	9/25/2014	1340	PDO	14524171	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	DUST	N	RURAL	BROADSIDE
345	70	235.70	8/14/2011	1930	PDO	11501120	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	EMBANKMENT CUT/FILL SLOPE
346	70	235.80	12/26/2012	0945	INJ	12525669	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
347	70	235.80	1/4/2016	1615	PDO	16500594	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
348	70	235.80	1/4/2016	1715	PDO	16519541	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
349	70	235.80	1/31/2014	0854	PDO	14502748	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	SLUSHY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
350	70	235.80	5/8/2013	2140	INJ	13509737	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	RURAL	LARGE BOULDERS OR ROCKS
351	70	235.89	5/26/2013	1345	INJ	13512869	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	LARGE BOULDERS OR ROCKS
352	70	235.90	4/15/2013	0536	INJ	13508461	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	OVERTURNING
353	70	235.90	3/10/2013	1250	PDO	13505166	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE	N	RURAL	REAR-END
354	70	235.90	12/23/2015	1507	PDO	15534961	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
355	70	235.91	6/8/2014	1341	INJ	14513110	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
356	70	235.93	11/15/2015	1140	PDO	15530673	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
357	70	235.94	8/2/2014	1610	PDO	14518683	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
358	70	236.00	9/1/2015	0841	PDO	15522901	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
359	70	236.00	7/28/2013	1825	PDO	13515292	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
360	70	236.00	2/13/2015	0821	PDO	15504251	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
361	70	236.00	2/26/2014	1050	INJ	14504731	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
362	70	236.00	9/17/2014	1250	PDO	14523040	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
363	70	236.00	8/10/2015	2100	PDO	15526376	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
364	70	236.00	11/6/2015	1400	PDO	15530349	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
365	70	236.00	11/21/2015	2025	PDO	15533362	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
366	70	236.00	12/28/2015	1700	PDO	15536895	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
367	70	236.00	3/16/2016	0730	PDO	16511291	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
368	70	236.00	4/20/2016	1225	PDO	16513352	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
369	70	236.00	8/23/2012	1445	PDO	12515931	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
370	70	236.00	4/22/2013	1248	PDO	13508607	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	WIND	N	RURAL	GUARD RAIL
371	70	236.00	5/25/2016	0734	PDO	16519966	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		GUARD RAIL
372	70	236.00	7/10/2012	1426	PDO	12513079	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	EMBANKMENT CUT/FILL SLOPE
373	70	236.00	2/14/2016	1305	PDO	16505448	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
374	70	236.02	3/8/2014	0600	INJ	14505448	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAWN OR DUSK	NONE	N	RURAL	OVERTURNING
375	70	236.04	4/9/2013	1215	PDO	13507956	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	OTHER NON-COLLISION
376	70	236.10	4/26/2016	1430	PDO	16513885	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	SNOW/SLEET/HAIL	N		GUARD RAIL
377	70	236.10	4/9/2013	1140	INJ	13508516	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	EMBANKMENT CUT/FILL SLOPE
378	70	236.15	9/29/2013	2110	PDO	13521204	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
379	70	236.20	6/19/2015	1515	INJ	15524195	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	VEHICLE CARGO/DEBRIS
380	70	236.20	6/30/2012	1715	PDO	12511947	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
381	70	236.30	8/30/2012	1435	PDO	12516996	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
382	70	236.30	8/30/2012	1435	INJ	12516320	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	EMBANKMENT CUT/FILL SLOPE
383	70	236.40	7/1/2012	1135	INJ	12511943	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
384	70	236.40	9/16/2012	1335	PDO	12517506	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
385	70	236.40	12/22/2015	0740	INJ	15535674	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
386	70	236.50	3/6/2015	0830	INJ	15506104	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
387	70	236.50	10/12/2015	1445	PDO	15527539	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
388	70	236.50	11/25/2015	1700	INJ	15532267	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
389	70	236.50	12/28/2015	0827	PDO	15535932	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
390	70	236.50	2/6/2016	1440	PDO	16505926	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
391	70	236.50	3/27/2016	0655	PDO	16510973	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
392	70	236.50	1/6/2013	1324	PDO	13500247	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
393	70	236.50	3/1/2014	0910	PDO	14505611	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
394	70	236.50	11/25/2015	1700	PDO	15532266	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
395	70	236.60	7/3/2015	1215	INJ	15517269	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
396	70	236.60	2/8/2016	1300	INJ	16505137	ON	NON-INTERSECTION	4	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
344	N	OTHER - SEE REPORT	NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	E	SUV	035	GOING STRAIGHT
345	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	OTHER				
346	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	GOING STRAIGHT	W	SUV	030	SLOWING
347	E	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	45	GOING STRAIGHT	E	SUV	45	SLOWING
348	E	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	045	GOING STRAIGHT	E	SUV	045	SLOWING
349	W	SUV	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	W	SUV	035	GOING STRAIGHT
350	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	070	OTHER				
351	W	PASS CAR/VAN	NO IMPAIRMENT	PHYSICAL DISABILITY	070	GOING STRAIGHT				
352	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	050	OTHER				
353	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	035	CHANGING LANES	E	PASS CAR/VAN	035	GOING STRAIGHT
354	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	E	PASS CAR/VAN	010	GOING STRAIGHT
355	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN	055	GOING STRAIGHT	E	PASS CAR/VAN	020	SLOWING
356	E	SUV	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	E	SUV	030	SLOWING
357	E	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	040	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
358	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	050	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	050	AVOIDING OBJECT/VEHICLE IN ROAD
359	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
360	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	SLOWING	W	SUV	040	SLOWING
361	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES	E	PASS CAR/VAN	065	GOING STRAIGHT
362	W	SUV	NO IMPAIRMENT	UNKNOWN	045	CHANGING LANES	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	025	GOING STRAIGHT
363	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	055	PASSING	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	055	GOING STRAIGHT
364	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	055	CHANGING LANES	E	PASS CAR/VAN	010	GOING STRAIGHT
365	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT
366	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER	E	SUV	055	GOING STRAIGHT
367	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	65	WEAVING	W	SUV	60	GOING STRAIGHT
368	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	WRONG WAY	W	SUV	65	GOING STRAIGHT
369	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	OTHER				
370	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	060	GOING STRAIGHT				
371	SE	SUV	NO IMPAIRMENT	UNKNOWN	60	WEAVING				
372	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
373	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	50	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
374	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	060	OTHER				
375	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	045	CHANGING LANES				
376	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	60	GOING STRAIGHT				
377	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
378	E	SUV	ALCOHOL	UNKNOWN	055	GOING STRAIGHT	E	PASS CAR/VAN	045	GOING STRAIGHT
379	W	SUV	NO IMPAIRMENT	UNKNOWN	060	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT
380	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
381	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	070	GOING STRAIGHT				
382	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	070	OTHER				
383	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
384	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	045	GOING STRAIGHT	E	MOTOR HOME	025	SLOWING
385	W	SUV	NO IMPAIRMENT	NONE APPARENT	015	SLOWING	W	PICKUP TRUCK/UTILITY VAN	005	SLOWING
386	W	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	W	PASS CAR/VAN	055	SLOWING
387	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	GOING STRAIGHT	E	SUV	010	SLOWING
388	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	CHANGING LANES	E	SUV	040	SLOWING
389	W	SUV	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
390	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	25	GOING STRAIGHT	E	SUV	20	SLOWING
391	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	50	GOING STRAIGHT	W	PASS CAR/VAN	55	SLOWING
392	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	SLOWING	W	SUV	UK	SLOWING
393	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER	W	PASS CAR/VAN	015	GOING STRAIGHT
394	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	SLOWING	E	SUV	030	SLOWING
395	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	WEAVING	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	062	PASSING
396	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	UNKNOWN	65	AVOIDING OBJECT/VEHICLE IN ROAD	E	SUV	0	STOPPED IN TRAFFIC

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
397	70	236.70	11/16/2013	2053	PDO	13523479	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
398	70	236.70	9/7/2011	1415	PDO	11508844	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	EMBANKMENT CUT/FILL SLOPE
399	70	236.70	2/22/2016	1200	INJ	16505998	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
400	70	236.80	12/19/2012	0935	INJ	12524957	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
401	70	236.80	12/5/2015	1210	PDO	15533431	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
402	70	236.90	4/29/2013	0125	INJ	13509559	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
403	70	236.90	8/13/2013	2115	INJ	13516185	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	RURAL	SIDESWIPE SAME DIRECTION
404	70	237.00	3/1/2014	1013	INJ	14505604	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	REAR-END
405	70	237.00	8/24/2014	1450	INJ	14521077	ON	NON-INTERSECTION	5	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
406	70	237.00	1/11/2016	1122	PDO	16500966	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
407	70	237.00	3/6/2016	1241	PDO	16508201	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
408	70	237.00	1/9/2016	1826	PDO	16502351	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N		SIDESWIPE SAME DIRECTION
409	70	237.00	5/14/2016	1955	PDO	16516079	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N		WILD ANIMAL
410	70	237.00	2/23/2016	0330	PDO	16506169	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N		TREE/SHRUBBERY
411	70	237.00	8/12/2012	1715	INJ	12515749	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
412	70	237.10	7/15/2011	1200	PDO	11311699	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
413	70	237.10	10/3/2011	1308	INJ	11503610	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	REAR-END
414	70	237.10	10/23/2011	1913	INJ	11504845	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
415	70	237.10	4/3/2012	0801	PDO	12506372	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
416	70	237.20	7/15/2011	1145	PDO	11311493	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
417	70	237.20	7/27/2012	1850	PDO	12514441	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	REAR-END
418	70	237.20	3/26/2014	1346	PDO	14507106	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
419	70	237.20	9/21/2012	2050	PDO	12518340	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
420	70	237.20	5/19/2012	1500	PDO	12509189	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	RURAL	GUARD RAIL
421	70	237.20	2/13/2014	0701	PDO	14504380	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SLUSHY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	WIND	N	RURAL	GUARD RAIL
422	70	237.20	12/15/2015	1105	PDO	15534387	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
423	70	237.30	12/15/2011	1715	PDO	11512214	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
424	70	237.30	2/13/2013	1830	PDO	13503159	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	OTHER NON-COLLISION
425	70	237.30	9/1/2014	1620	PDO	14521268	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
426	70	237.30	1/18/2016	1720	PDO	16501546	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N		REAR-END
427	70	237.30	12/1/2011	0740	PDO	11510159	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
428	70	237.30	1/10/2013	0000	PDO	13500552	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
429	70	237.30	12/3/2011	0830	PDO	11510389	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	EMBANKMENT CUT/FILL SLOPE
430	70	237.30	2/13/2013	1929	INJ	13503333	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	EMBANKMENT CUT/FILL SLOPE
431	70	237.40	1/16/2016	1500	PDO	16501406	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N		REAR-END
432	70	237.40	1/6/2012	2120	PDO	12500322	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
433	70	237.40	12/11/2012	1140	PDO	12523968	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
434	70	237.49	2/14/2014	0505	PDO	14504364	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
435	70	237.49	12/17/2014	2100	PDO	14532486	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DARK-UNLIGHTED	NONE	Y (N)	RURAL	TREE/SHRUBBERY
436	70	237.49	3/22/2014	1729	PDO	14507079	OFF AT TEE	AT INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	WIND	Y (N)	RURAL	INVOLVING OTHER OBJECT
437	70	237.50	6/20/2014	1800	PDO	14514883	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	VEHICLE CARGO/DEBRIS
438	70	237.50	11/30/2013	1849	PDO	13524733	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
439	70	237.50	3/20/2016	1445	PDO	16510970	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
440	70	237.50	6/19/2016	1130	PDO	16520870	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
441	70	237.50	1/2/2013	1725	PDO	13500067	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
442	70	237.50	12/23/2012	0040	PDO	12525294	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
443	70	237.50	10/26/2011	1705	PDO	11504668	OFF LEFT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
~~397~~	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT				
398	W	PASS CAR/VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
399	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	15	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
400	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	W	SUV	005	SLOWING
401	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	035	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	030	GOING STRAIGHT
402	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC
403	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	050	CHANGING LANES	W	PASS CAR/VAN	065	GOING STRAIGHT
404	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	020	GOING STRAIGHT	W	SUV	010	SLOWING
405	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	SLOWING	E	PASS CAR/VAN	015	SLOWING
406	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	30	GOING STRAIGHT	E	SUV	20	SLOWING
407	E	SUV	NO IMPAIRMENT	NONE APPARENT	35	GOING STRAIGHT	E	SUV	45	SLOWING
408	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	55	PASSING	E	SUV	55	GOING STRAIGHT
409	E	SUV	NO IMPAIRMENT	NONE APPARENT	65	GOING STRAIGHT				
410	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	65	WRONG WAY				
411	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT	E	SUV	010	SLOWING
412	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	AVOIDING OBJECT/VEHICLE IN ROAD	W	SUV	015	SLOWING
413	W	SUV	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC
414	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN	065	GOING STRAIGHT	E	PASS CAR/VAN	060	GOING STRAIGHT
415	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	OTHER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	050	AVOIDING OBJECT/VEHICLE IN ROAD
416	W	SUV	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	W	PASS CAR/VAN	030	SLOWING
417	W	SUV	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	W	PASS CAR/VAN	030	SLOWING
418	E	SUV	NO IMPAIRMENT	UNKNOWN	005	GOING STRAIGHT	E	PASS CAR/VAN	002	SLOWING
419	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
420	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	OTHER				
421	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
422	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT				
423	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES	E	PASS CAR/VAN	065	OTHER
424	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	065	OTHER	E	SUV	055	AVOIDING OBJECT/VEHICLE IN ROAD
425	E	NON-SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	065	GOING STRAIGHT	E	PASS CAR/VAN	065	SLOWING
426	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	35	GOING STRAIGHT	E	HIT & RUN - UNKNOWN	UK	WRONG WAY
427	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT				
428	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	GOING STRAIGHT				
429	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	035	GOING STRAIGHT				
430	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	OTHER				
431	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	20	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
432	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	075	OTHER				
433	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	070	OTHER				
434	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	035	OTHER				
435	N	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	MAKING RIGHT TURN				
436	W	SUV	ALCOHOL	UNKNOWN	UK	MAKING RIGHT TURN				
437	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	W	SUV	050	AVOIDING OBJECT/VEHICLE IN ROAD
438	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	035	SLOWING
439	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	55	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
440	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	25	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	0	STOPPED IN TRAFFIC
441	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	065	CHANGING LANES	E	PASS CAR/VAN	065	GOING STRAIGHT
442	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
443	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	OTHER	W	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
444	70	237.50	2/11/2013	1350	PDO	13503014	OFF LEFT	NON-INTERSECTION	3	CURVE ON-GRADE	SLUSHY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
445	70	237.50	5/31/2014	0510	PDO	14512294	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
446	70	237.50	1/1/2015	0720	PDO	15500007	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	NONE	N	RURAL	EMBANKMENT CUT/FILL SLOPE
447	70	237.50	8/4/2011	2120	PDO	11500203	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	INVOLVING OTHER OBJECT
448	70	237.50	3/30/2016	1450	PDO	16510797	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N		INVOLVING OTHER OBJECT
449	70	237.53	10/22/2015	1300	PDO	15528290	OFF RIGHT	RAMP	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	Y (D)	RURAL	LARGE BOULDERS OR ROCKS
450	70	237.60	10/2/2015	1200	PDO	15525984	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
451	70	237.60	11/3/2011	0930	PDO	11505826	ON	RAMP	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	Y (J)	RURAL	REAR-END
452	70	237.61	9/28/2014	1428	INJ	14523996	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
453	70	237.70	10/23/2011	1942	PDO	11504528	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
454	70	237.70	10/3/2013	1511	PDO	13520591	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
455	70	237.70	3/7/2014	2200	INJ	14505426	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N	RURAL	SIDESWIPE SAME DIRECTION
456	70	237.74	6/24/2015	1508	INJ	15524147	ON	RAMP	3	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	Y (C)	RURAL	REAR-END
457	70	237.80	2/23/2013	2348	PDO	13504177	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	OTHER NON-COLLISION
458	70	237.80	3/24/2014	1422	INJ	14506691	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
459	70	237.80	1/16/2016	1000	INJ	16503895	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
460	70	237.80	4/13/2014	1845	PDO	14507951	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	RURAL	CONCRETE BARRIER
461	70	237.80	5/11/2015	0510	PDO	15512306	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK-UNLIGHTED	NONE	N	RURAL	EMBANKMENT CUT/FILL SLOPE
462	70	237.90	12/12/2012	2315	INJ	12524184	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	OVERTURNING
463	70	237.90	12/14/2012	1650	PDO	12524457	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAWN OR DUSK	NONE	N	RURAL	REAR-END
464	70	237.94	12/8/2015	1730	PDO	15533522	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-LIGHTED	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
465	70	237.94	12/13/2012	1410	INJ	12525053	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	OVERTURNING
466	70	237.98	4/20/2014	2300	INJ	14509302	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	LARGE BOULDERS OR ROCKS
467	70	238.00	5/24/2014	2120	PDO	14511689	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	RURAL	OVERTURNING
468	70	238.00	7/10/2011	1800	PDO	11312108	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL	REAR-END
469	70	238.00	7/27/2014	1925	PDO	14518317	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
470	70	238.00	1/24/2015	2110	PDO	15502121	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-LIGHTED	NONE	N	RURAL	REAR-END
471	70	238.00	12/27/2015	1632	INJ	15536358	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-LIGHTED	NONE	N	RURAL	REAR-END
472	70	238.00	1/4/2016	1520	PDO	16500121	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N		REAR-END
473	70	238.00	8/16/2012	1630	PDO	12515884	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
474	70	238.00	10/13/2015	1145	PDO	15529017	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
475	70	238.00	10/17/2015	1120	PDO	15527995	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
476	70	238.00	1/4/2014	2100	PDO	14500244	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL
477	70	238.00	11/3/2015	1539	PDO	15531727	OFF RIGHT	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
478	70	238.00	2/27/2014	1400	INJ	14506136	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
479	70	238.00	3/24/2014	1350	PDO	14506723	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
480	70	238.01	6/24/2012	1245	INJ	12511634	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
481	70	238.02	9/18/2013	1115	PDO	13518868	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
482	70	238.03	3/15/2016	2345	INJ	16509269	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N		OVERTURNING
483	70	238.10	11/7/2011	1430	PDO	11505796	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	VEHICLE CARGO/DEBRIS
484	70	238.10	1/21/2012	1700	PDO	12501306	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
485	70	238.10	12/23/2015	1208	INJ	15536322	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
486	70	238.10	6/28/2012	1630	PDO	12511848	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
487	70	238.20	3/7/2016	1335	INJ	16508645	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
488	70	238.20	4/13/2012	1940	PDO	12506913	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
489	70	238.30	4/6/2016	1420	INJ	16512265	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
490	70	238.40	3/8/2013	1520	PDO	13505459	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
491	70	238.40	3/3/2012	2250	PDO	12504547	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	WIND	N	RURAL	GUARD RAIL
492	70	238.40	4/26/2016	1730	PDO	16515109	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	WET	DAYLIGHT	SNOW/SLEET/HAIL	N		CRASH CUSHION
493	70	238.47	3/21/2013	0740	INJ	13506185	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	EMBANKMENT CUT/FILL SLOPE
494	70	238.50	10/2/2013	1707	PDO	13519939	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
495	70	238.50	1/7/2015	0715	INJ	15500362	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
496	70	238.50	10/17/2014	1915	PDO	14525994	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	RURAL	WILD ANIMAL
497	70	238.60	10/17/2014	1320	PDO	14525925	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	GUARD RAIL
498	70	238.60	6/8/2015	1215	INJ	15514147	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
499	70	238.70	4/28/2015	1000	PDO	15511096	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	SIGN
500	70	238.70	9/5/2011	0548	PDO	11508944	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	GUARD RAIL

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
~~444~~	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	OTHER	E	SUV	UK	SLOWING
445	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER FATIGUE	055	GOING STRAIGHT				
446	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
447	W	PASS CAR/VAN	RX/MEDICATION/DR	DRIVER INEXPERIENCE	UK	OTHER				
448	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	65	GOING STRAIGHT				
449	NW	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	045	OTHER				
450	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	025	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	035	GOING STRAIGHT
451	W	SUV	RX/MEDICATION/DR	UNKNOWN	030	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	020	SLOWING
452	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	065	OTHER				
453	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	010	SLOWING
454	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	010	SLOWING
455	W	SUV	NO IMPAIRMENT	NONE APPARENT	030	OTHER	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	030	GOING STRAIGHT
456	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	E	SUV	005	STOPPED IN TRAFFIC
457	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	GOING STRAIGHT				
458	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT	W	PASS CAR/VAN	040	SLOWING
459	W	SUV	NO IMPAIRMENT	NONE APPARENT	5	GOING STRAIGHT	W	SUV	15	GOING STRAIGHT
460	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	040	OTHER				
461	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	OTHER				
462	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	075	OTHER				
463	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	060	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	060	SLOWING
464	E	SUV	NO IMPAIRMENT	NONE APPARENT	020	CHANGING LANES	E	PASS CAR/VAN	020	GOING STRAIGHT
465	W	SUV	NO IMPAIRMENT	ILLNESS	065	GOING STRAIGHT				
466	W	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	060	OTHER				
467	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	060	OTHER				
468	E	SUV	NO IMPAIRMENT	NONE APPARENT	020	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
469	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	060	GOING STRAIGHT	E	PASS CAR/VAN	060	SLOWING
470	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	065	GOING STRAIGHT
471	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	060	GOING STRAIGHT	E	SUV	035	SLOWING
472	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	35	GOING STRAIGHT	E	PASS CAR/VAN	35	GOING STRAIGHT
473	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	WEAVING	E	PASS CAR/VAN	065	GOING STRAIGHT
474	E	SUV	NO IMPAIRMENT	NONE APPARENT	050	PASSING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	045	GOING STRAIGHT
475	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	047	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	057	GOING STRAIGHT
476	E	SUV	NO IMPAIRMENT	UNKNOWN	060	OTHER				
477	E	SUV	NO IMPAIRMENT	NONE APPARENT	UK	SLOWING	E	PICKUP TRUCK/UTILITY VAN	035	GOING STRAIGHT
478	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES	E	PASS CAR/VAN	065	GOING STRAIGHT
479	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	040	SLOWING	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
480	W	SUV	NO IMPAIRMENT	NONE APPARENT	055	AVOIDING OBJECT/VEHICLE IN ROAD				
481	W	SUV	NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	000	STOPPED IN TRAFFIC
482	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	040	WRONG WAY				
483	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	E	SUV	060	GOING STRAIGHT
484	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	E	SUV	010	GOING STRAIGHT
485	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	010	GOING STRAIGHT	E	SUV	005	GOING STRAIGHT
486	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	065	CHANGING LANES	E	PASS CAR/VAN	065	GOING STRAIGHT
487	E	SUV	NO IMPAIRMENT	UNKNOWN	20	GOING STRAIGHT	E	SUV	0	STOPPED IN TRAFFIC
488	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
489	E	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER	40	GOING STRAIGHT	E	PASS CAR/VAN	0	STOPPED IN TRAFFIC
490	E	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	005	GOING STRAIGHT	E	SUV	002	SLOWING
491	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	PASSING				
492	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	55	CHANGING LANES	E	PASS CAR/VAN	55	SLOWING
493	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	065	OTHER				
494	E	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	001	GOING STRAIGHT	E	SUV	005	GOING STRAIGHT
495	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	E	PASS CAR/VAN	050	SLOWING
496	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
497	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	065	GOING STRAIGHT				
498	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	040	GOING STRAIGHT
499	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	065	OTHER				
500	W	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	065	OTHER				

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
501	70	238.70	11/26/2011	0730	PDO	11509863	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	NONE	N	RURAL	REAR-END
502	70	238.80	3/7/2013	1835	PDO	13505002	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	WILD ANIMAL
503	70	238.83	8/4/2014	0550	PDO	14518480	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL	CABLE RAIL
504	70	238.84	1/4/2016	2240	PDO	16500126	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N		REAR-END
505	70	238.89	10/28/2015	1815	PDO	15528785	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	RURAL	REAR-END
506	70	238.89	8/18/2015	1340	INJ	15522589	ON	RAMP	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	Y (D)	RURAL	OVERTURNING
507	70	238.90	2/7/2014	0913	PDO	14503774	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	RURAL	REAR-END
508	70	238.90	1/25/2015	0900	INJ	15013091	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
509	70	239.00	5/12/2016	1510	PDO	16515978	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N		VEHICLE CARGO/DEBRIS
510	70	239.00	9/8/2013	2058	PDO	13518319	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
511	70	239.00	7/5/2014	1626	INJ	14039545	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
512	70	239.00	6/25/2015	0900	PDO	15526401	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
513	70	239.00	11/6/2015	1500	PDO	15530115	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
514	70	239.00	3/30/2015	1245	PDO	15020905	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
515	70	239.00	6/16/2015	1645	PDO	15524181	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
516	70	239.00	2/29/2016	0830	PDO	16506719	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
517	70	239.00	2/10/2015	2200	PDO	15011950	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	SIGN
518	70	239.00	3/30/2015	1600	PDO	15019727	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIGN
519	70	239.00	9/10/2013	0615	PDO	13052656	OFF LEFT	NON-INTERSECTION	3	CURVE ON-LEVEL	WET	DAWN OR DUSK	RAIN	N	URBAN	GUARD RAIL
520	70	239.00	5/12/2012	1920	PDO	12024431	OFF LEFT	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAWN OR DUSK	RAIN	N	URBAN	CONCRETE BARRIER
521	70	239.00	10/29/2012	0745	PDO	12058665	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
522	70	239.00	2/17/2014	2139	PDO	14009617	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
523	70	239.00	8/22/2014	1510	PDO	14049318	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAWN OR DUSK	RAIN	N	URBAN	CONCRETE BARRIER
524	70	239.00	10/2/2014	1505	PDO	14062116	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	RAIN	N	URBAN	CONCRETE BARRIER
525	70	239.00	10/15/2015	1843	PDO	15529319	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	REAR-END
526	70	239.10	1/2/2015	1124	PDO	15000821	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
527	70	239.10	4/9/2015	1230	PDO	15024182	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
528	70	239.10	4/19/2014	1630	PDO	14024537	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	SIDESWIPE SAME DIRECTION
529	70	239.10	11/27/2012	0601	INJ	12523450	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CABLE RAIL
530	70	239.20	4/11/2016	0855	PDO	16513051	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
531	70	239.20	8/22/2012	1650	PDO	12045391	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	CONCRETE BARRIER
532	70	239.25	10/1/2015	1008	INJ	15061297	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
533	70	239.30	1/14/2015	1205	PDO	15004097	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
534	70	239.46	1/9/2012	1840	PDO	12002075	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAWN OR DUSK	NONE	N	URBAN	CONCRETE BARRIER
535	70	239.50	7/7/2012	2230	PDO	12039746	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN	SIDESWIPE SAME DIRECTION
536	70	239.50	12/6/2014	0735	PDO	14076001	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
537	70	239.50	2/21/2015	1930	INJ	15011954	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	REAR-END
538	70	239.50	7/5/2015	1343	PDO	15040103	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	REAR-END
539	70	239.50	3/17/2016	1215	PDO	16011063	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		REAR-END
540	70	239.50	11/6/2013	1500	PDO	13066302	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
541	70	239.50	12/26/2013	1345	PDO	13080773	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
542	70	239.50	3/8/2015	1742	PDO	15016205	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
543	70	239.50	6/28/2015	0235	PDO	15041743	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
544	70	239.50	10/31/2012	1945	PDO	12520793	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	GUARD RAIL
545	70	239.50	8/14/2011	1925	PDO	11048157	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DAWN OR DUSK	RAIN	N	URBAN	CONCRETE BARRIER
546	70	239.58	4/3/2012	0815	PDO	12015653	OFF LEFT	RAMP	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	Y (B)	URBAN	SIGN
547	70	239.60	7/3/2013	1812	INJ	13038218	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN	SIDESWIPE SAME DIRECTION
548	70	239.60	7/5/2012	1520	PDO	12041008	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	CONCRETE BARRIER
549	70	239.65	2/13/2013	1350	PDO	13007720	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
550	70	239.66	12/15/2014	1600	PDO	14078477	ON	RAMP	2	HILLCREST	DRY	DAYLIGHT	NONE	Y (D)	URBAN	PARKED MOTOR VEHICLE
551	70	239.70	7/29/2012	1740	PDO	12040672	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	REAR-END
552	70	239.75	5/22/2012	0135	PDO	12025331	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	WILD ANIMAL
553	70	239.80	9/10/2013	2230	INJ	13052503	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	URBAN	CONCRETE BARRIER
554	70	239.80	5/3/2013	1603	PDO	13024653	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
555	70	239.81	9/27/2015	1630	PDO	15061296	ON	RAMP	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	Y (C)	URBAN	REAR-END
556	70	239.85	9/14/2012	1531	INJ	12049491	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
501	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	CHANGING LANES	W	PICKUP TRUCK/UTILITY VAN	060	GOING STRAIGHT
502	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
503	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	055	GOING STRAIGHT				
504	E	PASS CAR/VAN	NO IMPAIRMENT	PHYSICAL DISABILITY	65	GOING STRAIGHT	E	OTHER - SEE REPORT	3	ENTERING/LEAVING PARKED POSITION
505	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	E	PASS CAR/VAN	020	SLOWING
506	W	MOTORCYCLE	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT				
507	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC
508	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
509	E	SUV	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT	E	PASS CAR/VAN	55	GOING STRAIGHT
510	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	005	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
511	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	002	STOPPED IN TRAFFIC
512	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	W	PASS CAR/VAN	UK	SLOWING
513	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
514	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	030	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	030	GOING STRAIGHT
515	E	SUV	NO IMPAIRMENT	UNKNOWN	010	PASSING	E	MOTOR HOME	005	CHANGING LANES
516	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	40	WRONG WAY	E	PICKUP TRUCK/UTILITY VAN	40	GOING STRAIGHT
517	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
518	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT				
519	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	065	GOING STRAIGHT
520	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	UK	OTHER	W	PICKUP TRUCK/UTILITY VAN	UK	GOING STRAIGHT
521	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	UK	GOING STRAIGHT				
522	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	070	GOING STRAIGHT				
523	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
524	E	SUV	NO IMPAIRMENT	ILLNESS	055	GOING STRAIGHT				
525	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	OTHER	E	PASS CAR/VAN	040	SLOWING
526	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	SLOWING	W	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT
527	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
528	W	SUV	NO IMPAIRMENT	NONE APPARENT	065	OTHER	W	PICKUP TRUCK/UTILITY VAN	060	GOING STRAIGHT
529	E	PASS CAR/VAN	RX/MEDICATION/DR	UNKNOWN	060	GOING STRAIGHT				
530	E	SUV	NO IMPAIRMENT	UNKNOWN	35	SLOWING	E	SUV	10	SLOWING
531	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
532	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	015	SLOWING
533	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC
534	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	050	OTHER				
535	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	WEAVING	E	PASS CAR/VAN	060	GOING STRAIGHT
536	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	015	SLOWING
537	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	W	SUV	025	SLOWING
538	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	SLOWING	E	SUV	045	SLOWING
539	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	25	SLOWING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	25	SLOWING
540	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN	065	GOING STRAIGHT
541	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	005	CHANGING LANES	E	PASS CAR/VAN	UK	GOING STRAIGHT
542	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	055	GOING STRAIGHT
543	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	055	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT
544	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	055	AVOIDING OBJECT/VEHICLE IN ROAD				
545	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
546	E	SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	020	CHANGING LANES				
547	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	SLOWING	E	PASS CAR/VAN	065	GOING STRAIGHT
548	S	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	060	MAKING RIGHT TURN				
549	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	035	GOING STRAIGHT
550	W	SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT	DRIVER INEXPERIENCE	010	MAKING RIGHT TURN	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	PARKED
551	E	SUV	NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	E	PASS CAR/VAN	010	SLOWING
552	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
553	W	SUV	NO IMPAIRMENT	NONE APPARENT	045	OTHER				
554	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	040	SLOWING
555	E	SUV	NO IMPAIRMENT	NONE APPARENT	025	SLOWING	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
556	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
557	70	239.90	2/12/2012	0556	INJ	12008449	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	WILD ANIMAL
558	70	239.90	3/29/2015	2036	PDO	15020906	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	GUARD RAIL
559	70	239.90	4/18/2015	2310	PDO	15024181	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
560	70	239.90	10/16/2015	0600	PDO	15065471	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN	CRASH CUSHION
561	70	240.00	1/13/2016	1400	PDO	16002853	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
562	70	240.00	7/25/2011	1605	PDO	11043101	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
563	70	240.00	10/1/2011	1620	PDO	11053890	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
564	70	240.00	11/25/2011	1340	PDO	11067348	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
565	70	240.00	3/4/2012	1610	PDO	12011901	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
566	70	240.00	7/6/2013	1929	INJ	13037664	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
567	70	240.00	11/29/2014	1815	PDO	14072126	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	REAR-END
568	70	240.00	6/16/2015	1700	PDO	15040102	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
569	70	240.00	4/13/2016	1400	PDO	16015398	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
570	70	240.00	9/14/2011	1050	PDO	11050547	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
571	70	240.00	8/28/2012	1420	PDO	12046815	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	SIDESWIPE SAME DIRECTION
572	70	240.00	4/4/2015	1655	PDO	15022061	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
573	70	240.00	4/25/2015	0023	PDO	15027827	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
574	70	240.00	9/26/2015	1700	PDO	15526343	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
575	70	240.00	12/6/2015	1700	PDO	15082249	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
576	70	240.00	3/3/2016	2115	PDO	16013928	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N		SIDESWIPE SAME DIRECTION
577	70	240.00	4/10/2016	1337	PDO	16016122	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
578	70	240.00	7/25/2013	0830	PDO	13043514	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN	GUARD RAIL
579	70	240.00	12/4/2013	2058	PDO	13073534	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
580	70	240.00	12/8/2013	1445	PDO	13073535	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
581	70	240.00	12/3/2011	0605	PDO	11067347	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
582	70	240.00	4/14/2013	0710	PDO	13020101	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
583	70	240.00	5/6/2013	1030	INJ	13025884	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
584	70	240.00	7/25/2013	0510	PDO	13043512	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN	CONCRETE BARRIER
585	70	240.00	1/14/2015	1430	PDO	15006069	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
586	70	240.00	3/14/2015	0015	INJ	15016669	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
587	70	240.00	3/14/2015	0015	PDO	15016670	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
588	70	240.00	1/4/2016	1730	PDO	16000696	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	NONE	N		CONCRETE BARRIER
589	70	240.00	3/18/2016	0035	PDO	16011006	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N		CONCRETE BARRIER
590	70	240.00	4/13/2014	2240	PDO	14022603	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	TREE/SHRUBBERY
591	70	240.00	1/16/2013	1750	PDO	13005050	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	REAR-END
592	70	240.10	6/25/2012	1430	PDO	12034437	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
593	70	240.10	3/7/2015	1000	PDO	15015390	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
594	70	240.10	6/25/2012	1420	PDO	12034436	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
595	70	240.10	9/4/2011	0155	PDO	11050543	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CONCRETE BARRIER
596	70	240.10	1/12/2012	1845	PDO	12002073	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE	N	URBAN	CONCRETE BARRIER
597	70	240.10	12/12/2015	1200	PDO	15079235	OFF LEFT	NON-INTERSECTION	2	CURVE ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
598	70	240.20	8/14/2011	1410	PDO	11046614	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
599	70	240.20	8/28/2011	0505	INJ	11045404	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CONCRETE BARRIER
600	70	240.25	2/10/2014	0815	PDO	14009613	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
601	70	240.30	12/14/2015	1615	PDO	15083086	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
602	70	240.30	8/14/2012	0600	INJ	12042651	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE	N	URBAN	EMBANKMENT CUT/FILL SLOPE
603	70	240.50	5/24/2014	1415	PDO	14032298	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	OVERTURNING
604	70	240.50	11/18/2012	1541	PDO	12062835	ON	NON-INTERSECTION	2	HILLCREST	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
605	70	240.50	1/16/2013	0744	PDO	13002244	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE	N	URBAN	REAR-END
606	70	240.50	8/8/2013	1100	PDO	13047155	ON	NON-INTERSECTION	2	HILLCREST	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
607	70	240.50	3/10/2014	1300	PDO	14016192	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
608	70	240.50	6/15/2014	1850	PDO	14033617	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
609	70	240.50	11/25/2014	0940	PDO	14071447	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN	REAR-END
610	70	240.50	2/21/2015	1700	PDO	15015389	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	REAR-END

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
557	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	AVOIDING OBJECT/VEHICLE IN ROAD				
558	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	SLOWING				
559	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	OTHER				
560	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	ASLEEP AT WHEEL	055	GOING STRAIGHT				
561	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	50	AVOIDING OBJECT/VEHICLE IN ROAD	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	55	GOING STRAIGHT
562	E	SUV	NO IMPAIRMENT	NONE APPARENT	025	CHANGING LANES	E	SUV W/TRAILER	030	SLOWING
563	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
564	W	SUV	NO IMPAIRMENT	UNKNOWN	060	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	060	GOING STRAIGHT
565	E	SUV	NO IMPAIRMENT	NONE APPARENT	015	SLOWING	E	PASS CAR/VAN	UK	SLOWING
566	E	SUV	RX/MEDICATION/DR	UNKNOWN	035	GOING STRAIGHT	E	SUV	005	GOING STRAIGHT
567	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	032	GOING STRAIGHT	E	SUV	015	SLOWING
568	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
569	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER FATIGUE	35	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	10	STOPPED IN TRAFFIC
570	E	PASS CAR/VAN	NO IMPAIRMENT	EVADING LAW ENFORCEMENT OFFICER	075	OTHER	E	PASS CAR/VAN	060	GOING STRAIGHT
571	E	SUV	NO IMPAIRMENT	NONE APPARENT	060	OTHER	E	PASS CAR/VAN	060	GOING STRAIGHT
572	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	W	PASS CAR/VAN	055	GOING STRAIGHT
573	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	CHANGING LANES	W	HIT & RUN - UNKNOWN	UK	OTHER
574	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	050	GOING STRAIGHT
575	E	SUV	NO IMPAIRMENT	UNKNOWN	045	PASSING	E	PICKUP TRUCK/UTILITY VAN	030	GOING STRAIGHT
576	E	SUV	NO IMPAIRMENT	NONE APPARENT	45	GOING STRAIGHT	E	NON-SCHOOL BUS < 15 PEOPLE	55	WRONG WAY
577	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	WRONG WAY	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	55	GOING STRAIGHT
578	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	060	GOING STRAIGHT				
579	E	PASS CAR/VAN	ALCOHOL	UNKNOWN	045	GOING STRAIGHT				
580	E	SUV	NO IMPAIRMENT	UNKNOWN	065	OTHER				
581	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL/DRUGS	UNKNOWN	040	WEAVING				
582	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	070	GOING STRAIGHT				
583	E	SUV	NO IMPAIRMENT	UNKNOWN	030	OTHER				
584	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	060	GOING STRAIGHT				
585	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	OTHER				
586	E	SUV	RX/MEDICATION/DR	DRIVER UNFAMILIAR W/AREA	UK	OTHER				
587	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	065	GOING STRAIGHT				
588	E	SUV	NO IMPAIRMENT	UNKNOWN	30	GOING STRAIGHT				
589	E	SUV	NO IMPAIRMENT	UNKNOWN	55	WRONG WAY				
590	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	OTHER				
591	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	UNKNOWN	045	CHANGING LANES	E	PASS CAR/VAN	045	GOING STRAIGHT
592	E	SUV	NO IMPAIRMENT	NONE APPARENT	020	CHANGING LANES	E	PASS CAR/VAN	015	GOING STRAIGHT
593	W	SUV	NO IMPAIRMENT	UNKNOWN	015	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
594	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	060	GOING STRAIGHT				
595	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	UNKNOWN	070	GOING STRAIGHT				
596	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	068	GOING STRAIGHT				
597	E	SUV	NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	045	GOING STRAIGHT
598	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	E	SUV	015	SLOWING
599	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	060	GOING STRAIGHT				
600	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	OTHER				
601	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT	E	PASS CAR/VAN	010	SLOWING
602	E	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	060	GOING STRAIGHT				
603	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
604	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	015	SLOWING	E	SUV	000	STOPPED IN TRAFFIC
605	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	W	PASS CAR/VAN	005	SLOWING
606	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	SLOWING	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
607	E	SUV	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	E	PASS CAR/VAN	005	SLOWING
608	E	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER	005	STOPPED IN TRAFFIC	E	PASS CAR/VAN	UK	SLOWING
609	W	SUV	NO IMPAIRMENT	DRIVER EMOTIONALLY UPSET	020	WEAVING	W	SUV	020	SLOWING
610	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
611	70	240.50	12/8/2015	0945	PDO	15079359	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
612	70	240.50	12/30/2015	1000	PDO	15082283	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
613	70	240.50	1/12/2012	2028	PDO	12002096	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
614	70	240.50	10/12/2015	1809	PDO	15067515	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
615	70	240.50	9/14/2012	2020	PDO	12049490	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	WILD ANIMAL
616	70	240.50	8/31/2013	2005	PDO	13052502	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	WET	DARK-UNLIGHTED	RAIN	N	URBAN	WILD ANIMAL
617	70	240.50	12/8/2013	0830	PDO	13073533	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
618	70	240.50	5/4/2012	2012	PDO	12023664	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN	CONCRETE BARRIER
619	70	240.50	7/9/2013	0243	PDO	13038217	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CABLE RAIL
620	70	240.50	2/25/2016	0945	PDO	16008368	OFF LEFT	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N		CONCRETE BARRIER
621	70	240.50	3/9/2013	0825	PDO	13012888	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	EMBANKMENT CUT/FILL SLOPE
622	70	240.50	5/8/2015	0430	PDO	15030245	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DARK-UNLIGHTED	RAIN	N	URBAN	EMBANKMENT CUT/FILL SLOPE
623	70	240.50	2/4/2014	1738	PDO	14008336	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	TREE/SHRUBBERY
624	70	240.50	5/13/2014	1215	INJ	14028492	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	TREE/SHRUBBERY
625	70	240.50	4/2/2013	0850	PDO	13018055	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	LARGE BOULDERS OR ROCKS
626	70	240.50	3/28/2015	0800	INJ	15020908	ON	NON-INTERSECTION	3	CURVE ON-GRADE	DRY	DAWN OR DUSK	NONE	N	URBAN	REAR-END
627	70	240.70	6/5/2014	1500	PDO	14032299	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	EMBANKMENT CUT/FILL SLOPE
628	70	240.75	1/28/2014	1015	PDO	14004195	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
629	70	240.80	5/11/2012	1340	PDO	12024432	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	OVERTURNING
630	70	240.80	10/7/2012	2320	PDO	12054856	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
631	70	240.90	4/4/2015	1300	INJ	15020910	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
632	70	241.00	3/27/2012	1020	PDO	12018096	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	VEHICLE CARGO/DEBRIS
633	70	241.00	9/24/2015	1630	PDO	15061295	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	VEHICLE CARGO/DEBRIS
634	70	241.00	4/14/2016	1935	PDO	16015397	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N		VEHICLE CARGO/DEBRIS
635	70	241.00	8/19/2012	1645	PDO	12043518	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
636	70	241.00	11/18/2012	1500	PDO	12062832	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
637	70	241.00	11/18/2012	1525	PDO	12062831	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
638	70	241.00	2/23/2013	1530	PDO	13010803	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	RAIN	N	URBAN	REAR-END
639	70	241.00	2/27/2013	1310	PDO	13010848	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
640	70	241.00	3/24/2013	1500	PDO	13017637	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
641	70	241.00	4/23/2014	1035	INJ	14024423	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
642	70	241.00	11/10/2014	1333	PDO	14072124	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	REAR-END
643	70	241.00	3/14/2015	0845	PDO	15016671	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
644	70	241.00	10/5/2015	1530	PDO	15070290	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
645	70	241.00	11/11/2015	1800	PDO	15073915	ON	NON-INTERSECTION	2	HILLCREST	WET	DARK-LIGHTED	WIND	N	URBAN	SIDESWIPE SAME DIRECTION
646	70	241.00	2/27/2016	1540	PDO	16008369	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
647	70	241.00	9/27/2013	1306	PDO	13060244	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	FOG	N	URBAN	PARKED MOTOR VEHICLE
648	70	241.00	1/5/2015	0840	PDO	15000840	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN	SIGN
649	70	241.00	10/15/2015	0420	PDO	15064802	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CRASH CUSHION
650	70	241.00	1/30/2012	1515	INJ	12003788	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
651	70	241.00	6/8/2014	1200	PDO	14036490	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
652	70	241.00	7/1/2014	1600	INJ	14039548	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
653	70	241.05	7/9/2015	1641	PDO	15049296	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	SIDESWIPE SAME DIRECTION
654	70	241.10	7/8/2012	1430	PDO	12039790	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	REAR-END
655	70	241.10	11/18/2012	1550	PDO	12522701	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
656	70	241.10	3/6/2015	2037	PDO	15016668	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	REAR-END
657	70	241.10	6/18/2016	1500	PDO	16026644	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
658	70	241.13	2/1/2016	1235	PDO	16005501	UNKNOWN	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
659	70	241.13	3/8/2013	1440	INJ	13013667	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
660	70	241.20	1/23/2015	1940	PDO	15006070	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	REAR-END
661	70	241.20	12/27/2015	1355	PDO	15082285	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
662	70	241.20	12/27/2015	1400	PDO	15084723	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
663	70	241.20	2/7/2016	1440	PDO	16005320	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
664	70	241.20	3/21/2012	1525	PDO	12013556	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
665	70	241.20	2/18/2013	1515	PDO	13503466	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
666	70	241.20	3/16/2013	2030	PDO	13015745	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	DOMESTIC ANIMAL
667	70	241.20	11/25/2011	1620	PDO	11065030	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	WILD ANIMAL
668	70	241.23	6/6/2012	1412	INJ	12028117	ON	RAMP	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	Y (H)	URBAN	REAR-END
669	70	241.25	3/10/2014	0900	PDO	14016199	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
611	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	E	SUV	035	AVOIDING OBJECT/VEHICLE IN ROAD
612	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	050	STOPPED IN TRAFFIC
613	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	UNKNOWN	055	CHANGING LANES	E	SUV	055	GOING STRAIGHT
614	E	SUV	NO IMPAIRMENT	UNKNOWN	055	PASSING	E	PICKUP TRUCK/UTILITY VAN	055	PASSING
615	W	SUV	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	W	SUV	055	AVOIDING OBJECT/VEHICLE IN ROAD
616	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
617	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	070	OTHER				
618	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	070	GOING STRAIGHT				
619	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	055	GOING STRAIGHT				
620	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	UNKNOWN	65	CHANGING LANES	E	SUV	55	GOING STRAIGHT
621	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	045	OTHER				
622	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	070	OTHER				
623	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	060	GOING STRAIGHT				
624	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT				
625	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
626	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	SLOWING	E	SUV	015	GOING STRAIGHT
627	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT				
628	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	070	OTHER				
629	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	065	OTHER				
630	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL/DRUGS	UNKNOWN	070	GOING STRAIGHT				
631	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	055	GOING STRAIGHT	E	PASS CAR/VAN	055	GOING STRAIGHT
632	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	060	GOING STRAIGHT
633	E	MOTOR HOME	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	W	SUV	055	GOING STRAIGHT
634	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	UNKNOWN	55	GOING STRAIGHT	E	SUV	55	GOING STRAIGHT
635	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	E	SUV	005	SLOWING
636	E	SUV	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
637	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	020	STOPPED IN TRAFFIC	E	PICKUP TRUCK/UTILITY VAN	UK	GOING STRAIGHT
638	E	SUV	RX/MEDICATION/DR	UNKNOWN	035	GOING STRAIGHT	E	SUV	020	SLOWING
639	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
640	E	SUV	NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
641	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	E	SUV	045	GOING STRAIGHT
642	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	030	PASSING	W	SUV	030	SLOWING
643	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	W	PASS CAR/VAN	015	STOPPED IN TRAFFIC
644	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	040	CHANGING LANES	E	SUV	040	CHANGING LANES
645	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	WEAVING	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	055	GOING STRAIGHT
646	E	SUV	NO IMPAIRMENT	UNKNOWN	55	CHANGING LANES	E	PASS CAR/VAN	55	GOING STRAIGHT
647	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	E	SUV	000	PARKED
648	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
649	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT				
650	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	045	SLOWING
651	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	SLOWING	E	PASS CAR/VAN	025	GOING STRAIGHT
652	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
653	E	SUV	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	055	GOING STRAIGHT
654	E	SUV	NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	E	SUV	010	SLOWING
655	E	SUV	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	SUV	010	SLOWING
656	W	SUV	ALCOHOL	DRIVER INEXPERIENCE	010	SLOWING	W	PASS CAR/VAN	010	SLOWING
657	E	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	50	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
658	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	55	CHANGING LANES	E	PASS CAR/VAN	55	GOING STRAIGHT
659	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	035	SLOWING	E	PASS CAR/VAN	010	SLOWING
660	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC
661	E	SUV	NO IMPAIRMENT	NONE APPARENT	035	SLOWING	E	PICKUP TRUCK/UTILITY VAN	030	GOING STRAIGHT
662	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	025	SLOWING	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
663	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	30	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	5	STOPPED IN TRAFFIC
664	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	005	OTHER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	005	GOING STRAIGHT
665	E	SUV	NO IMPAIRMENT	UNKNOWN	020	CHANGING LANES	E	SUV	015	GOING STRAIGHT
666	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
667	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
668	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	040	CHANGING LANES	E	SUV	015	GOING STRAIGHT
669	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	E	PASS CAR/VAN	025	SLOWING

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
670	70	241.28	12/29/2014	1700	PDO	14081563	OFF LEFT	RAMP	1	CURVE ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	Y (B)	URBAN	SIGN
671	70	241.30	1/11/2013	2000	INJ	13002241	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	REAR-END
672	70	241.30	6/6/2012	1510	PDO	12028116	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
673	70	241.30	7/8/2015	0600	PDO	15043202	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAWN OR DUSK	NONE	N	URBAN	SIGN
674	70	241.30	1/21/2013	1735	INJ	13003806	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	REAR-END
675	70	241.50	6/2/2014	1750	PDO	14033613	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	VEHICLE CARGO/DEBRIS
676	70	241.50	10/21/2012	1150	PDO	12058489	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
677	70	241.50	12/14/2012	1700	PDO	12071003	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE	N	RURAL	REAR-END
678	70	241.50	3/11/2013	1610	PDO	13013670	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	REAR-END
679	70	241.50	12/23/2013	1300	PDO	13078467	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
680	70	241.50	3/8/2014	1230	PDO	14015056	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
681	70	241.50	2/6/2015	1540	PDO	15016108	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
682	70	241.50	7/17/2015	1730	INJ	15046429	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
683	70	241.50	12/27/2015	1330	PDO	15083079	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
684	70	241.50	8/6/2012	1640	PDO	12041030	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL	SIDESWIPE SAME DIRECTION
685	70	241.50	6/11/2013	1047	PDO	13033462	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
686	70	241.50	8/22/2014	1939	PDO	14049321	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAWN OR DUSK	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
687	70	241.50	1/26/2015	1112	PDO	15007089	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
688	70	241.50	7/8/2015	1530	PDO	15043119	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	SIDESWIPE SAME DIRECTION
689	70	241.50	2/3/2012	1655	PDO	12005931	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	GUARD RAIL
690	70	241.50	3/9/2014	0820	INJ	14015061	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
691	70	241.50	1/21/2015	2000	PDO	15011949	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
692	70	241.50	2/3/2012	1719	PDO	12004348	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	CONCRETE BARRIER
693	70	241.50	10/30/2013	0530	PDO	13066049	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	CONCRETE BARRIER
694	70	241.50	2/14/2014	0545	PDO	14011637	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAWN OR DUSK	NONE	N	URBAN	CONCRETE BARRIER
695	70	241.50	2/22/2014	0500	PDO	14013908	OFF LEFT	NON-INTERSECTION	3	CURVE ON-LEVEL	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
696	70	241.50	12/12/2015	0717	PDO	15083074	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
697	70	241.50	1/10/2012	0755	PDO	12001352	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	NONE	N	RURAL	EMBANKMENT CUT/FILL SLOPE
698	70	241.50	12/22/2012	0835	PDO	12071006	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE	N	RURAL	EMBANKMENT CUT/FILL SLOPE
699	70	241.50	12/22/2012	0840	PDO	12071005	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE	N	RURAL	INVOLVING OTHER OBJECT
700	70	241.50	10/26/2011	0730	PDO	11059563	ON	NON-INTERSECTION	7	CURVE ON-LEVEL	SNOWY	DAWN OR DUSK	SNOW/SLEET/HAIL	N	RURAL	REAR-END
701	70	241.50	4/2/2014	1450	INJ	14020897	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
702	70	241.50	1/5/2015	1700	INJ	15003928	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	WIND	N	URBAN	REAR-END
703	70	241.60	1/17/2016	1700	PDO	16002812	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
704	70	241.60	9/16/2015	1600	PDO	15057098	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
705	70	241.60	2/1/2016	1200	PDO	16006673	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N		GUARD RAIL
706	70	241.70	8/18/2015	2100	PDO	15522400	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	SIGN
707	70	241.70	1/2/2016	0033	PDO	16503859	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N		EMBANKMENT CUT/FILL SLOPE
708	70	241.70	8/7/2014	0937	PDO	14519017	ON	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	BARRICADE/TRAFFIC BARRIER
709	70	241.80	7/22/2013	1001	PDO	13043513	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
710	70	241.88	11/2/2011	1334	PDO	11062200	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CRASH CUSHION
711	70	241.90	1/31/2015	0700	PDO	15007094	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
712	70	241.99	10/5/2014	1425	PDO	14524759	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
713	70	242.00	8/5/2014	1818	INJ	14050865	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	OVERTURNING
714	70	242.00	7/19/2012	1345	PDO	12039750	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
715	70	242.00	3/22/2013	2235	PDO	13506707	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	URBAN	REAR-END
716	70	242.00	11/23/2013	1540	PDO	13071663	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
717	70	242.00	8/16/2014	0900	PDO	14050788	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
718	70	242.00	9/14/2014	1700	PDO	14056836	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
719	70	242.00	10/4/2014	1234	INJ	14059248	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN	REAR-END
720	70	242.00	1/30/2015	1330	PDO	15008644	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
721	70	242.00	7/31/2015	1325	PDO	15050012	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
722	70	242.00	8/13/2015	1510	PDO	15050016	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
~~670~~	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	015	SLOWING				
671	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	045	CHANGING LANES	W	SUV	045	GOING STRAIGHT
672	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	025	SLOWING	E	SUV	010	SLOWING
673	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT				
674	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
675	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	W	PASS CAR/VAN	035	GOING STRAIGHT
676	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	E	SUV	UK	OTHER
677	E	SUV	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	030	SLOWING
678	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	E	SUV	030	SLOWING
679	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	015	CHANGING LANES	E	SUV	020	GOING STRAIGHT
680	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT	E	SUV	065	GOING STRAIGHT
681	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	E	PICKUP TRUCK/UTILITY VAN	045	SLOWING
682	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	025	SLOWING	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC
683	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	035	SLOWING	E	SUV	035	GOING STRAIGHT
684	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	020	OTHER	E	PICKUP TRUCK/UTILITY VAN	020	CHANGING LANES
685	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	010	CHANGING LANES	E	PASS CAR/VAN	010	GOING STRAIGHT
686	W	PASS CAR/VAN	ALCOHOL	UNKNOWN	045	WEAVING	W	SUV	040	GOING STRAIGHT
687	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	045	CHANGING LANES	E	OTHER - SEE REPORT	045	GOING STRAIGHT
688	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	PASSING	W	SUV	055	GOING STRAIGHT
689	W	SUV	NO IMPAIRMENT	NONE APPARENT	UK	OTHER				
690	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	AVOIDING OBJECT/VEHICLE IN ROAD				
691	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	040	OTHER				
692	W	SUV	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT				
693	W	PICKUP TRUCK/UTILITY VAN	RX/MEDICATION/DR	UNKNOWN	055	OTHER				
694	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
695	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	OTHER	W	SUV	060	GOING STRAIGHT
696	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	GOING STRAIGHT				
697	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	MAKING LEFT TURN				
698	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	070	OTHER				
699	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	070	OTHER				
700	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	010	ENTERING/LEAVING PARKED POSITION	E	PICKUP TRUCK/UTILITY VAN	030	GOING STRAIGHT
701	W	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER	035	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC
702	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	020	SLOWING	E	SUV	UK	SLOWING
703	E	SUV	NO IMPAIRMENT	UNKNOWN	30	GOING STRAIGHT	E	PASS CAR/VAN	10	SLOWING
704	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	000	STOPPED IN TRAFFIC	E	HIT & RUN - UNKNOWN	055	GOING STRAIGHT
705	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	50	GOING STRAIGHT				
706	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT				
707	W	SUV	NO IMPAIRMENT	UNKNOWN	75	GOING STRAIGHT				
708	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	038	AVOIDING OBJECT/VEHICLE IN ROAD				
709	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	012	GOING STRAIGHT	E	SUV	005	SLOWING
710	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN	070	GOING STRAIGHT				
711	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	GOING STRAIGHT	W	SUV	030	GOING STRAIGHT
712	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	040	GOING STRAIGHT	E	SUV	000	STOPPED IN TRAFFIC
713	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT				
714	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
715	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	E	OTHER - SEE REPORT	010	SLOWING
716	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	005	GOING STRAIGHT	E	SUV	005	GOING STRAIGHT
717	W	SUV	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	W	PASS CAR/VAN	025	SLOWING
718	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	W	SUV	035	GOING STRAIGHT
719	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	045	SLOWING	W	SUV	045	SLOWING
720	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	020	SLOWING	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
721	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	000	STOPPED IN TRAFFIC	W	PICKUP TRUCK/UTILITY VAN	020	SLOWING
722	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	010	GOING STRAIGHT	W	PASS CAR/VAN	010	GOING STRAIGHT

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
723	70	242.00	8/14/2015	1735	PDO	15050015	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
724	70	242.00	9/18/2015	0830	PDO	15061290	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
725	70	242.00	11/2/2015	1200	PDO	15085223	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
726	70	242.00	11/12/2015	1027	INJ	15073652	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
727	70	242.00	11/23/2015	0858	PDO	15073914	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
728	70	242.00	2/20/2016	0851	PDO	16008367	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
729	70	242.00	3/18/2016	1341	PDO	16011008	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N		REAR-END
730	70	242.00	3/18/2016	1455	PDO	16011833	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N		REAR-END
731	70	242.00	3/18/2016	1500	PDO	16011829	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N		REAR-END
732	70	242.00	3/19/2016	1600	PDO	16012665	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
733	70	242.00	5/5/2016	1830	PDO	16020595	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
734	70	242.00	5/9/2016	0804	PDO	16022996	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
735	70	242.00	5/2/2012	1500	PDO	12023662	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
736	70	242.00	12/1/2012	1245	PDO	12066078	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
737	70	242.00	4/9/2013	0047	PDO	13019794	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	SIDESWIPE SAME DIRECTION
738	70	242.00	7/9/2015	1457	PDO	15041614	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
739	70	242.00	12/4/2015	2030	PDO	15079360	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
740	70	242.00	3/18/2016	1530	PDO	16012630	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N		SIDESWIPE SAME DIRECTION
741	70	242.00	5/19/2016	1645	PDO	16022725	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		SIDESWIPE SAME DIRECTION
742	70	242.00	8/4/2012	0500	PDO	12045390	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN	WILD ANIMAL
743	70	242.00	8/6/2012	1115	PDO	12043952	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	WILD ANIMAL
744	70	242.00	4/30/2013	1800	PDO	13024839	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	WILD ANIMAL
745	70	242.00	8/6/2011	1050	PDO	11041923	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
746	70	242.00	2/26/2014	0730	PDO	14013906	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DAWN OR DUSK	NONE	N	URBAN	GUARD RAIL
747	70	242.00	1/5/2015	1700	PDO	15003926	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	NONE	N	URBAN	GUARD RAIL
748	70	242.00	1/26/2015	1840	PDO	15008645	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	GUARD RAIL
749	70	242.00	1/27/2015	2045	PDO	15006071	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	GUARD RAIL
750	70	242.00	4/3/2012	1030	PDO	12015802	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
751	70	242.00	4/10/2013	0005	PDO	13020098	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
752	70	242.00	4/26/2013	1805	PDO	13023383	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
753	70	242.00	7/5/2013	0226	PDO	13037665	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
754	70	242.00	8/19/2013	0100	PDO	13049075	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
755	70	242.00	8/29/2013	1000	PDO	13052519	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
756	70	242.00	9/5/2013	1540	PDO	13054440	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
757	70	242.00	9/14/2013	1900	PDO	13054444	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	FOREIGN MATERIAL	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
758	70	242.00	6/12/2014	0515	PDO	14033610	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN	CONCRETE BARRIER
759	70	242.00	6/12/2014	2350	PDO	14033612	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CONCRETE BARRIER
760	70	242.00	6/28/2014	2326	INJ	14038230	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CONCRETE BARRIER
761	70	242.00	3/22/2014	1640	PDO	14019023	OFF LEFT	NON-INTERSECTION	6	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	WALL/BUILDING
762	70	242.00	7/4/2011	1445	PDO	11036601	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
763	70	242.00	3/10/2012	0845	PDO	12012239	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
764	70	242.00	11/18/2012	1415	PDO	12062830	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
765	70	242.00	1/2/2013	0928	PDO	13000498	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
766	70	242.00	2/10/2016	1108	INJ	16006679	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
767	70	242.00	2/20/2016	1500	PDO	16007683	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
768	70	242.10	8/15/2011	1910	PDO	11048156	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
769	70	242.10	2/3/2013	1050	PDO	13005926	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
770	70	242.10	4/14/2013	0855	PDO	13020103	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	REAR-END
771	70	242.10	9/18/2015	0830	PDO	15062053	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
772	70	242.10	2/1/2016	1618	PDO	16503840	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N		GUARD RAIL
773	70	242.10	7/20/2014	0220	INJ	14043770	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
774	70	242.10	10/5/2014	0215	PDO	14062120	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
775	70	242.20	12/26/2011	1215	PDO	11070367	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
776	70	242.20	3/16/2013	1855	PDO	13015746	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	WILD ANIMAL
777	70	242.20	4/15/2013	1755	PDO	13024838	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
778	70	242.20	10/28/2013	1720	INJ	13064466	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
779	70	242.20	10/31/2012	1935	PDO	12060240	OFF IN MEDIAN	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CRASH CUSHION
780	70	242.30	10/5/2011	2030	PDO	11054968	ON	NON-INTERSECTION	2	HILLCREST	DRY	DARK-LIGHTED	NONE	N	URBAN	REAR-END
781	70	242.30	11/13/2011	1645	PDO	11063838	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN	REAR-END
782	70	242.30	7/27/2012	1645	PDO	12041012	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
783	70	242.30	2/15/2015	2230	PDO	15010755	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	REAR-END
784	70	242.30	4/1/2015	1710	PDO	15020907	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
723	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	015	SLOWING	W	SUV	040	SLOWING
724	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	W	PASS CAR/VAN	015	SLOWING
725	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	010	GOING STRAIGHT	W	PASS CAR/VAN	005	SLOWING
726	W	SUV	NO IMPAIRMENT	DISTRACTED BY PASSENGER	020	SLOWING	W	PICKUP TRUCK/UTILITY VAN	010	SLOWING
727	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	010	SLOWING	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	005	SLOWING
728	W	SUV	NO IMPAIRMENT	NONE APPARENT	3	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
729	W	SUV	NO IMPAIRMENT	NONE APPARENT	40	SLOWING	W	PICKUP TRUCK/UTILITY VAN	35	GOING STRAIGHT
730	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	50	SLOWING	E	PICKUP TRUCK/UTILITY VAN	50	GOING STRAIGHT
731	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	15	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	15	GOING STRAIGHT
732	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	30	GOING STRAIGHT	E	SUV	15	SLOWING
733	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	70	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	0	STOPPED IN TRAFFIC
734	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	72	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	5	GOING STRAIGHT
735	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN	075	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	060	GOING STRAIGHT
736	E	SUV	NO IMPAIRMENT	UNKNOWN	060	CHANGING LANES	E	PASS CAR/VAN	060	GOING STRAIGHT
737	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	OTHER	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	020	GOING STRAIGHT
738	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	055	GOING STRAIGHT
739	W	HIT & RUN - UNKNOWN	NO IMPAIRMENT	UNKNOWN	065	PASSING	W	SUV	055	GOING STRAIGHT
740	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	55	GOING STRAIGHT	E	SUV	55	GOING STRAIGHT
741	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	55	CHANGING LANES	W	PASS CAR/VAN	55	GOING STRAIGHT
742	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
743	W	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
744	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	GOING STRAIGHT				
745	W	PASS CAR/VAN	ALCOHOL/DRUGS	UNKNOWN	060	WEAVING				
746	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	OTHER				
747	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	SLOWING				
748	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	070	OTHER				
749	E	SUV	NO IMPAIRMENT	UNKNOWN	070	OTHER				
750	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	OTHER				
751	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	OTHER				
752	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT				
753	E	PASS CAR/VAN	ALCOHOL	UNKNOWN	060	GOING STRAIGHT				
754	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	070	GOING STRAIGHT				
755	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	OTHER				
756	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	OTHER				
757	E	PASS CAR/VAN	NO IMPAIRMENT	PHYSICAL DISABILITY	030	GOING STRAIGHT				
758	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER FATIGUE	040	GOING STRAIGHT				
759	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	065	GOING STRAIGHT				
760	E	MOTORCYCLE	ALCOHOL	UNKNOWN	055	GOING STRAIGHT				
761	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	045	OTHER	W	SUV	020	GOING STRAIGHT
762	E	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	025	SLOWING	E	PASS CAR/VAN	010	SLOWING
763	W	SUV	NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	W	SUV	UK	SLOWING
764	E	SUV	NO IMPAIRMENT	NONE APPARENT	015	SLOWING	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
765	W	SUV	NO IMPAIRMENT	UNKNOWN	040	SLOWING	W	SUV	015	SLOWING
766	W	SUV	NO IMPAIRMENT	UNKNOWN	55	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	30	SLOWING
767	E	SUV	NO IMPAIRMENT	NONE APPARENT	25	SLOWING	E	PASS CAR/VAN	25	SLOWING
768	E	PICKUP TRUCK/UTILITY VAN	ALCOHOL	UNKNOWN	010	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
769	E	SUV	NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
770	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT	E	HIT & RUN - UNKNOWN	035	SLOWING
771	W	SUV	NO IMPAIRMENT	UNKNOWN	000	STOPPED IN TRAFFIC	W	PICKUP TRUCK/UTILITY VAN	040	SLOWING
772	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	WRONG WAY				
773	E	SUV	ALCOHOL	UNKNOWN	080	GOING STRAIGHT				
774	N	SUV	NO IMPAIRMENT	DRIVER FATIGUE	050	GOING STRAIGHT				
775	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	W	PASS CAR/VAN	030	SLOWING
776	W	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
777	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	040	MAKING RIGHT TURN				
778	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT				
779	W	SUV	ALCOHOL	UNKNOWN	020	OTHER				
780	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	PASS CAR/VAN	020	SLOWING
781	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030	SLOWING	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	010	SLOWING
782	W	SUV	NO IMPAIRMENT	UNKNOWN	060	GOING STRAIGHT	W	SUV	050	SLOWING
783	E	SUV	NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	E	PASS CAR/VAN	040	GOING STRAIGHT
784	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	010	SLOWING

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
785	70	242.30	4/15/2013	0845	PDO	13020099	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
786	70	242.30	6/12/2013	1000	PDO	13033463	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	INVOLVING OTHER OBJECT
787	70	242.40	10/11/2012	1050	PDO	12058487	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
788	70	242.40	9/20/2014	0945	PDO	14054959	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
789	70	242.40	8/17/2012	1738	PDO	12061477	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
790	70	242.40	8/27/2015	0135	PDO	15057244	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
791	70	242.40	4/3/2012	0730	PDO	12015801	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
792	70	242.50	12/26/2013	0900	PDO	13080785	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	OVERTURNING
793	70	242.50	2/15/2016	1853	PDO	16010745	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAWN OR DUSK	NONE	N		SIDESWIPE SAME DIRECTION
794	70	242.50	8/24/2011	2030	INJ	11045660	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN	REAR-END
795	70	242.50	4/15/2013	1235	PDO	13020108	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	REAR-END
796	70	242.50	7/8/2014	0820	PDO	14039544	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
797	70	242.50	8/2/2014	0815	PDO	14044843	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	REAR-END
798	70	242.50	8/9/2014	0845	INJ	14049320	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
799	70	242.50	9/26/2014	1105	INJ	14056837	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
800	70	242.50	10/18/2014	1400	PDO	14067820	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
801	70	242.50	6/3/2015	1140	PDO	15033364	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
802	70	242.50	10/14/2015	1432	PDO	15067272	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
803	70	242.50	10/14/2015	1626	INJ	15067270	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
804	70	242.50	3/18/2016	1540	PDO	16011830	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N		REAR-END
805	70	242.50	3/23/2016	1045	PDO	16012688	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N		REAR-END
806	70	242.50	11/9/2013	1650	PDO	13066298	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
807	70	242.50	3/23/2016	1045	PDO	16013190	ON	NON-INTERSECTION	2	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N		SIDESWIPE SAME DIRECTION
808	70	242.50	9/6/2011	1510	PDO	11048476	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN	GUARD RAIL
809	70	242.50	11/2/2011	0745	PDO	11060018	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
810	70	242.50	1/8/2012	1108	PDO	12000632	OFF LEFT	NON-INTERSECTION	2	CURVE ON-LEVEL	ICY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
811	70	242.50	12/29/2013	0028	PDO	13078708	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
812	70	242.50	11/5/2015	0010	PDO	15070473	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SLUSHY	DARK-UNLIGHTED	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
813	70	242.50	1/17/2016	2000	PDO	16003666	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N		GUARD RAIL
814	70	242.50	3/26/2016	0005	PDO	16013032	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-LIGHTED	NONE	N		GUARD RAIL
815	70	242.50	2/26/2013	2029	PDO	13010847	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	LARGE BOULDERS OR ROCKS
816	70	242.50	1/27/2014	1445	PDO	14004191	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	LARGE BOULDERS OR ROCKS
817	70	242.50	7/30/2011	1227	PDO	11041002	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
818	70	242.60	1/8/2012	1029	PDO	12000554	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
819	70	242.60	1/24/2015	0116	PDO	15007088	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN	GUARD RAIL
820	70	242.60	2/21/2015	1428	INJ	15011953	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
821	70	242.60	11/7/2015	0930	PDO	15070474	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
822	70	242.60	1/10/2015	2020	PDO	15010748	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
823	70	242.60	4/2/2015	1930	PDO	15020909	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
824	70	242.70	12/6/2015	1002	PDO	15533523	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN	REAR-END
825	70	242.70	2/13/2013	2030	INJ	13007643	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	GUARD RAIL
826	70	242.70	3/5/2014	0930	PDO	14013909	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
827	70	242.70	3/7/2015	2125	PDO	15507556	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
828	70	242.70	12/21/2011	1900	PDO	11070366	ON	NON-INTERSECTION	3	HILLCREST	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL	N	URBAN	SIDESWIPE SAME DIRECTION
829	70	242.80	3/7/2015	2121	INJ	15018241	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	REAR-END
830	70	242.80	5/5/2015	1345	PDO	15511324	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN	SIDESWIPE SAME DIRECTION
831	70	242.80	2/1/2014	1330	PDO	14008337	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
832	70	242.80	2/18/2012	2155	PDO	12009043	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
833	70	242.80	10/25/2012	0830	PDO	12058666	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SLUSHY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
834	70	242.85	1/9/2012	1000	PDO	12001353	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT	NONE	N	URBAN	REAR-END
835	70	242.90	11/10/2014	1520	PDO	14528549	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	OVERTURNING
836	70	242.90	3/23/2016	1045	INJ	16012631	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N		OTHER NON-COLLISION
837	70	242.90	9/2/2015	1821	PDO	15055595	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
838	70	242.90	12/30/2014	0750	PDO	14078218	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
839	70	242.90	2/24/2012	2335	PDO	12503912	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	CONCRETE BARRIER
840	70	242.90	9/21/2014	1720	PDO	14054958	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
841	70	242.98	3/20/2013	1640	INJ	13015749	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
785	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	040	GOING STRAIGHT				
786	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT				
787	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	W	SUV	005	SLOWING
788	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	030	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	000	STOPPED IN TRAFFIC
789	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	060	GOING STRAIGHT
790	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	065	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	065	GOING STRAIGHT
791	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	035	OTHER				
792	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	065	OTHER				
793	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	55	WRONG WAY	E	PASS CAR/VAN	55	GOING STRAIGHT
794	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	003	SLOWING	E	PASS CAR/VAN	002	SLOWING
795	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	035	GOING STRAIGHT	E	PASS CAR/VAN	005	SLOWING
796	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	000	STOPPED IN TRAFFIC	W	SUV	005	STOPPED IN TRAFFIC
797	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	020	SLOWING	W	SUV	005	SLOWING
798	W	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	025	GOING STRAIGHT	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC
799	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	W	PICKUP TRUCK/UTILITY VAN	025	SLOWING
800	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	SLOWING	W	SUV	010	GOING STRAIGHT
801	W	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT	W	SUV	000	STOPPED IN TRAFFIC
802	W	SUV	NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	W	PASS CAR/VAN	010	SLOWING
803	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT	W	PASS CAR/VAN	005	SLOWING
804	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	40	SLOWING	E	PICKUP TRUCK/UTILITY VAN	40	SLOWING
805	E	SUV	NO IMPAIRMENT	NONE APPARENT	35	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	35	SLOWING
806	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	045	WEAVING	E	SUV	045	PASSING
807	E	NON-SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	15	WRONG WAY	E	PASS CAR/VAN	35	SLOWING
808	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	065	GOING STRAIGHT				
809	E	SUV	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT				
810	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	AVOIDING OBJECT/VEHICLE IN ROAD	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	040	OTHER
811	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	OTHER				
812	E	SUV	ALCOHOL	UNKNOWN	055	GOING STRAIGHT				
813	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	75	WRONG WAY				
814	E	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	55	GOING STRAIGHT				
815	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	065	OTHER				
816	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	OTHER				
817	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	030	SLOWING	W	SUV	035	SLOWING
818	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT	NONE APPARENT	055	OTHER				
819	E	SUV	ALCOHOL/DRUGS	UNKNOWN	080	OTHER				
820	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	OTHER				
821	E	SUV	NO IMPAIRMENT	UNKNOWN	070	OTHER				
822	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	070	OTHER				
823	E	SUV	NO IMPAIRMENT	NONE APPARENT	030	OTHER				
824	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	E	PASS CAR/VAN	000	STOPPED IN TRAFFIC
825	E	SUV	NO IMPAIRMENT	NONE APPARENT	065	GOING STRAIGHT				
826	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT				
827	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	075	OTHER				
828	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	045	SLOWING	W	PASS CAR/VAN	035	GOING STRAIGHT
829	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT
830	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	055	CHANGING LANES	E	SUV	055	GOING STRAIGHT
831	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	055	GOING STRAIGHT				
832	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	070	OTHER				
833	E	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	060	OTHER				
834	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	W	PASS CAR/VAN	020	GOING STRAIGHT
835	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	045	OTHER				
836	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	0	STOPPED IN TRAFFIC	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	35	WRONG WAY
837	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	W	SUV	015	SLOWING
838	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	055	CHANGING LANES				
839	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	065	OTHER				
840	W	SUV	NO IMPAIRMENT	DRIVER INEXPERIENCE	035	AVOIDING OBJECT/VEHICLE IN ROAD				
841	W	SUV	NO IMPAIRMENT	ASLEEP AT WHEEL	005	SLOWING	W	PASS CAR/VAN	000	STOPPED IN TRAFFIC

#	hwy	mp	date	time	severity	serial	location	road_desc	vehicles	contour	condition	lighting	weather	ramp	rucode	acctype
842	70	242.98	6/1/2015	1451	INJ	15040107	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
843	70	242.98	7/4/2015	1425	PDO	15524216	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
844	70	242.98	9/18/2015	1200	PDO	15061292	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	Y (N)	URBAN	REAR-END
845	70	242.98	11/8/2015	1130	PDO	15070472	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	Y (O)	URBAN	BROADSIDE
846	70	242.98	2/23/2013	1945	PDO	13010846	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL	Y (O)	URBAN	REAR-END
847	70	243.00	10/14/2015	1515	PDO	15067779	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
848	70	243.00	6/13/2013	1205	PDO	13512098	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
849	70	243.00	6/24/2013	1208	INJ	13035290	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
850	70	243.00	7/12/2013	1636	PDO	13039191	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
851	70	243.00	9/2/2013	1031	PDO	13052504	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
852	70	243.00	9/14/2013	1539	PDO	13054443	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	REAR-END
853	70	243.00	8/4/2014	1555	PDO	14044839	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
854	70	243.00	3/11/2016	1735	PDO	16507947	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N		REAR-END
855	70	243.00	4/11/2012	1500	PDO	12018148	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
856	70	243.00	7/9/2013	1845	PDO	13513962	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
857	70	243.00	7/10/2013	1910	PDO	13038331	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
858	70	243.00	6/24/2014	1605	PDO	14515319	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
859	70	243.00	7/16/2014	1411	INJ	14041948	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
860	70	243.00	9/25/2014	2000	PDO	14057555	ON	NON-INTERSECTION	2	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	SIDESWIPE SAME DIRECTION
861	70	243.00	1/14/2016	2018	PDO	16501810	ON	NON-INTERSECTION	2	CURVE ON-GRADE	WET	DARK-LIGHTED	WIND	N		SIDESWIPE SAME DIRECTION
862	70	243.00	6/16/2012	0600	PDO	12036690	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN	WILD ANIMAL
863	70	243.00	11/22/2012	1130	PDO	12522494	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
864	70	243.00	12/29/2013	0850	INJ	13080775	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAWN OR DUSK	NONE	N	URBAN	GUARD RAIL
865	70	243.00	1/23/2014	0750	PDO	14004187	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAYLIGHT	NONE	N	URBAN	GUARD RAIL
866	70	243.00	1/27/2014	1458	PDO	14004190	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
867	70	243.00	12/24/2014	2100	PDO	14078215	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	WET W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE	N	URBAN	GUARD RAIL
868	70	243.00	12/29/2014	0840	PDO	14533701	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	GUARD RAIL
869	70	243.00	2/3/2016	1700	PDO	16006672	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	SNOWY	DAWN OR DUSK	WIND	N		GUARD RAIL
870	70	243.00	12/25/2012	0745	PDO	12071010	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE	N	URBAN	CONCRETE BARRIER
871	70	243.00	1/29/2013	0630	INJ	13005052	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
872	70	243.00	11/7/2013	1339	PDO	13066159	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	CONCRETE BARRIER
873	70	243.00	5/7/2014	0100	PDO	14031724	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN	CONCRETE BARRIER
874	70	243.00	11/15/2014	1248	PDO	14073553	OFF RIGHT	NON-INTERSECTION	1	CURVE ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CONCRETE BARRIER
875	70	243.00	3/9/2013	1330	PDO	13012891	OFF LEFT	NON-INTERSECTION	1	CURVE ON-GRADE	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	CRASH CUSHION
876	70	243.00	3/15/2013	1400	PDO	13015744	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	INVOLVING OTHER OBJECT
877	70	243.00	1/4/2014	1420	PDO	14002290	ON	NON-INTERSECTION	3	CURVE ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	REAR-END
878	103	0.10	12/17/2012	0952	PDO	12071004	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN	BROADSIDE
879	103	0.10	8/19/2015	1200	PDO	15053816	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	REAR-END
880	103	0.10	7/19/2012	0835	PDO	12039816	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN	SIGN
881	103	0.10	6/6/2012	1605	INJ	12028115	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN	APPROACH TURN
882	103	0.16	12/12/2015	1543	PDO	15082250	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	BROADSIDE
883	103	0.16	12/26/2015	1210	PDO	15084722	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	SNOW/SLEET/HAIL	N	URBAN	BROADSIDE
884	103	0.17	11/12/2012	1950	PDO	12061479	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN	BROADSIDE

#	dir_1	vehicle_1	driver_1	factor_1	speed_1	veh_move_1	dir_2	vehicle_2	speed_2	veh_move_2
842	W	SUV	NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	W	PASS CAR/VAN	015	GOING STRAIGHT
843	W	SUV	NO IMPAIRMENT	UNKNOWN	050	PASSING	W	PICKUP TRUCK/UTILITY VAN	025	MAKING RIGHT TURN
844	S	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	005	GOING STRAIGHT	S	SUV	005	MAKING LEFT TURN
845	W	PASS CAR/VAN	NO IMPAIRMENT	DISTRACTED BY PASSENGER	020	GOING STRAIGHT	S	PASS CAR/VAN	005	GOING STRAIGHT
846	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	E	PASS CAR/VAN	010	MAKING LEFT TURN
847	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	020	CHANGING LANES	E	MOTOR HOME	020	GOING STRAIGHT
848	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER PREOCCUPIED	002	BACKING	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	000	STOPPED IN TRAFFIC
849	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	015	GOING STRAIGHT	E	PASS CAR/VAN	005	SLOWING
850	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	W	PASS CAR/VAN	010	SLOWING
851	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	GOING STRAIGHT	E	PICKUP TRUCK/UTILITY VAN	005	SLOWING
852	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	E	SUV	010	SLOWING
853	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	W	SUV	005	SLOWING
854	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	45	GOING STRAIGHT	W	SUV	40	SLOWING
855	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	055	PASSING	E	PASS CAR/VAN	055	GOING STRAIGHT
856	E	SUV W/TRAILER	NO IMPAIRMENT	DRIVER INEXPERIENCE	005	GOING STRAIGHT	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	015	GOING STRAIGHT
857	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	005	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	005	SLOWING
858	E	SUV	NO IMPAIRMENT	EVADING LAW ENFORCEMENT OFFICER	UK	OTHER	E	SUV	000	STOPPED IN TRAFFIC
859	E	MOTOR HOME	NO IMPAIRMENT	UNKNOWN	055	CHANGING LANES	E	MOTORCYCLE	055	GOING STRAIGHT
860	E	SUV	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	030	CHANGING LANES	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	060	GOING STRAIGHT
861	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	50	CHANGING LANES	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	50	GOING STRAIGHT
862	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT				
863	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	050	GOING STRAIGHT				
864	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	060	OTHER				
865	W	SUV	NO IMPAIRMENT	NONE APPARENT	060	OTHER				
866	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040	OTHER				
867	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER INEXPERIENCE	050	OTHER				
868	E	SUV	NO IMPAIRMENT	NONE APPARENT	045	OTHER				
869	E	SUV	NO IMPAIRMENT	NONE APPARENT	55	WRONG WAY				
870	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	045	OTHER				
871	E	SUV	NO IMPAIRMENT	UNKNOWN	055	OTHER				
872	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	UNKNOWN	045	OTHER				
873	W	PASS CAR/VAN	NO IMPAIRMENT	ASLEEP AT WHEEL	065	GOING STRAIGHT				
874	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	050	SLOWING				
875	E	SUV	NO IMPAIRMENT	UNKNOWN	050	OTHER				
876	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT				
877	E	SUV	NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	E	SUV	055	GOING STRAIGHT
878	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	005	GOING STRAIGHT	S	SUV	020	GOING STRAIGHT
879	S	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER INEXPERIENCE	005	BACKING	S	SUV	005	GOING STRAIGHT
880	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	003	BACKING				
881	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	015	MAKING LEFT TURN	S	MOTORCYCLE	025	GOING STRAIGHT
882	E	SUV	NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	S	PASS CAR/VAN	020	GOING STRAIGHT
883	E	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	005	MAKING LEFT TURN	S	PICKUP TRUCK/UTILITY VAN	015	GOING STRAIGHT
884	E	SUV	NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN	S	SUV	025	GOING STRAIGHT

Appendix D.

Concept of Operations

CDOT

WB I-70 Peak Period Shoulder Lane

CONCEPT OF OPERATIONS REPORT

Systems Engineering Documentation

October 3, 2018

Categorical Exclusion

CONCEPT OF OPERATIONS REPORT

WESTBOUND I-70
PEAK PERIOD SHOULDER LANE

Prepared for:

Prepared by:

In Partnership with:

Final Version 1.1

October 3, 2018

Document Name	Submittal Date	Version	Comments
Concept of Operations – Working Draft	April 12, 2018	*0.1*	Initial draft
Concept of Operations – Initial Draft	June 1, 2018	0.2	Initial Submittal for Project Team Review
Concept of Operations – Final Draft	July 31, 2018	1.0	Second Submittal for Technical Team Review
Concept of Operations – Final		1.1	Final with all comments incorporated

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Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AERIS	Applications for the Environment: Real-Time Information Synthesis
AET	All Electronic Tolling
ALPR	Automatic License Plate Recognition
ATIS	Advanced Traveler Information System
ATM	Active Traffic Management
ATMS	Advanced Traffic Management System
ATR	Automatic Traffic Recorder
AVI	Automatic Vehicle Identification
AVC	Automatic Vehicle Classification
BOS	Back Office System
CCMS	Command, Control, and Monitoring System
CCTV	Closed-Circuit Television
CDOT	Colorado Department of Transportation
CMCA	Colorado Motor Carriers Association
CSC	Customer Service Center
CSP	Colorado State Patrol
CSS	Context Sensitive Solutions
CTMC	Colorado Transportation Management Center
CTMS	Colorado Transportation Management System
CVISN	Commercial Vehicle Information Systems and Networks
DMV	Department of Motor Vehicles
DRCOG	Denver Regional Council of Governments
DSRC	Dedicated Short Range Communications
DWL	Double White Line Crossing
E-470	E-470 Public Highway Authority
ELOM	Express Lanes Operations Manager
ETC	Electronic Toll Collection
ETTM	Electronic Tolling and Traffic Management
FFFS	Fixed Firefighting System
FHWA	Federal Highway Administration
FRACTIS	Freight Advanced Traveler Information Systems

Free Flow	Traffic moving freely without significant oscillation in average speed
GP lanes	General-Purpose Lanes
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HOV 2+	Two-or-more Person Carpool
HOV 3+	Three-or-more Person Carpool
HPTE	High Performance Transportation Enterprise
HTSU	Heavy Tow Service Units
HVAC	Heating, Ventilation, and Air Conditioning
ICD	Interface Control Document
ILEV	Inherently Low Emissions Vehicle
INFLO	Integrated Network Flow Optimization
ITS	Intelligent Transportation Systems
LAN	Local Area Network
LOS	Level of Service
LOSS	Level of Service of Safety
LPR	License Plate Recognition
LPT	License Plate Tolling
LUS	Lane Use System
MDSS	Maintenance Decision Support System
MEP	Mechanical, Electrical, and Plumbing System
MLFF	Multi-Lane Free-Flow
MOMS	Maintenance On-Line Management System
MPH	Miles Per Hour
MTBF	Mean Time Between Failure
MTTR	Mean Time To Repair
MUTCD	Manual on Uniform Traffic Control Devices
MVRD	Microwave Vehicle Radar Detectors
NWP	Northwest Parkway
OBE	On Board Equipment
OBU	On-Board Unit
OCR	Optical Character Recognition
OHVMS	Overhead Variable Message Sign
RESCUME Evacuation	Response, Emergency Staging and Communications, Uniform Management and

RMS	Ramp Meter Station
RSE	Road Side Equipment
RSU	Road Side Unit
RWIS	Road and Weather Information System
RTD	Regional Transportation District
SDMS	Safety Data Message Set
SMVMS	Side-Mounted Variable Message Sign
SOV	Single Occupant Vehicle
SPD-HARM	Speed Harmonization
SPF	Safety Performance Function
TAP	Toll Application Portal
TCS	Toll Collection System
TEL	Tolled Express Lane
TOD	Time of Day
TSA	Tolling Services Agreement
TTI	Travel Time Indicator
V-Toll	Video Toll
V2I	Vehicle to Infrastructure Communications
V2V	Vehicle to Vehicle Communications
VHT	Vehicle Hours Traveled
VLAN	Virtual Local Area Network
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VPC	Video Processing Center
VPD	Vehicles Per Day
VRH	Vehicle Registration Hold
VSL	Variable Speed Limit
VTMS	Variable Tolling Message Sign
WAN	Wide Area Network

Section 1. Executive Summary

1.1 Background and Concept Overview

I-70 is the primary access route from the Denver Metro Area to the mountains of central Colorado where there are numerous opportunities for outdoor activities. This corridor experiences heavy flows of westbound traffic on Friday afternoons as well as on Saturday and Sunday mornings, and heavy eastbound traffic on Saturday afternoons and Sundays. The majority of congestion happens in the segment between the Floyd Hill area and Georgetown due to a combination of high amounts of mountain destination bound traffic and a constrained roadway geometry through Idaho Springs.

The I-70 Eastbound Peak Period Shoulder Lane (PPSL) project, now known as the I-70 Mountain Express Lane (MEXL), has helped to address the eastbound congestion between the US 40 interchange and the Floyd Hill area by utilizing the inside shoulder to provide a third eastbound travel lane during peak periods from the US 40 interchange to the Veterans Memorial Tunnels.

The I-70 Westbound PPSL is slated for installation starting just west of the Veterans Memorial Tunnels (MM 242) and extending approximately 11.5 miles to terminate west of the US 40 Interchange (MM 230.5). Figure 1 shows the project limits for the WB I-70 PPSL corridor; the existing EB MEXL limits are included in the figure, as well.

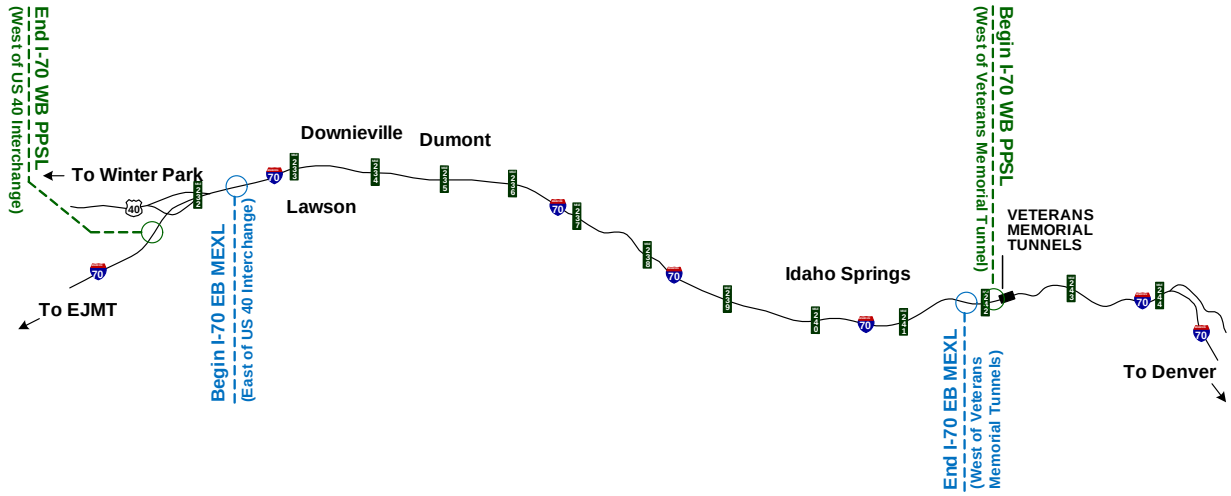


Figure 1: I-70 Mountain Corridor EB MEXL and WB PPSL Project Limits

1.2 Project Goals

The goals of the WB I-70 PPSL project are as follows:

- Maintain safe operations for all users on the corridor
- Improve mobility through the project corridor during peak periods
- Implement a fiscally responsible solution
- Ensure that local communities are positively served by the corridor improvements

- Minimize the environmental impact of the project both in construction and in corridor operations
- Install a sustainable solution for the planned life of the project

These project goals are presented in Figure 2 alongside their associated objectives.

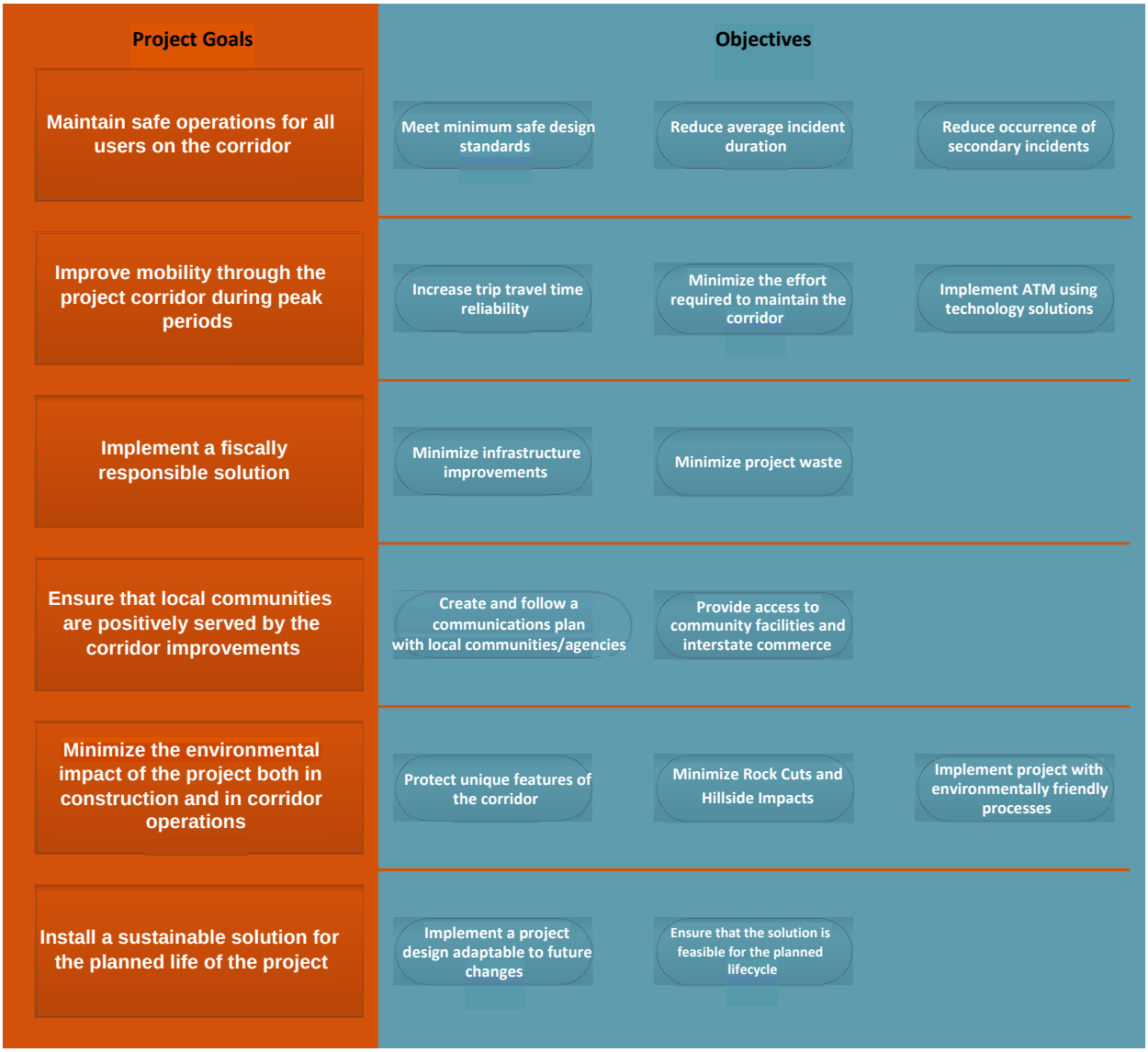


Figure 2: WB I-70 PPSL Goals and Objectives

1.3 Operational Concept

The operational concept for the WB I-70 PPSL includes the installation of hard shoulder running between mile marker (MM) 242 on the eastern extent, and MM 230.5 on the western extent. This hard running shoulder will be opened for operation during peak traffic periods only, which have been identified as Friday afternoons, Saturday mornings, and Sunday mornings during the Winter and Summer seasons.

The corridor will be managed using active traffic management (ATM) strategies and technologies. The PPSL will function as a dynamically tolled lane with a single segment price structure.

1.4 Key Design Features

1.4.1 Roadway Cross Section

The existing westbound I-70 roadway section through the project limits varies from approximately 37 feet to 40 feet. The proximity of Clear Creek and the existing hillside to I-70 within the project limits suggests that a narrow typical cross-section will have the least environmental impacts. Considering driver expectancy and the higher anticipated speeds in the managed lane and to maintain design consistency with the I-70 EB MEXL corridor, it was determined that the PPSL would operate most safely and efficiently on the left side (inside) of the roadway. Because the PPSL functions as a shoulder during normal operations, the recommended separation treatment between the PPSL and the GP lanes is an 8-inch solid yellow stripe, similar to the striping between the EB MEXL and the EB GP lanes. Figure 3 shows the typical cross-section that was developed to work within these constraints.

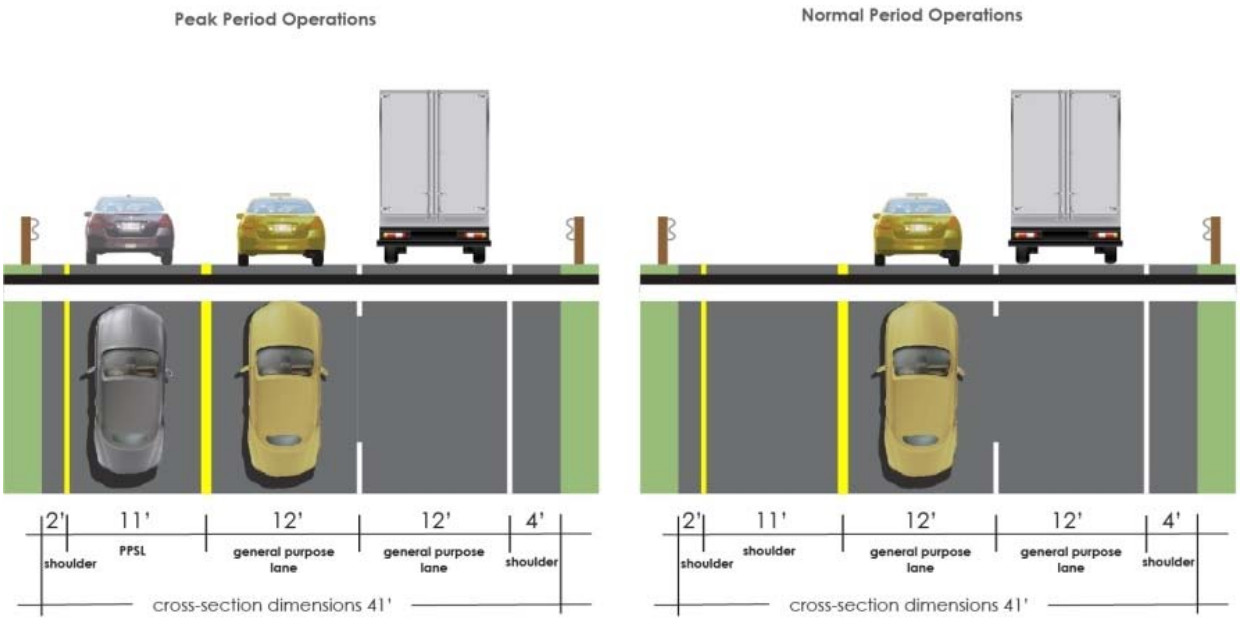


Figure 3: PPSL Typical Cross-Section

This cross-section should be applied as a minimum template for the project corridor; however, a wider outside shoulder may be used as right-of-way allows and exceptions may be used for short stretches with tighter geometry, such as existing bridges.

1.4.2 Access

In order to maintain free flow operations and minimize weaving/merging movements with the anticipated speed differential, there will be a minimal number of intermediate access zones (ingress and egress) between Idaho Springs and the US 40 interchange.

An entrance-only ingress zone will be established west of Idaho Springs (MM 239.5) to provide managed lane access for traffic entering I-70 from the town. Exit-only egress zones will be established east of the Dumont interchange (MM 235, to allow managed lane users to access the Downieville-Lawson-Dumont

(DLD) area) and the US 40 interchange (MM 232.5 to allow managed lane users to access US 40). Within all access zones, the lane striping between the managed lane and the GP lane will change to a dashed line on the side where the movement across the buffer is allowed. Thus, for ingress locations, the dashed line will be on the side adjacent to the general purpose lanes, and for egress locations the dashed line will be on the side adjacent to the PPSL. Each access zone will be a minimum of 1,500 feet in length, with a minimum separation distance of 2,400 feet between the access zone and the nearest upstream on-ramp or downstream off-ramp. Figure 4 shows the approximate locations of the managed lane entrances and exits. A detailed example of the ingress and egress zone striping is shown on Figure 21, later in this document.

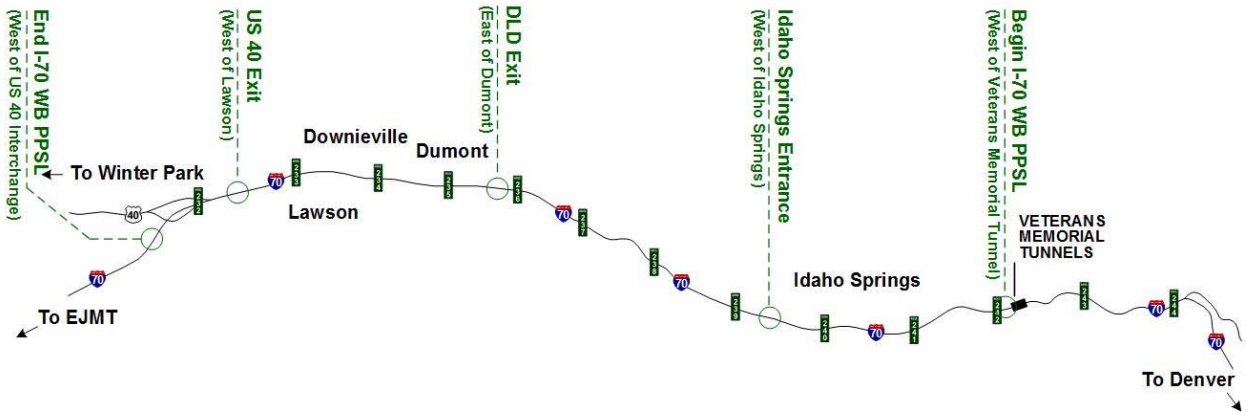


Figure 4: WB I-70 PPSL Access Zones

1.4.3 Tolling

The WB I-70 PPSL lane will be tolled during peak periods of travel, and will function as a shoulder for emergency stopping during the off-peak periods. All users in the lane, both Single Occupancy Vehicles (SOV) and High Occupancy Vehicles (HOV), will be tolled. The facility will be operated as a cashless payment system for which all tolls are collected electronically. Users who wish to use the PPSL either must be equipped with a transponder or, as a secondary means of tolling, their license plate image will be captured and an invoice will be mailed.

Given the constrained roadway geometry, and due to the location of the Port of Entry (POE) within the corridor, commercial vehicles and vehicles with more than two axles will not be allowed to utilize the shoulder lane. Static signs will be provided on the corridor alerting trucks and vehicles with more than two axels of this restriction. Commercial vehicles and vehicles with more than two axels will be allowed to use either of the two general purpose lanes.

Tolling rates will be implemented on a time of day basis. The Corridor Manager will monitor traffic and adjust toll rates as necessary to maintain travel time reliability in the managed lane.

1.4.4 Managed Lane Operations Goal

The goal of the managed lane is to provide a reliable travel option through the corridor. To that end, the operational goal is to maintain Level of Service C (LOS C) or better operations in the managed lane at all times. CDOT will use variable toll rates to manage PPSL demand and meet the managed lane operational goal.

1.4.5 Emergency Pull-outs

Emergency pull-outs will be constructed on the outside shoulder as part of the project. Together with the existing interchanges along the corridor, pull-out options will be provided approximately every mile to meet the minimum standard established in the eastbound direction of travel. Figure 5 shows highway interchange locations and proposed emergency pull out locations on the WB I-70 PPSL corridor. The emergency pull-outs will also be used for traffic enforcement during PPSL operations.

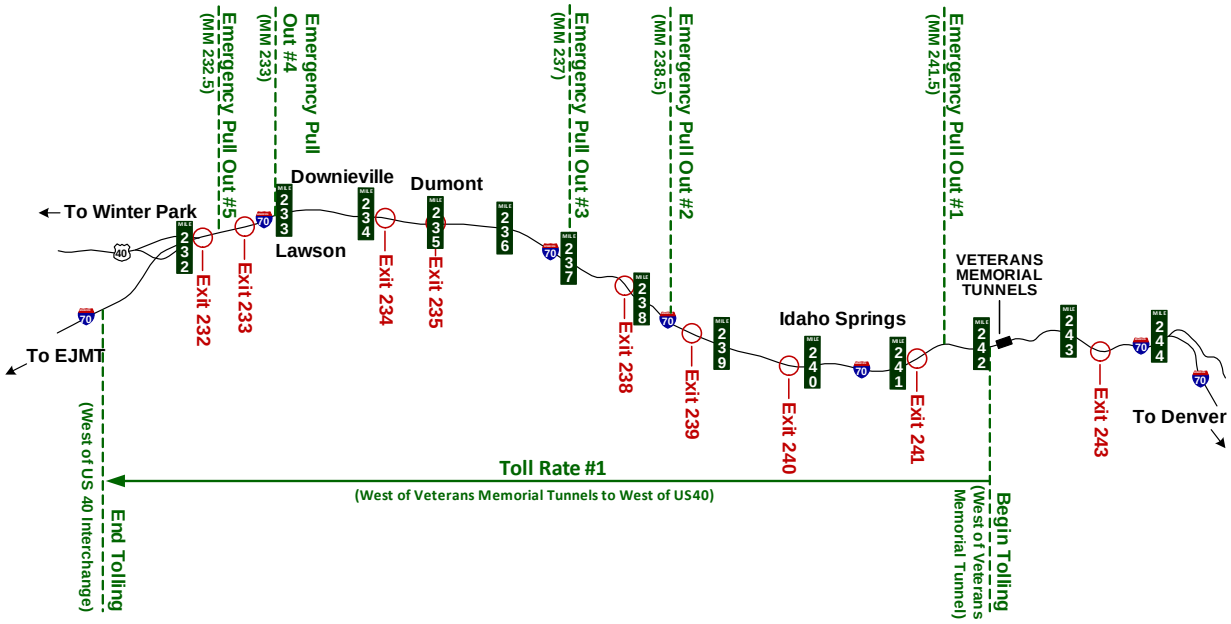


Figure 5: WB I-70 PPSL Emergency Pullout Proposed Locations

1.4.6 Signage

The signage for the WB I-70 PPSL will be a combination of static and dynamic signs to allow more flexible operations of the managed lane. In addition to the entrance signage and signage that is needed to provide toll information to travelers, Lane Use Signs (LUS) and medium-sized Variable Message Signs (VMSs), referred to as ATM VMS, will be centered over the WB I-70 PPSL lane at approximately one mile spacing. These signs will be used to display the status of the lane throughout the corridor and to close the WB I-70 PPSL for emergency responder access in the event of traffic incidents. All sign structures will follow the aesthetic guidelines for the corridor. Figure 6 shows the preliminary signage plan for the WB PPSL.

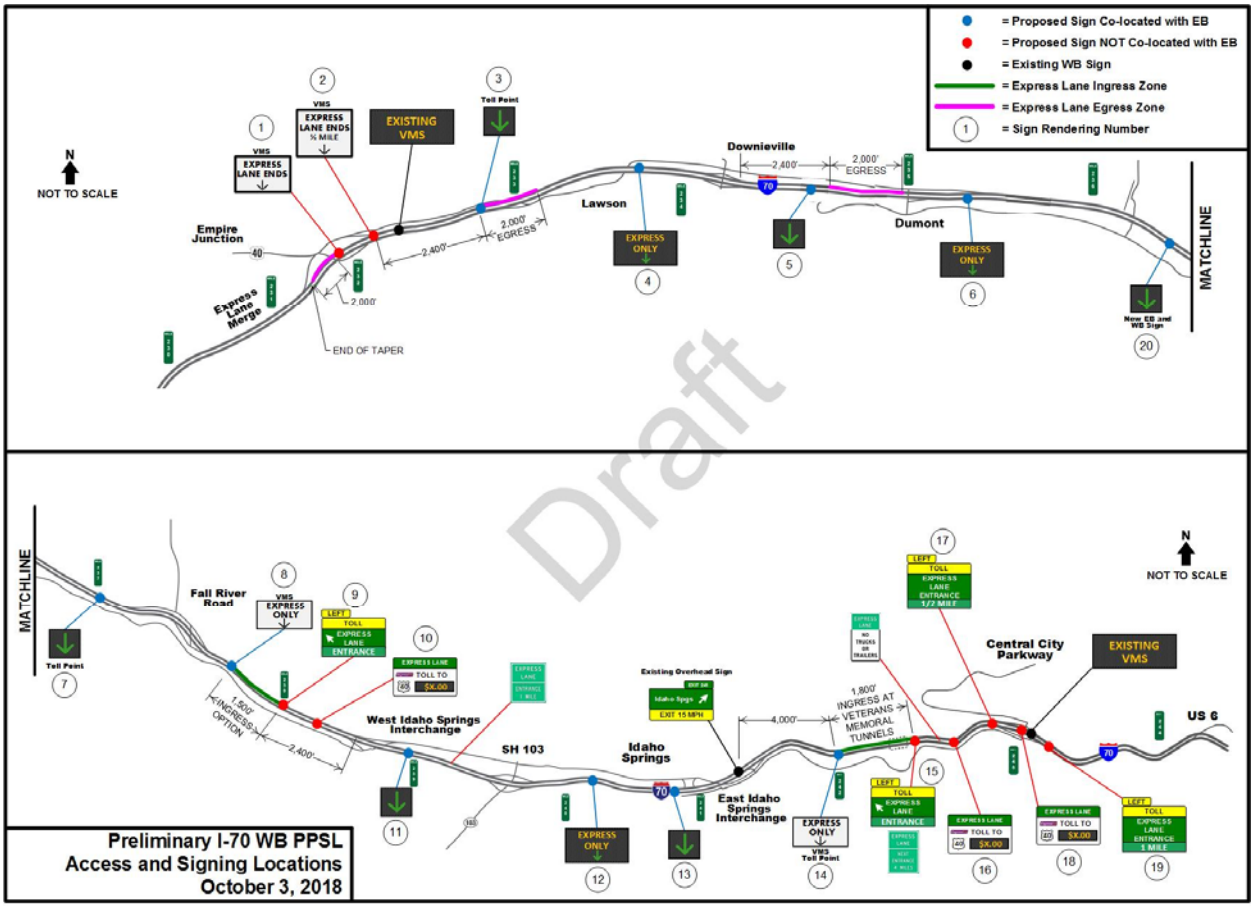


Figure 6: WB I-70 PPSL Preliminary Signing Plan

1.4.7 Supporting ITS Devices

Roadside ITS devices will be provided to monitor and collect traffic volume, speed, lane occupancy, and travel time information for the PPSL operations. Closed Circuit Television Cameras (CCTV) will provide visual inspection of the corridor, Microwave Vehicle Radar Detectors (MVRDs) will measure volume, speed, and lane occupancy for both the PPSL and the adjacent GP lanes. INRIX crowd-sourced data (from corridor users' Bluetooth devices) will be used to collect travel time data.

The data from these devices will be used to evaluate the performance of the PPSL and may be used to decide when to open the PPSL for traffic. Aside from INRIX data, all corridor devices will be controlled and managed using CDOT's Colorado Transportation Management Software (CTMS). ITS devices and supporting structures will follow the aesthetic guidelines for the corridor.

1.5 Operations

The following summarizes the operating scenarios envisioned for the WB PPSL. All operations will be coordinated through the CDOT I-70 Mountain Corridor Manager, who is located at the EJMT.

1.5.1 Days and Hours of Operations

The highest westbound traffic flows occur on Friday afternoons and on Saturday and Sunday mornings, during the winter and summer months. The winter season begins on Thanksgiving weekend and ends on

the second weekend in April when most of the ski areas close. Summer season covers Memorial Day weekend through Labor Day weekend. As with the EB MEXL, the WB PPSL would be open on an as-needed basis after Labor Day through October 31.

The INRIX congestion data further indicates that the congested periods in the WB PPSL segment vary by day and by season. Based on that data, as well as hourly traffic volume data, the lane would be open within the following time windows:

- Friday: Noon – 8 PM, Winter, 10 AM – 8 PM Summer, as needed Fall
- Saturday and Sunday: 6 AM – 1 PM Winter, 7 AM – 2 PM Summer, as needed Fall
- Holidays: As needed, and determined on a case-by-case basis.

The above operating windows begin before the typical on-set of congestion, which allows CDOT to complete the lane opening procedures (i.e. visual inspection and sweeping) while there are fewer vehicles on the corridor. Additionally, the lane would open on an as-needed basis for holidays. These operating hours result in approximately 125 days of operation throughout the year and 965 total hours of operation.

1.5.2 Normal (Non-Peak) Operations

During normal operations, when the WB I-70 PPSL is not active, the corridor will operate much as it does in its present condition. All ATM VMS and LUS signs will display the default message (i.e., a red X for LUSs and Emergency Stopping Only with a red X for ATM VMSs). As drivers approach the access zone where the PPSL begins, they will not have to make any lane changes to remain in their GP lane. Vehicles that cross the pavement markings into the PPSL shoulder for general travel and not for emergency purposes will be subject to a moving violation.

1.5.3 Peak Period Operations

When the WB I-70 PPSL is active, drivers travelling along westbound I-70 will pass dynamic message signs which present information notifying them that the shoulder lane is open and Variable Toll Message Signs (VTMS) that display the current toll rate. Drivers will have time to read the toll rate, and decide if they want to utilize the PPSL. As they approach the initial ingress point on the east side of the Veterans Memorial Tunnel, the signing and striping will identify the beginning of the WB I-70 PPSL. Following the initial access zone (delineated with 8-inch skip-striping), the striping will change to a yellow line and access to/from the PPSL will be prohibited, except at designated ingress/egress points. All dynamic message signs within the lane will display the lane open message (e.g., green down arrow on LUSs, “Express Only” with a green down arrow on ATM VMSs).

1.5.4 Emergency Management

When an incident occurs while the WB I-70 PPSL is active, the I-70 corridor operations manager (operations manager), emergency responders or safety patrol will assess the incident and determine a course of action. The emergency dispatch or safety patrol should notify the operations manager of the incident. The CTMC operators will also be monitoring the corridor via CCTV, so they can assist emergency response dispatchers in identifying the exact location of incidents as needed. Dynamic message signage will be used to notify the travelling public of the incident and the operational status of the managed lane.

Any disabled vehicles should be moved to a safe location by Courtesy Patrol. If it is not possible to safely move the vehicles, the PPSL may need to be closed. The operations manager will be responsible for contacting E-470 to void tolls during any periods where the WB I-70 PPSL operations are significantly impacted. Any lane closures along westbound I-70 during PPSL operation should be closely communicated with the operations manager, in order to ensure that the correct signing procedures and tolling system changes are followed.

If a WB I-70 PPSL closure is required, the corridor operators will utilize the dynamic messaging signs to clear traffic from the PPSL for emergency responder access by changing the dynamic panels on the advance guide signs to “CLOSED” and changing the green arrows on the LUS to red X’s.

If an incident requires the use of the PPSL by general purpose traffic (either during the incident or for clearing queues after an incident), the corridor operators will implement a messaging scheme indicating no toll charges for use of the PPSL.

When the WB I-70 PPSL is not active, the inside shoulder can be utilized as a breakdown area or for emergency stopping. On days that the PPSL will be active, incidents should not be staged on the inside shoulder. Emergency responders will be authorized to use the shoulder to access incidents even when the PPSL is closed.

1.5.5 Weather Disruption

During winter weather events, CDOT snow-removal and winter maintenance protocol will be followed. Since the full width of the roadway will be utilized when the PPSL is active, the inside shoulder must be kept clear. The emergency pull-outs must also be kept clear of snow piles. When storms occur during the early and middle part of the week, when the lane is not in use and not anticipated to be used for several days, maintenance staff will have some flexibility to not immediately plow the shoulder or pull-outs.

However, when storms occur toward the end of the week, maintenance staff will need to prioritize shoulder plowing so that the WB I-70 PPSL is available for Friday and weekend use.

In advance of a winter snowstorm, the CTMC will make a determination as to whether the WB I-70 PPSL should be opened. If an unexpected major winter weather event occurs, the CTMC and roadway section maintenance supervisor may also make the determination to delay opening, or to close, the WB I-70 PPSL as needed. Consideration will be given to the current speeds and volumes on the roadway, the condition of the roadway surface, visibility, and the weather forecast. The CTMC has access to CDOT's Maintenance Decision Support System (MDSS), which can be used to help in decision making. The WB I-70 PPSL will only be opened if it can be operated safely.

Section 2. Purpose of Document

The purpose of this Concept of Operations is to describe the characteristics of the WB I-70 PPSL system from the perspective of both the Colorado Department of Transportation (CDOT), and the traveling public. It will serve as a high-level conceptual guide for the design, implementation, and operation of the WB I-70 PPSL system. Its purpose is to document various options that are available for the development and operation of the lane and it is understood that decisions will be made during the design phase of the project that may preclude some of those options. While this document will be updated during the project design phase to ensure that it is consistent with the major decisions that have been made, it should not be construed to document the final operations of the lane. Documents such as the Business Rules for WB I-70 Peak Period Shoulder Lane, WB I-70 PPSL Tolled Express Lanes Functional Requirements, and the WB I-70 PPSL Standard Operating Procedures will provide detailed information on the final operations of the facility.

The Concept of Operations document will not provide guidance on pricing and revenue. These elements are being completed outside of this document effort.

The WB I-70 PPSL project will utilize the left shoulder of the designated corridor (shown in Figure 7) to provide a third westbound travel lane from the Veterans Memorial Tunnels to west of the US 40 interchange that will operate during periods of peak congestion . The PPSL will operate as a tolled express lane that adds capacity to I-70 through the project area.

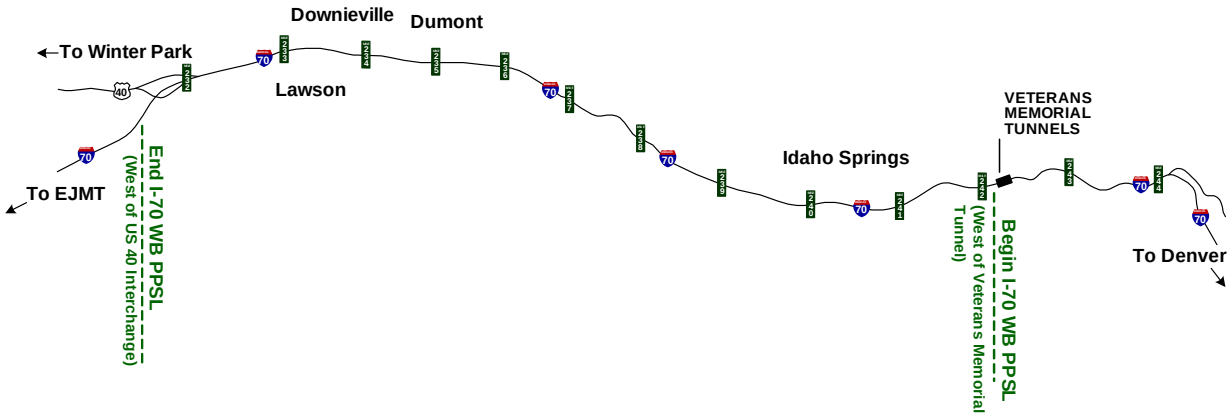


Figure 7: I-70 Mountain Corridor Project Limits

2.1 Systems Engineering Process

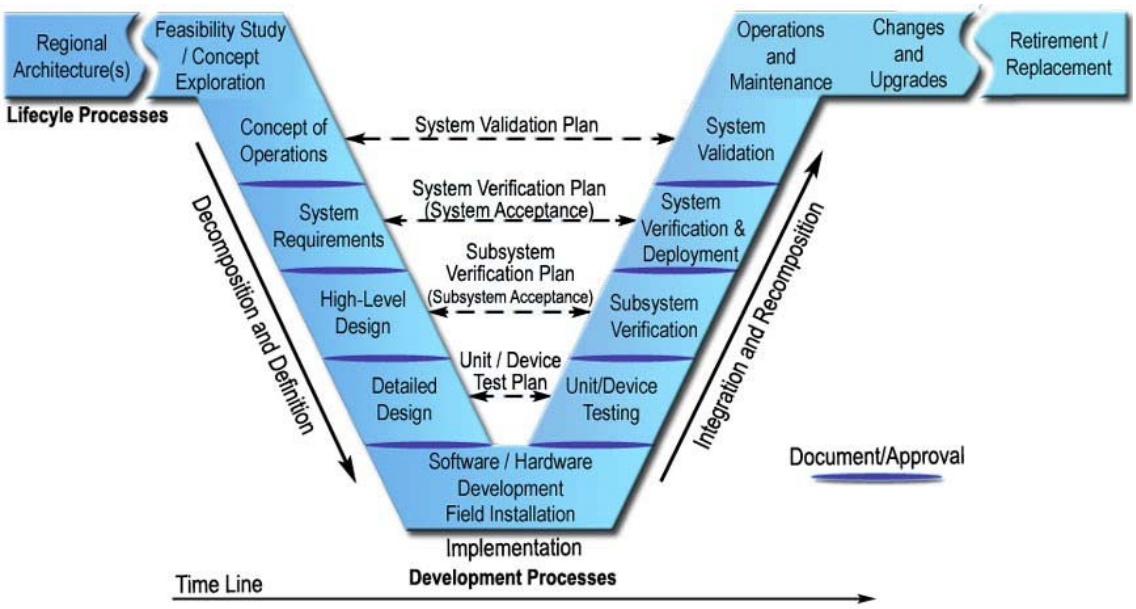
The Concept of Operations is a preliminary step in the systems engineering process that sets the stage for the remainder of the system development process and is used continuously to validate the system when it has become operational.

Figure 8 demonstrates the relationship that the Concept of Operations maintains with the systems engineering process. Based on the systems engineering "V" diagram and best development practices, the incorporation of the Concept of Operations at every phase of development assures that all goals are achieved.

The Concept of Operations answers the following questions about the new or existing system:

- Who are the stakeholders involved with the system?
- What are the known elements and the high-level capabilities of the system?
- When will activities be performed?
- Where are the geographical and physical extents of the system?
- Why will the system provide what the organization is missing?
- How are resources needed to design, build, or retrofit the system?

Additionally, this document identifies existing and future stakeholders responsible for managing transportation facilities and services in the project area and presents a shared understanding of the systems to be developed and how they will be operated and maintained.



Source: USDOT (January 2007). Systems Engineering for Intelligent Transportation Systems (ITS)

Figure 8: Systems Engineering "V" Diagram

Section 3. Scope of Project

This project will utilize a hard shoulder running lane during the periods of greatest congestion, which will be referred to as a Peak Period Shoulder Lane (PPSL). Intelligent Transportation System (ITS) devices will be installed or upgraded to support the operation of the WB I-70 PPSL. The long-term solution improvements identified in the I-70 Mountain Corridor PEIS are not yet funded, so the intent of this project is to provide an interim operational improvement to help ease westbound traffic congestion through the project area. Interim is defined in the EB I-70 PPSL MOU as, "the toll facility shall cease operation by the year 2035 unless modified by a different project which may or may not be a part of the Corridor's long term solution." The WB I-70 PPSL will be installed with the intention of ceasing operation on the same schedule as the EB I-70 PPSL.

The Colorado Department of Transportation (CDOT) will be responsible for the design and construction of the Project as well as maintenance and day-to-day operation of the facility. The High Performance Transportation Enterprise (HPTE) will oversee the management and operation of the managed lanes tolling system. It is presumed that the E-470 Public Highway Authority (E-470) will serve as the Tolling System Integrator and will provide the back office system and customer service center to process and issue tolls, as well as collect payment for the tolls.

The WB I-70 PPSL will use toll rates to provide a reliable travel time during peak travel periods (i.e., speeds that are consistently higher than the adjacent general purpose lanes) for motorists travelling westbound from the Denver Metro Area during peak periods. The PPSL begins at the Veterans Memorial Tunnels and ends west of the junction of US 40 and I-70, a distance of 11.5 miles.

3.1 Project Cost and Funding

The anticipated construction cost for the WB PPSL is $65 million, of which $48.75 million (75 percent) is from SB 1 funds and $16.25 million is from Federal INFRA Grant funds.

3.2 Project Nomenclature

For the purposes of this document and during the design and construction phases, the hard shoulder running lane will be referred to as the WB PPSL. However, after construction and once operations begin, the name will change to WB I-70 Mountain Express Lane (WB MEXL). This name change is similar to the name change that occurred for the EB I-70 PPSL, which is now known as the I-70 MEXL.

Section 4. Referenced Documents

The following are reference documents upon which this document is based:

- WB I-70 PPSL Safety Assessment Report (September 2017)
- I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (March 2011)
- I-70 Mountain Corridor Record of Decision (June 2011)
- Twin Tunnels Environmental Assessment Transportation Technical Memorandum (May 2012)
- Developing an Active Traffic Management System for I-70 in Colorado (September 2012)
- I-70 Peak Period Shoulder Lane Traffic Analysis Feasibility Study (March 2013)
- Advanced Guideway System (AGS) Feasibility Report (Draft)
- Mountain Corridor Incident Management Program Response Manual (February 2005)
- I-70 Mountain Corridor Winter Operations and Maintenance Plan (2017)
- HPTE I-70 PPSL Project Interagency Agreement (December 2014)
- Draft Memorandum of Understanding (MOU) by and between FHWA, CDOT and HPTE (October 2014)
- Active Traffic Management Standard Operating Procedures for the I-70 PPSL (May 2015)
- CDOT Tolled Express Lane Standard Operating Procedures (November 2015)
- I-70 PPSL Traffic Incident Management Plan (2016)
- Manual on Uniform Traffic Control Devices (2009)
- A Policy on Geometric Design of Highways and Streets, 5th Edition, AASHTO (2004)
- Highway Capacity Manual, Transportation Research Board (2010)
- Efficient Use of Highway Capacity Summary Report to Congress, AASHTO (November 2010)
- Systems Engineering Guidebook for ITS v3.0, Federal Highway Administration

Section 5. Background

This section provides a description of the existing conditions within the project area, as well as the basis of need for the concept of operations and project.

5.1 Project Area

The section of I-70 between the Denver Metro Area and the Eisenhower-Johnson Memorial Tunnels (EJMT) experiences recurring congestion on weekends and holidays during the winter and summer peak recreational travel seasons. This 45-mile, four-lane section of I-70 is the primary access route from the Denver Metro Area to the mountains of central Colorado. Figure 9 shows the general route of the I-70 mountain corridor between the EJMT and the City of Denver.

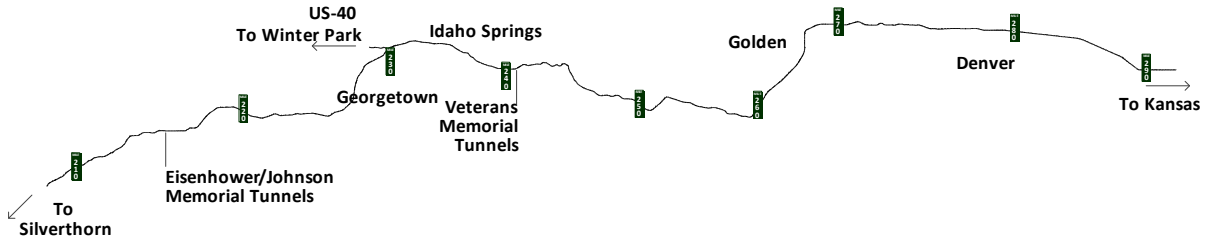


Figure 9: I-70 Mountain Corridor from EJMT to Denver

Westbound traffic is heaviest on Friday afternoons, and on Saturday and Sunday mornings when both day and weekend visitors are embarking on trips to mountain destinations.

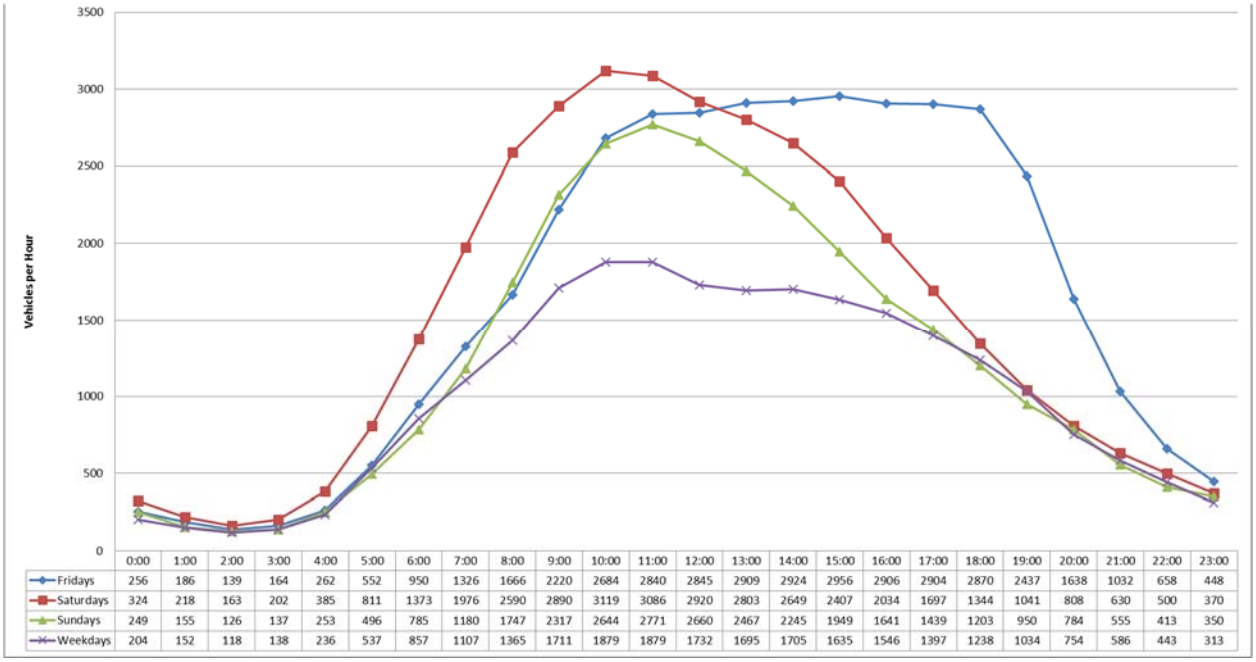
5.2 Traffic Characteristics

5.2.1 Roadway Geometry

The I-70 corridor within the project limits currently has two travel lanes in the westbound direction, while the eastbound direction includes two general purpose lanes and one PPSL. The eastbound PPSL transitions to a third general purpose lane near US 6 at the east end of the project limits. A two-lane frontage road is also present through the entire corridor, running approximately parallel to I-70. The eastbound and westbound lanes of I-70 are separated by a narrow median with guardrail or concrete barrier. The speed limit is posted at 55 miles per hour (mph) with a 45 mph truck speed limit entering the east end of the project corridor, but the truck speed limit restriction is removed near MM 243. The speed limit is raised to 60 mph for all vehicles near mile post 240.5 and subsequently raised again to 65 mph near milepost 238.5.

5.2.2 Traffic Volumes

The corridor's Annual Average Daily Traffic (AADT) ranges from 50,000 vehicles per day (vpd) near the Veterans Memorial Tunnels to 41,000 vpd near US 40 (CDOT, 2017). Figure 10 shows the average hourly traffic volumes for the Summer operating season as reported by the Online Transportation Information System (OTIS), taken at the Twin Tunnels ATR station. The typical Friday peak hour for the summer season is 3:00 PM, with sustained high volumes throughout the day from 9:00 AM to 7:00 PM (for the purposes of this document, "high volume" will refer to those hours showing more than 2,000 vph; the I-70 Mountain Corridor Operations Manager generally uses 2,000 vph at the EJMT as the threshold for traffic to determine when to open the EB PPSL on days when that lane is operating on an "as needed" basis). The typical Saturday peak hour is 10:00 AM, with sustained high volumes from 7:00 AM to 4:00 PM. The typical Sunday peak hour is 11:00 AM, with sustained high volumes from 9:00 AM to 2:00 PM.



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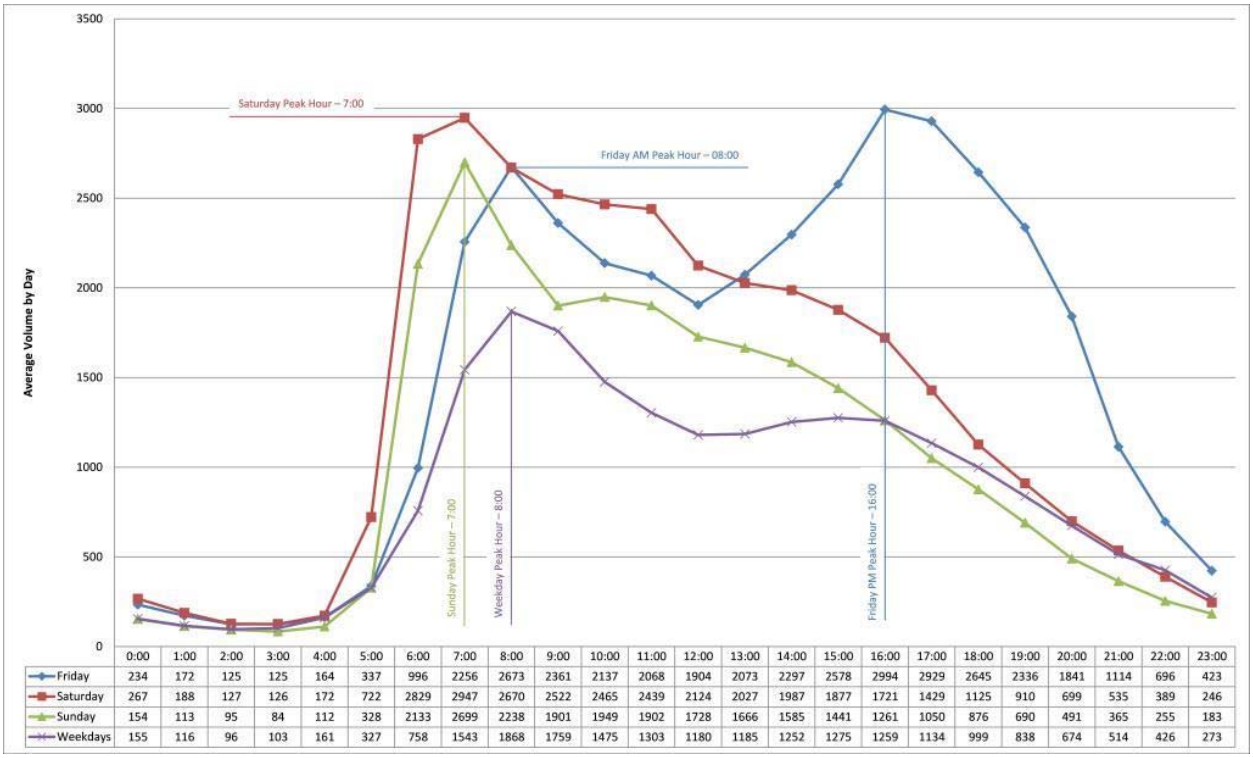
Fridays	256	186	139	164	262	552	950	1326	1666	2220	2684	2840	2845	2909	2924	2956	2906	2904	2870	2437	1638	1032	658	448
Saturdays	324	218	163	202	385	811	1373	1976	2590	2890	3119	3086	2920	2803	2649	2407	2034	1697	1344	1041	808	630	500	370
Sundays	249	155	126	137	253	496	785	1180	1747	2317	2644	2771	2660	2467	2245	1949	1641	1439	1203	950	784	555	413	350
Weekdays	204	152	118	138	236	537	857	1107	1365	1711	1879	1879	1732	1695	1705	1635	1546	1397	1238	1034	754	586	443	313

Figure 10: 2016 Summer Season WB Average Hourly Traffic Volumes by Day

The 2017 Winter season hourly traffic volume analysis by day is presented in Figure 11. The average Friday volumes show two distinct peak hours at 8:00 AM and 4:00 PM with sustained high volumes from 7:00 AM to 7:00 PM. The AM peak hour corresponds to the average weekday peak hour, but with average volumes approximately 800 vph higher. The Friday PM peak hour represents the highest average volume on the corridor for the season. The Saturday winter season peak hour typically occurs at 7:00 AM with sustained high volumes from 6:00 AM to1:00 PM. The Sunday winter season peak hour also typically occurs at 7:00 AM, with high volumes reported for a shorter window in the mornings from 6:00 AM to 8:00 AM.



	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Friday	234	172	125	125	164	337	996	2256	2673	2361	2137	2068	1904	2073	2297	2578	2994	2929	2645	2336	1841	1114	696	423
Saturday	267	188	127	126	172	722	2829	2947	2670	2522	2465	2439	2124	2027	1987	1877	1721	1429	1125	910	699	535	389	246
Sunday	154	113	95	84	112	328	2133	2699	2238	1901	1949	1902	1728	1666	1585	1441	1261	1050	876	690	491	365	255	183
Weekdays	155	116	96	103	161	327	758	1543	1868	1759	1475	1303	1180	1185	1252	1275	1259	1134	999	838	674	514	426	273

Figure 11: 2017 Winter Season WB Average Hourly Traffic Volumes by Day

There are a total of eight grade-separated interchanges along I-70 within the project limits, including a Commercial Vehicle Weigh Station near Downieville, milepost (MP) 234.

5.2.3 I-70 EB MEXL

The I-70 EB MEXL is an eastbound peak period shoulder lane between US 40 and US 6 that opened in December 2015. The I-70 EB MEXL is open to vehicle travel on Saturdays, Sundays and Holidays during the winter and summer peak periods, and functions as a shoulder at all other times. The lane typically opens at 9 AM, before the onset of congestion, and closes after traffic volumes have dropped off, typically between 6 PM and 8 PM. To accommodate the I-70 EB MEXL within the geographic constraints of the corridor, a 39-foot cross section was used (1-foot inside shoulder, 11-foot PPSL, 11-foot GP lane, 12-foot GP lane, 4-foot outside shoulder). Overhead VMSs are used to open and close the lane and move vehicles from the lane during incidents (the signs are located approximately every mile). Initially, a 8-inch solid white stripe separated the PPSL from the GP lane, but after the first year it was replaced with an 8-inch solid yellow stripe, which proved to be more effective in keeping vehicles from using the lane when it is closed.

The lane has been well-utilized—up to 25-30 percent of the total eastbound traffic volume uses it during peak hours—and has been successful in reducing eastbound congestion through the corridor (peak hour eastbound travel times through the MEXL segment are now 30-35 percent faster than before the lane opened). CDOT's only significant concern with facility is that the cross-section may be too narrow; vehicles in the PPSL tend to crowd toward the inside GP lane because of the minimal inside shoulder, which results in traffic using the 11-foot inside GP lane shifting similarly toward the outside GP lane.

5.3 Existing Operational and Support Environment

5.3.1 ITS Infrastructure

A 144-strand fiber optic cable has been installed along I-70 through the entire length of the project corridor in a duct bank with multiple conduits. The cable is owned by CDOT and serves as the ITS communications backbone. Comcast Communications also utilizes two strands on the backbone cable and is responsible for performing all of the splicing and maintenance for the same. The backbone cable is able to provide devices along the corridor with reliable, high-speed communications to both the CTMC and the EJMT control centers. The additional lane controllers needed for this project will be connected to the existing network switches used for the existing ATM operations for the EB MEXL, so no additional network capacity will be needed. In addition to the control centers, there are two CDOT ITS regeneration buildings (Copper Mountain Node and Hidden Valley Node) that serve as major hubs for the communications system along the mountain corridor.

A list of all the existing ITS field equipment along I-70 within the project limits from US 40 to the Veterans Memorial Tunnels (between mile markers 231 and 242) is shown in Table 1. The summary includes all the devices that were added along I-70 from Exit 241 to the EB entrance of the Veterans Memorial Tunnels as part of the EB I-70 PPSL project.

It should be noted that 13 variable speed limit (VSL) signs were installed in the EB direction as part of the EB MEXL project. Thus far, CDOT has not established any formal guidance on the application of VSL, so those signs typically only display the speed limit for the corridor. However, CDOT is currently developing a concept of operations for VSLs on the corridor, and when complete (likely in Fall 2018) the signs will be used more actively to adjust speeds based on road conditions. On issue that has been noted is the difficultly in enforcing speed limits through the PPSL segment due to lack of shoulders and enforcement areas.

Table 1. Current ITS Devices within the Project Corridor

ITS Device	Westbound	Eastbound	Total
ALPR	0	6	6
ATM VMS	0	5	5
ATR	1	1	2
AVI	0	3	3
CCTV	6	8	14
Doppler	3	2	5
LUS	0	4	4
MVRD	7	9	16
RMS	0	3	3
SLVMS	0	3	3
TTI	4	9	13
VMS	3	2	5
VSL	0	13	13
VTMS	0	3	3

Each ATR and MVRD site is reported based on the cabinet location, but most cover both eastbound and westbound traffic

The project corridor also includes the following ITS devices in both directions of travel along I-70 in advance of the Dumont Port of Entry (POE) to support commercial vehicle enforcement:

- Weigh-In-Motion (WIM) stations
- PrePass readers
- Dynamic Open/Closed signs

Figure 12 shows the layout of the devices along the corridor. Additional detail on the devices within the corridor can be found in Section 9.6.2.

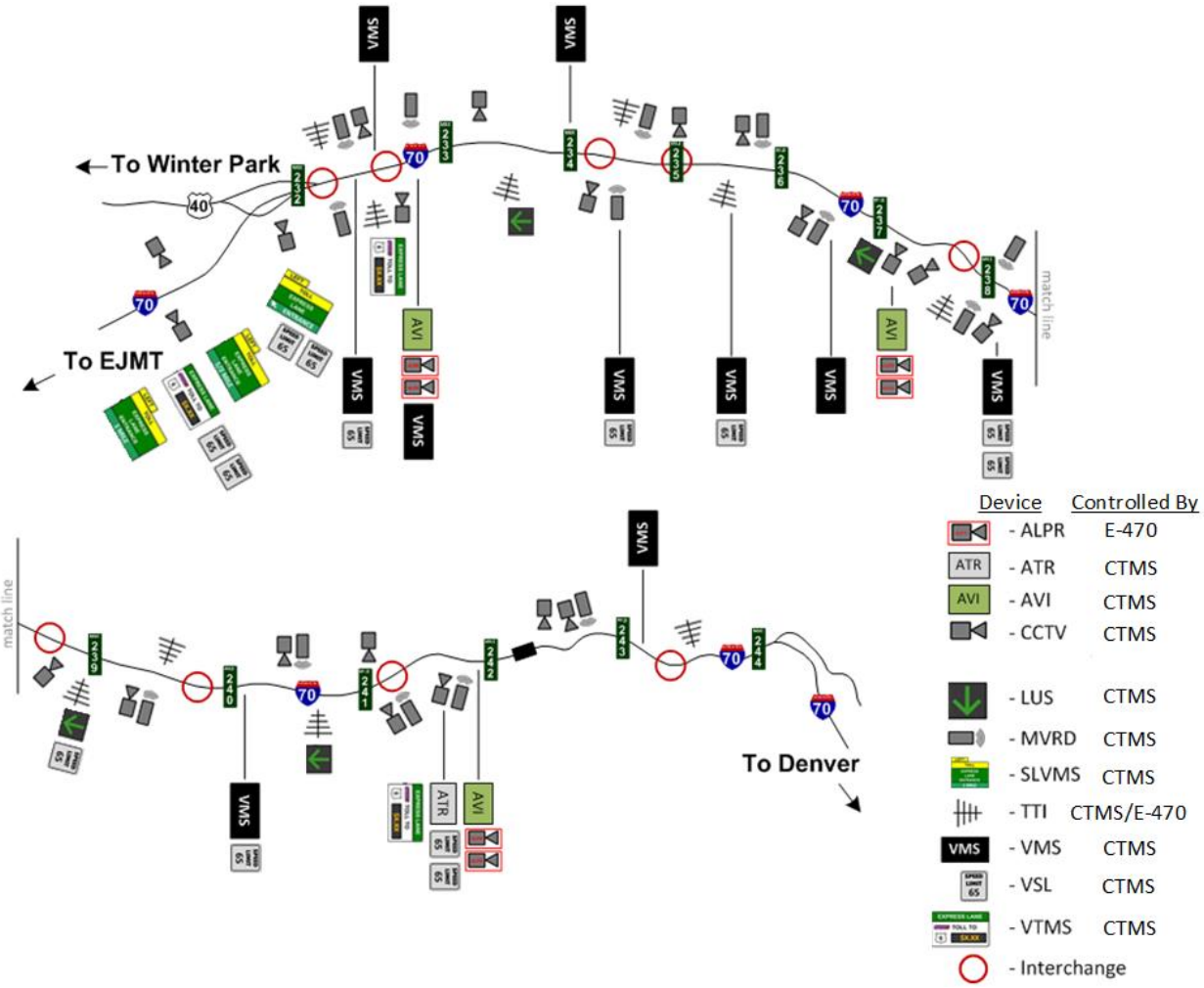


Figure 12: ITS Devices Currently Deployed in the Project Area

Note: Ramp Meters and WIM Stations not included in this layout

5.3.2 ITS Software Systems

The existing software systems that are used to control the ITS devices within the corridor are the Colorado Transportation Management Software (CTMS), Qognify (NiceVision), E-470 Toll Application

Portal (TAP), and Chain Area Program System (ChAPS). Additional details on the system components are included in section 9.6.4.

5.3.3 Tolling

The existing 144-strand fiber backbone will be used for tolling purposes. As with the lane controllers, the tolling devices needed for the project will be connected to the existing network switches used for the EB MEXL tolling operations, so no additional network capacity will be needed for WB PPSL tolling.

5.3.4 Commercial Vehicles

Commercial vehicles account for approximately 7.3 percent of the AADT through this segment of the corridor (CDOT 2016). During the peak period of travel the percentage is much lower, but commercial vehicles can still have a significant effect on traffic operations due to the roadway grades.

The Dumont POE is located within the project limits, and is operated by the Colorado State Patrol (CSP). In addition to the stationary scale within the POE, the advance weigh-in-motion stations, PrePass transponder readers, and “Open”/”Closed” VMS panels are also used to perform daily operations.

There are no chain stations within the project limits for westbound operations.

Commercial vehicles are not allowed in the EB MEXL because of the narrower lane width and narrower inside shoulder.

5.3.5 Colorado Transportation Management Center (CTMC)

The CTMC, located in Golden, serves as the hub for CDOT’s ITS network. The operators at the CTMC monitor ITS devices statewide, including the CCTV cameras and vehicle detectors within the project area. The operators are responsible for dispatching Courtesy Patrol representatives to incident locations and disseminating traveler information via VMS, the 511 system and the CoTrip.org website. There are typically 2-3 operators staffed in the CTMC at any given time.

The EJMT operations center is located approximately 15 miles west of the project area. The I-70 corridor operations manager monitors I-70 mountain operations from Glenwood to Golden out of this facility, with an additional two operators staffed there during the winter peak periods to specifically focus on the I-70 corridor. The EJMT operators control the VMSs that provide information to westbound I-70 traffic leading into the project area. In addition, the EJMT makes the determination as to when chain law goes into effect for the entire I-70 mountain corridor as well as all decisions pertaining to I-70 MEXL operations.

5.3.6 Incident Management

CDOT developed an incident management program response manual (last updated in 2005) for the entire I-70 mountain corridor, including all of the steps, responsibilities and resources required to manage and clear an incident within the corridor. A detailed, county-specific traffic incident management plan was created in 2011 for Clear Creek County, and updated in 2012 as a project specific guideline for managing incidents during the construction of the 2012/2013 Veterans Memorial Tunnels Construction Project. An incident management plan was also developed for the EB I-70 PPSL corridor (2015), which is anticipated to be updated to include WB PPSL incident response. The incident management plans include closure points, detour plans, and standard operating procedures for a variety of situations which may impact corridor operations.

5.3.7 Winter Operations

During winter operations, the CTMC dispatches safety patrol, Heavy Tow Service Units (HTSU) and push bumper trucks to assist stranded motorists and alleviate congestion.

CDOT follows the I-70 Mountain Corridor Winter Operations and Maintenance Plan, which specifies policies and procedures to maximize safety and mobility for the I-70 corridor between Dotsero (MM 134) and Denver West (MM 263), including the I-70 PPSL. That plan outlines strategies to improve active traffic management (ATM), winter maintenance operations, commercial motor vehicle management, travel demand management (TDM), traffic management center command and control, and operational planning and preparedness for the corridor. The plan is reviewed and updated annually and will incorporate WB I-70 PPSL operations in 2020, prior to the opening of the lane.

5.3.8 Enforcement

Enforcement of traffic laws along I-70 within the project corridor is performed by the Colorado State Patrol (CSP), Clear Creek County Sheriff, and Idaho Springs Police Department. Traffic enforcement in the project area cannot be staged from the median because of the narrow lane width, grade differentials and almost continuous barrier/guard rail. Thus, any enforcement on the I-70 corridor is typically staged at interchanges. This practice is expected to continue within the WB I-70 PPSL corridor, although law enforcement will also have the option of staging in any of the five WB pullout locations.

5.3.9 Maintenance

Maintenance of the roadway and snow removal along I-70 is currently performed by CDOT Region 1. Maintenance procedures are outlined in the I-70 Mountain Corridor Winter Operations and Maintenance Plan. All of the ITS equipment along the corridor is maintained by CDOT ITS, with three exceptions: PrePass maintains the transponder readers in advance of the POE, CDOT Division of Transportation Development (DTD) maintains the Automatic Traffic Recorders (ATR), and E-470 maintains the EB MEXL tolling equipment.

5.3.10 Transit

CDOT provides an interregional peak hour commuter route called Bustang. This route offers round trip service between Glenwood Springs and Denver daily, with eastbound service leaving Glenwood Springs at 7:05 AM and 7:25 AM and westbound service leaving Denver at 2:45 PM, and 5:15 PM. Interim stops are provided in Eagle, Vail, Frisco, Idaho Springs and Lakewood as listed in Table 2. Most of these trips travel in the opposite direction of peak traffic.

Table 2. Bustang Route Schedule

Eastbound	Route 731	Route 701
South Glenwood BRT Station (Service Suspended Effective 5/21/17)	--------	--------
West Glenwood Park & Ride	--------	7:25 AM
Eagle Chambers Park & Ride	--------	8:05 AM
Vail Transportation Center	7:05 AM	8:40 AM
Frisco Transfer Center	7:40 AM	9:15 AM
Idaho Springs (13th B/W Idaho St And Miner)	8:25 AM	10:10 AM
RTD - Denver Federal Center	9:05 AM	10:50 AM

Table 2. Bustang Route Schedule

Denver Union Station	9:20 AM	11:10 AM
Denver Bus Center	9:35 AM	11:20 AM
Westbound	***Route 730***	**Route 700**
Denver Bus Center - Gates 1 & 2	2:45 PM	5:15 PM
Denver Union Station - Gate B3	3:10 PM	5:40 PM
RTD - Denver Federal Center	3:40 PM	6:10 PM
Idaho Springs (Idaho and 13th)	4:20 PM	6:50 PM
Frisco Transfer Center	4:55 PM	7:25 PM
Vail Transportation Center	5:35 PM	8:05 PM
Eagle Chambers Park & Ride	-------	8:40 PM
South Glenwood BRT Station (service suspended effective 5/21/17)	-------	--------
West Glenwood Park & Ride	-------	9:30 PM

Source: https://www.ridebustang.com/west-line (August, 2017)

There are also a variety of private shuttles and vanpools available for transportation through the corridor.

As with commercial vehicles, transit vehicles are not allowed in the EB MEXL lane.

5.4 Operational Assessment

Increasing traffic demand and congestion continues to put pressure on I-70 corridor operations, serving as the primary link between the communities and recreational opportunities along the mountain corridor in Western Colorado and the Denver Metro Area. The operational assessment summarizes traffic operations and mobility in the corridor area, and CDOT CTMC operations for the project area.

5.4.1 Traffic Operations and Mobility

The section of I-70 between the Denver Metro Area and the EJMT experiences heavy westbound traffic flows on Friday afternoon and on Saturday and Sunday mornings. These times represent peak travel periods for visitors embarking on weekend destination trips. The majority of congestion occurs on the segment between Floyd Hill and Georgetown. This congestion occurs due to I-70 reducing from three lanes to two at the top of Floyd Hill, with congestion easing west of the US 40 interchange, where a significant volume of traffic departs I-70 toward Winter Park and the west side of Rocky Mountain National Park. Figure 13 shows the 2016 Average Annual Daily Traffic (AADT) as reported by CDOT at the four ATR sites near the project corridor.

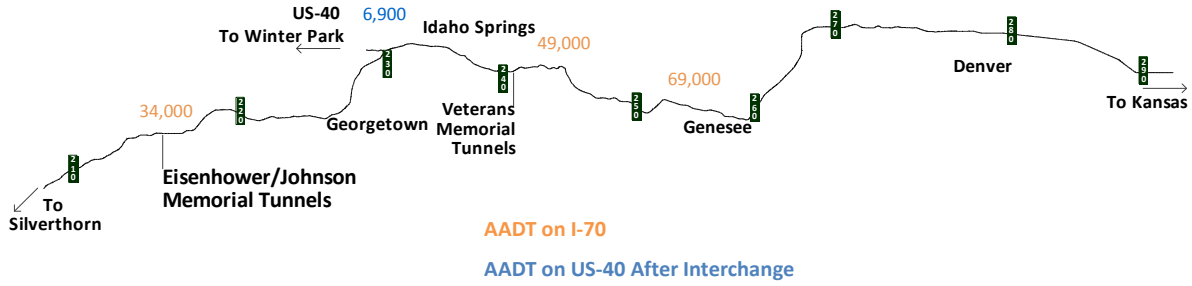


Figure 13: 2016 AADT Reported Near Project Corridor

Future traffic conditions in this segment of I-70 were estimated in the *Westbound I-70 Peak Period Shoulder Lane Traffic Transportation Technical Report* (Apex Design, HDR 2018). The study utilized the VISSIM microscopic traffic analysis tool to evaluate the operations of the I-70 corridor between Floyd Hill and US 40 under existing, opening day (2019), and future (2035) conditions. The results of the evaluation indicated that in order to improve travel times along this segment of westbound I-70, additional capacity is required.

5.4.2 CTMC Operations and Maintenance

The CTMC is responsible for operating and maintaining ITS devices throughout the entire state, and will be responsible for the additional ITS devices installed as part of this project. EB MEXL traffic operations are run through operators at the EJMT, with HPTE providing guidance on toll rates. The project team will need to coordinate with the operations and maintenance teams to facilitate management strategies for the additional workload presented by the WB I-70 PPSL project.

5.5 Safety Assessment

The I-70 MM 231 to MM 243 Westbound Peak Period Shoulder Lane Study (FHU, 2017) evaluated crash history for the five-year period from July 1, 2011 to June 30, 2016, between I-70 MP 231 and MP 243 to locate crash clusters and identify crash causes, and provide a baseline condition against which the effects on safety provided by the PPSL can be measured.

There were 884 crashes reported within the study segment, and the most predominant crash types were rear end type crashes, fixed object type crashes (concrete barrier, guard rail, embankment and walls), and sideswipe same direction type crashes. These crash types comprise approximately 89 percent of the crashes along the corridor. A breakdown of the crash type distribution for the study is included in Figure 14.

There are several factors that were determined to contribute to the cause of crashes along the study corridor. Some of the primary factors include; the horizontal curvature of I-70, travel speed, traffic congestion due to weekend traffic, and inclement weather/road conditions. For many of the crashes, more than one of these factors contributed. In order to better understand these factors and how they influenced crashes, the circumstances surrounding the most predominant three crash types along the corridor were reviewed in more detail. For a more detailed analysis, refer to the separate study which breaks down the crash history based on directionality, season, day of week and type of crash.

Westbound rear-end crashes and fixed object crashes were more common during the winter when poor road conditions were factors. Westbound sideswipe collisions were evenly split between winter and summer.

Wildlife crashes are concentrated within the segment MM 232.5 to MM 231.5. 40 percent of all wildlife crashes within the study area occur within this one-mile segment at the far western end of the study area, in the vicinity of the US 40 interchange.

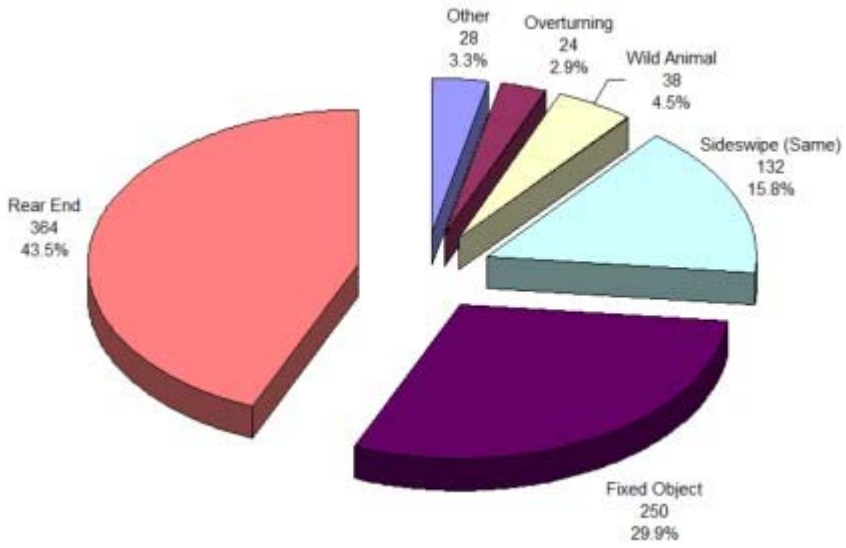


Figure 14: Crash Type Distribution in 2011-2016 for I-70 (MP 231 – MP 243)

Source: I-70: MM 231.00 to MM 243.00 Westbound Peak Period Shoulder Lane Study (FHU, 2017)

In order to facilitate a more detailed crash analysis, the 12-mile corridor includes 7 segments:

- Segment 1 – US 40 (Empire Junction) - MM 231.00 to MM 233.11
- Segment 2 – Downieville - MM 233.12 to MM 234.69
- Segment 3 – Dumont - MM 234.70 to MM 236.41
- Segment 4 – Fall River Road – MM 236.42 – MM 238.33
- Segment 5 – SH 70K (west Idaho Springs access) - MM 238.34 to MM 239.31
- Segment 6 – SH 103 - MM 239.32 to MM 240.42
- Segment 7 – SH 70K (east Idaho Springs access) - MM 240.43 to MM 243.00

Level of Service of Safety (LOSS) is calculated for both crash frequency and crash severity in each segment. The concept of LOSS uses qualitative measures that characterize safety of a roadway segment in reference to its expected performance. If the level of safety predicted represents a normal or expected number of crashes at a specific level of ADT, selected percentiles within the frequency distribution are stratified to represent specific LOSS.

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

For the frequency of crashes, Segments 2, 4, 5, and 6 had low to moderate potential for crash reduction. Segments 1, 3, and 7 were in the LOSS III category indicating moderate to high potential for crash reduction.

For the severity of crashes, Segments 4, 5, 6, and 7 had low to moderate potential for crash reduction. Segments 2 and 3 were in the LOSS III category, while Segment 1 was in the LOSS IV category indicating high potential for crash reduction.

The safety assessment recommends the following efforts to enhance the safety of the corridor, and how those recommendations are being incorporated into the WB PPSL project:

- Review and verify existing lighting through the corridor to ensure that it is sufficient. This will be done as part of the project design.
- Consider installing variable speed limit signs on the westbound approach to the tunnel (approximately MM 243.00) and carrying the lower speed limit at least through Idaho Springs. This could help to reduce rear-end crashes around the tunnel and reduce concrete barrier crashes in the vicinity of the first two Idaho Springs exits (East Idaho Springs (Exit 241) and SH 103 (Exit 240)). VSLs will be incorporated into this project to address rearend accidents at the tunnel, and the realignment of the GP lanes away from the center barrier (to accommodate the PPSL) should address the concrete barrier crashes within Idaho Springs.
- Consider installing deer warning signs for the segment MM 231.5 to MM 232.5 (US 40 Empire Junction interchange). Alternatively, consider using VMS signs to warn of deer during peak wildlife crash times (May – August, dawn and dusk). Targeted signage in this area has been incorporated into this project.
- Continue monitoring eastbound crashes to determine the impacts of the peak period shoulder lane. This is being conducted as part of the EB MEXL monitoring program.

5.6 Project Constraints and Assumptions

5.6.1 Operational Focus

The intent of this project is to make interim operational changes that improve mobility, without major infrastructure improvements.

5.6.2 Financial Limitations

The project is anticipated to be funded at approximately $65 million, which includes minor widening and stabilizing of 11.5 miles of shoulder, rock cuts and retaining walls at various locations along the corridor, installation of all ITS devices associated with the ATM and tolling equipment and expanding the software module for CTMS to operate the system.

5.6.3 Schedule Limitations

In order to capture all the necessary funding, the following project milestones are anticipated:

- May 2018 - Draft Concept of Operations
- June 2018 - FIR Plans
- November 2018 - FOR Plans and Final Concept of Operations
- December 2018 - Project Advertisement
- October 2020 –Construction Complete
- November 2020 – System Testing Complete
- November 20, 2020 – PPSL Open

5.6.4 Physical Limitations

The right-of-way for I-70 through the project limits is very narrow. In addition to a narrow median, the ability to build additional width is limited by rock slopes to the north and Clear Creek to the south.

5.6.5 Context Sensitive Solution (CSS) Evaluation Criteria

The CSS process is defined by FHWA as a collaborative, interdisciplinary approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. With this process in mind, the technical team created the flow chart shown in Figure 15 to assist the technical team for the WB I-70 PPSL project in translating core values and critical issues into actual evaluation criteria for the project, and to ensure the development of a design with features that fit into the I-70 mountain corridor.

DEPARTMENT OF TRANSPORTATION
Region 1 I-70 Mountain Corridor
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COLORADO Department of Transportation

West Bound - Peak Period Shoulder Lane
DRAFT

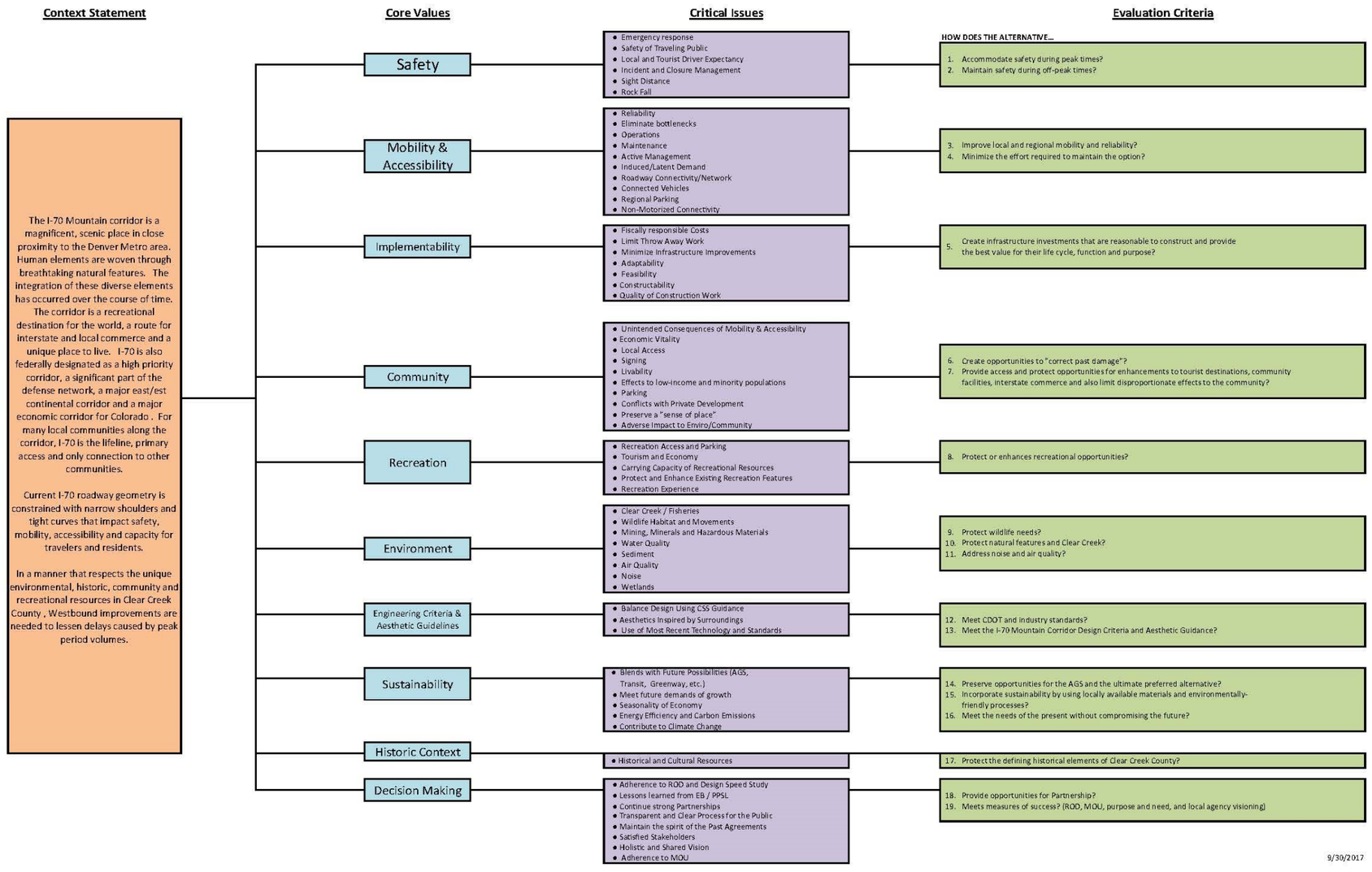


Figure 15: WB I-70 PPSL Project Criteria Flow Chart

Section 6. Concept for the Proposed System

This section provides an overview of the proposed PPSL concept, including a presentation of information from the effective implementation of the EB I-70 PPSL corridor, and how that concept will be applied to the WB I-70 PPSL corridor.

6.1 Proposed Concept Elements

6.1.1 Hard Shoulder Running

Part-time shoulder use is a congestion management strategy typically deployed in areas with limited ability to physically add additional roadway capacity. The ability to convert a paved shoulder into driving area during the peak times of roadway use allows for capacity to be increased temporarily without major reconstruction. The benefits of part-time shoulder use include: reduced project costs, reduced environmental impacts, and increased useable area of the roadway. CDOT has realized significant mobility benefits as a result of the EB I-70 PPSL project.

6.1.2 Active Traffic Management

The concept of Active Traffic Management (ATM) has developed to address traffic issues associated with the growing levels of congestion. It involves the use of key technological features including Lane Use Signs (LUS) installed above each lane displaying advisory speed limits, open condition, closed condition, or directional diversion states. ATM also involves the use of dynamic message signs to communicate real time information about roadway and congestion conditions ahead. The concept may also include the use of Variable Speed Limit (VSL) signs to actively manage regulatory speed limits on the corridor during high congestion or weather events.

6.1.3 Tolling

The westbound shoulder lane will be a toll-only facility when the PPSL is operating, to manage demand and capacity. There are several tolled facilities within the State of Colorado. Some are toll-only facilities and others are managed lanes allowing free use for carpools and tolling single occupant vehicles. The EB I-70 PPSL is a toll-only facility.

6.2 Justification of Approach

The I-70 EB MEXL opened in December 2015 and has been operating during the peak seasons since. Overall, CDOT believes the EB MEXL project to be a successful implementation of a peak period should use lane. Some of the success that CDOT has seen after opening the lane include:

- Mainline throughput increased by up to 15 percent
- Peak hour travel speeds are above 40 MPH for PPSL and above 30 MPH for GP
- GP travel times have improved by up to 38 percent
- The worst day's travel times have decreased nearly 60 minutes
- The extra capacity on the mainline has alleviated congestion on the frontage road
- The time it takes to clear incidents has shortened

- The time it takes to clear traffic queues has shortened

Because of these successes for the EB MEXL, a similar solution for the WB lanes has been deemed appropriate by CDOT for congestion management throughout the corridor.

6.3 Operational Concept

The operational concept for the WB I-70 PPSL consists of hard shoulder running between the Veterans Memorial Tunnels on the eastern extent (MM 242), and the US 40 interchange on the western extent (MM 230.5). This hard shoulder running will be managed using ATM strategies and technologies, and serve as a toll-only facility. The toll will be a single segment price, regardless of the user entry point. The lane will be opened for operation during peak traffic periods, which are Friday afternoons, Saturday mornings, and Sunday mornings during winter and summer.

6.3.1 High-Level Design Considerations

During periods of traffic congestion, the left shoulder of westbound I-70 will be opened to traffic and operated as a tolled lane. The following are the high-level design considerations for the lane:

- The tolled PPSL will be opened during peak travel periods in order to manage demand and capacity.
- The WB I-70 PPSL corridor will use a contiguous condition to delineate the managed lane from the general purpose lanes. The separation will be indicated by an 8-inch yellow stripe on the pavement, known as a “buffer zone.”
- Access zones have been placed at logical points based upon trip origins and destinations, traffic and revenue studies, geometric constraints and safety considerations. These access locations will be indicated through signs and changes in the buffer striping.
- Signing will be a mix of both static (using fixed messaging) and dynamic (using electronic means to vary messaging) for both toll rate messaging and indicating the status of the lane. When the PPSL is in use, the signing will indicate that the lane is open and state the toll price. When not in use, the signing will indicate that the lane is closed and the shoulder is to be used for emergency stopping only.
- Toll rates are based upon CDOT and HPTE policy related to congestion. A single toll rate will be levied for use of the lane, regardless of lane entry point.
- The goal of enforcement is to ensure safe operation throughout the corridor. Toll payment and eligibility will not be an enforcement focus, since virtually all users will be assessed a toll; only emergency responder vehicles will have an exempt status when responding to an emergency.

Section 7. User-Oriented Operational Description

This section presents how the project will meet the goals and objectives described in Section 1.2. It will describe the strategies, policies, and constraints in and under which the project will be developed and implemented. It will present the project stakeholders and their roles, and include a description of the corridor users.

7.1 Operational Design Considerations

This section provides a description of tolling alternatives, technologies, and the operational scheme.

There are three general design considerations that will comprise the PPSL: lane separation treatment, access (type and location), and lane signing and striping.

7.1.1 Separation Treatment

The MUTCD identifies three types of separation treatment for managed lanes: barrier-separated, buffer-separated and contiguous. The WB I-70 PPSL will use an 8-inch buffer to separate the PPSL and the GP lanes, which is the same buffer treatment as the EB I-70 MEXL. The typical section is depicted in Figure 16.

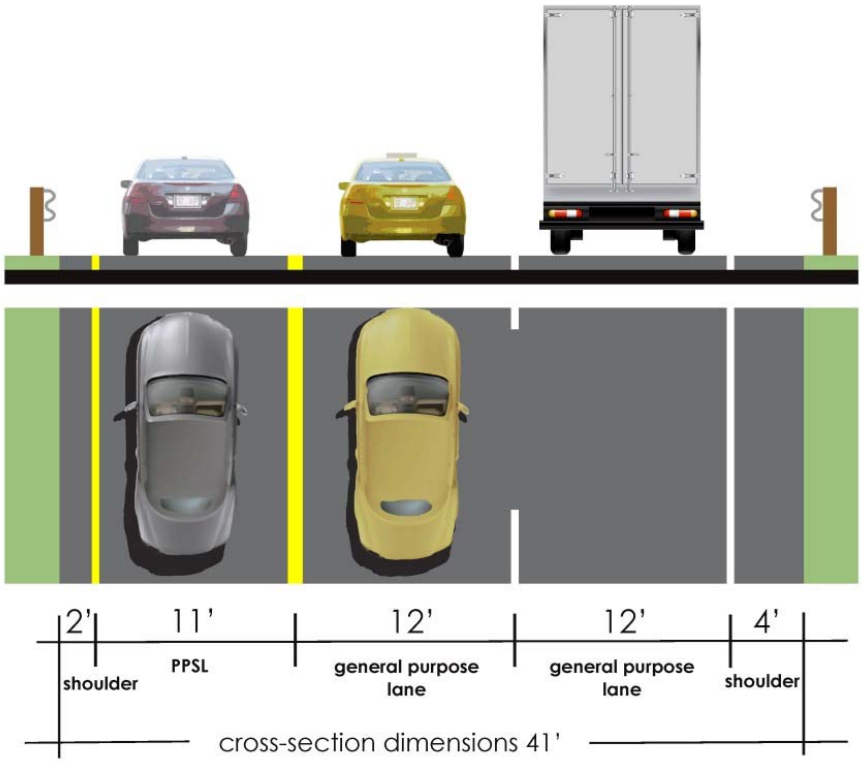


Figure 16: WB PPSL Typical Section with 8" Buffer

7.1.2 Access

Access is a key design component of managed lanes, safely and efficiently guiding users in and out of the facility at desired locations. Access zones have been placed at logical points based upon trip origins and destinations, geometric constraints, and safety considerations. The access zones account for the travel demands of the area, the pricing strategy for the managed lane, and other factors.

The access types consist of ingress only and egress only zones. As a general guideline, a minimum weave distance of 2,400 feet will be provided from an on-ramp to the start of an access zone, or from the end of the access zone to the next off-ramp.

Recent published guidelines of managed lanes show a trend toward longer access zones and longer weave areas. Based on various guidelines (AASHTO, Guide for High-Occupancy Vehicle (HOV) Facilities, 2004, California Department of Transportation, "HOV Guidelines", 2003), access zones should be 1,000 feet long at minimum and preferably 2,000 feet or longer, using a white broken 8-inch stripe as a divider to encourage ingress and egress to and from the PPSL.

The WB PPSL will provide four openings for the managed lane with two ingress locations and two egress locations. The striping for the initial ingress and final termination locations will consist of an 8-inch dashed yellow stripe (yellow striping was determined to be more effective than white striping in keeping traffic out of the closed lane during the first year of EB MEXL operations). The striping for the intermediate ingress and egress locations will consist of a 4 inch solid yellow line and a 4 inch dashed yellow line on the side of the lane for which ingress or egress is allowed. Additional detail for the ingress and egress striping can be found in Figure 21.

The access locations for the WB PPSL will begin with a 1,800 feet opening as a new lane in the shoulder of the roadway just prior to the Veterans Memorial Tunnels and approximately 4,000 feet east of the east Idaho Springs interchange. The next access location will be a 1,500 feet long ingress area approximately 2,400 feet west of the west Idaho Springs interchange. This second ingress location will be provided for Idaho Springs traffic and through traffic that chooses to stop at Idaho Springs. The third access location is a 2,000 feet long egress area approximately 2,400 feet east of the Downieville interchange that allow managed lane traffic to exit to Downieville, Lawson and Dumont. The fourth access location is a 2,000 feet long egress area approximately 2,400 feet east of the US 40 interchange that allow managed lane traffic to exit to US 40. The final egress is the lane termination, which is a 2,000 feet long taper back into the left GP lane. The ingress and egress locations as well as the preliminary signing are shown in Figure 17.

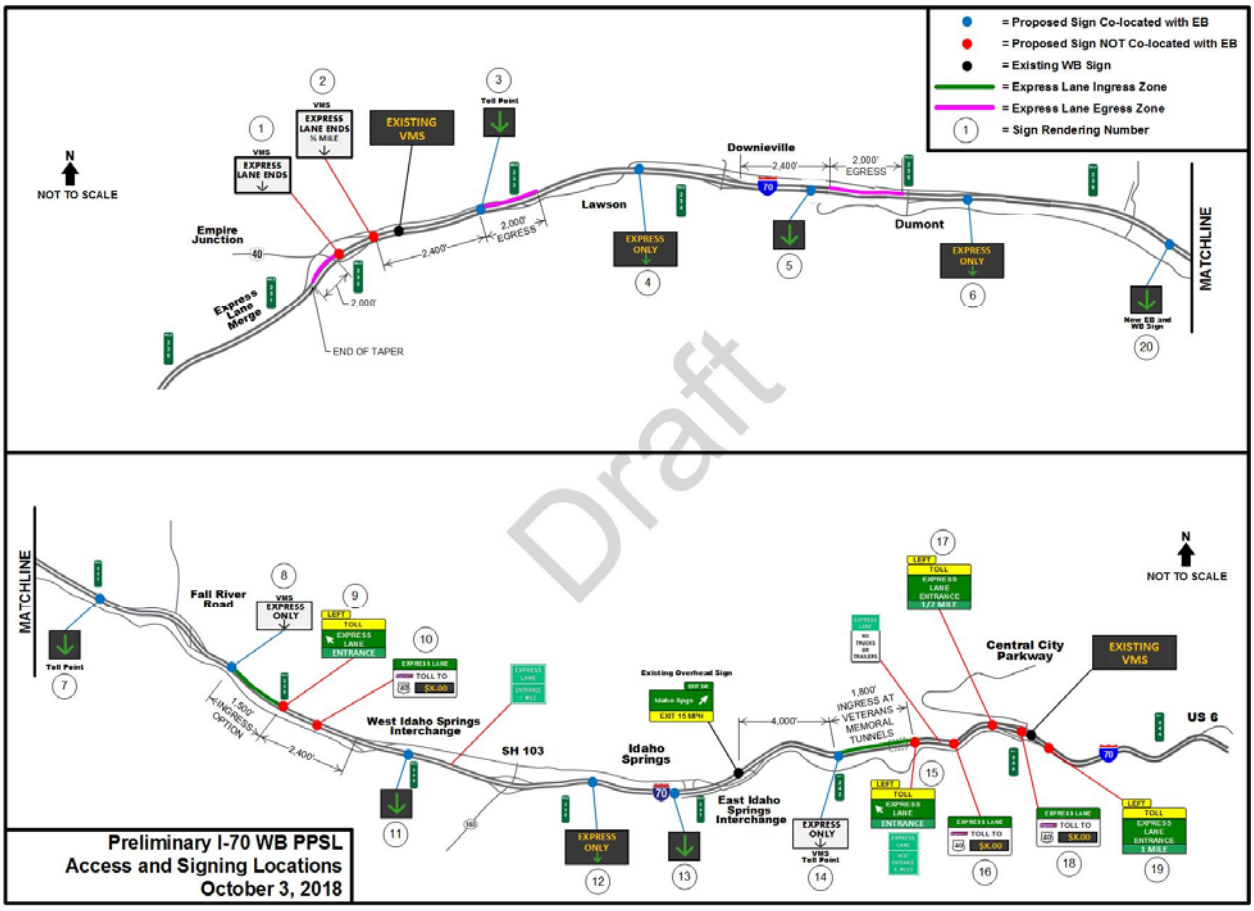


Figure 17: WB I-70 PPSL Preliminary Signing Plan

7.1.3 Signing and Striping

Signing refers to the messaging used to convey regulations, warnings, guidance, and current traffic conditions to road users. PPSL messaging will notify users of the following:

- Limits of the toll lane
- Status; open or closed
- Lane eligibility and restrictions
- Price to utilize the toll lane
- Payment methods
- Destinations and allowable ingress and egress locations

Signage will be both static (using fixed messaging) and dynamic (using electronic means to vary messaging).

Striping refers to the pavement markings that delineate the freeway lanes, entries and exits. The WB I-70 PPSL will be indicated as a part-time express lane through the use of an 8-inch yellow stripe between the general purpose lanes and the managed lane.

7.2 Toll Pricing Concept

The project area will have two types of lanes: GP and tolled. The two GP lanes will provide a non-tolled means of travel, along with access to and from interchanges within the corridor. The tolled lanes will be available during peak periods only; drivers may elect to use the toll lane during peak travel periods depending upon their willingness to pay for a more reliable travel time.

Toll prices for the WB I-70 PPSL will be set similar to that of the EB MEXL; based on the time of day (TOD) and day of week/month for the PPSL. The pricing will be determined based on historical data from the EB MEXL, and will be adjusted as needed based on the performance of the lane. The operating rules will establish periodic updates to the TOD tolls.

Other toll operating modes will also be implemented for various operational purposes. When the lane is closed, the toll system will be in “Closed” mode and no toll will be charged for vehicles in the lane. The Closed mode will also be used in the event of an incident in that requires the lane to be shut down. “Open No Toll” mode will be used when the lane is to be open but no toll will be charged. Open No Toll mode is commonly used for traffic incident management purposes when the lane is opened after an incident has been cleared to more quickly disperse the queue upstream of the incident location. “Manual” mode is used when the operator has to make manual adjustments to the toll. Manual mode may be necessary when a VMS has malfunctioned and is displaying an incorrect toll amount. The PPSL operating rules will determine when each tolling mode should be used. It is anticipated that the WB PPSL operating rules will follow those established for the EB MEXL in CDOTs Tolled Express Lane Standard Operating Procedures (November 2015).

7.2.1 Toll Segment

The WB I-70 PPSL will be one tolling segment or “zone” with one price regardless of entry or exit location. Similar to the eastbound toll operations, if users choose to exit the toll lane at any point, they will have a 30-minute grace period from the time they are first detected at a toll point to complete their trip without

being charged a subsequent toll for use of the lane. If there is an incident that causes the lane to be shut down, toll charges will be voided during the time that the incident occurs.

7.2.2 Toll Rates

Toll rates are the prices that are charged for the use of the tolled facility. As mentioned, they will be variable by time-of-day based upon prevailing congestion. Preliminary toll rates will be set based on the current EB MEXL rates, and the experiences gained from the toll rate testing for the EB MEXL. Rates are expected to be refined and adjusted as necessary to meet the objectives of the WB PPSL.

7.2.3 Enforcement

The goal of enforcement is to ensure safe operation throughout the corridor. Toll payment and eligibility will not be an enforcement focus since virtually all users will be assessed a toll; very few vehicles will have exempt status. Enforcement efforts will focus on traffic violations, such as speeding, driving too fast for conditions, vehicles crossing the separation treatment when the PPSL is operational, and vehicles driving in the shoulder when the PPSL is closed.

All motorists using the managed lanes must properly pass through the tolling point, whether paying the toll or eligible for toll exempt status. The managed lane will not have a physical barrier separating it from the general purpose lanes, so vehicles could avoid paying the toll by bypassing the tolling point in the GP lanes and then reentering into the toll lane beyond the tolling point. Regulatory signs installed along the roadway will be installed to notify drivers that they are prohibited from crossing the solid yellow line when the PPSL is open.

To mitigate attempted willful violation, three toll points will be installed along the project corridor adjacent to the EB MEXL toll points; one after the initial lane entrance, one west of the Fall River Road interchange (downstream of the west Idaho Springs Ingress), and one west of the Downieville interchange (upstream of the US 40 egress). These locations ensure that all PPSL users will pass through at least one toll point regardless of where they enter or exit the lane from a designated access point. Thus far there has not been any significant issue with toll avoidance in the EB MEXL (i.e. drivers jumping into the GP lanes upstream of a toll point, then returning to the lane downstream), so no additional toll points are planned for the WB PPSL.

On-site presence of a patrolling enforcement officer is the most effective means of enforcement, as automated means of enforcement are not permitted by Colorado statute. CCTV surveillance may be used to review the frequency of violations (i.e., monitoring vehicles illegally crossing the separation treatment) and to determine specific areas for enforcement. Targeted enforcement by CSP or other local law enforcement agencies will be recommended by the project team and implemented by law enforcement as deemed appropriate.

7.3 Safety

7.3.1 Safety Findings for Similar Installations

While overall experience utilizing shoulders as additional travel lanes in the United States has been positive, research regarding documented safety benefits has been inconclusive. Factors that make it difficult to identify safety impacts include the small number of available sites with the treatment, the complexities due to unique geometries of each implementation, the limited number of years each treatment has been in use, the anticipated small magnitude of the safety effects, and the limited number of crashes associated with each specific treatment.

The I-70 PPSL model includes the following key distinguishing elements:

- The WB I-70 PPSL corridor will serve a mix of regular users and intermittent users who may be less familiar with the facility.
- When the I-70 PPSL is used as a travel lane, it will be tolled. This results in lower traffic volumes and higher speeds in the lane, creating a speed differential between the PPSL and the adjacent GP lane.
- The safety shoulder (during off-peak periods) will be on the left side of the freeway, whereas the normal location in the United States is on the right side.
- The PPSL will transition to two GP lanes at the lane termination point. This means there is a possibility of a downstream bottleneck that might lead to crashes.
- Only limited speed limit enforcement will be possible due to the high volumes and limited number of pull out/enforcement areas.
- The project will not utilize gantries that span all lanes. The PPSL gantries will only be over the managed lane, and have lane use signs or variable message signs that pertain only to the PPSL.

General Safety Observations Concerning PPSL Elements

While overall the conclusion is that the PPSL project will not result in a decrease in safety, CDOT will continue monitoring both peak and off-peak operations after implementation, and include a safety assessment as part of the reporting requirements for the lane. The following sections provide a qualitative assessment concerning the potential impacts to safety of various design elements and measures that will be included in the design of the PPSL that minimize potential adverse safety impacts.

a. Lane Entrance Merge and Lane Terminus Diverge Areas

Since the PPSL is on the left side, there will be no changes to how on-ramps and off-ramps operate between peak and off-peak conditions. The safety characteristics of these should remain the same as currently, with some possibility for minor improvement because I-70 traffic will be distributed over three lanes rather than two. The addition of the lane will add a new diverge point (at the lane entrance) and a new merge point (at the lane terminal) to the I-70 mainline. Based on preliminary crash data from the EB MEXL, the lane entrance diverge is not anticipated to have any safety issues. The taper length at the lane termination merge will be 2,000 feet to help mitigate any potential safety issues at that location.

b. Intermediate Ingress and Egress Points

There will be one intermediate ingress location and two intermediate egress locations on the corridor. The intermediate access point is planned for west of Idaho Springs; it will be located on a straight segment of I-70 approximately 2,400 feet downstream of the West Idaho Springs Interchange, and will be approximately 1,500 feet in length. The first intermediate egress point is planned for east of the Dumont interchange; it will be located on a straight segment of I-70 approximately 2,400 feet upstream of the Dumont exit and will be approximately 2,000 feet in length. The second intermediate egress point is planned for east of US 40; it will also be located on a straight segment of I-70 approximately 2,400 feet upstream of the US 40 exit and will be approximately 2,000 feet in length. All three locations were identified and designed to minimize safety impacts.

c. Variable Speed Limit (VSL) Signs

VSL signs are an important safety consideration and will be utilized through the I-70 corridor, including the WB PPSL segment. Initially, VSLs will be installed at the gantries located downstream of each on ramp in the corridor (East Idaho Springs, SH 103, West Idaho Springs, Fall River Road and Downieville). CDOT is currently developing a Concept of Operations for VSLs for the I-70 Mountain Corridor, and additional VSLs may be installed based on the recommendations in that document. Once the VSL ConOps is complete (anticipated in late 2018), the VSLs within the project segment will be operated in accordance with the guidance provided in that document.

d. Emergency Pull-outs

Emergency pull-outs and off-ramp locations will be available for corridor users approximately every mile. When the PPSL is open, these locations will provide a place for disabled vehicles outside of the travel lanes, which will help minimize traffic delays due to breakdowns and minor crashes. These areas will also be used for traffic enforcement. Five pull-outs will be constructed and are shown on Figure 18; their approximate locations are listed below:

- MM 241.5 east of the east Idaho Springs interchange
- MM 238.5 east of the Fall River Road interchange
- MM 237 west of the Fall River Road interchange
- MM 233 west of the Downieville interchange
- MM 233.5 east of the US 40 interchange

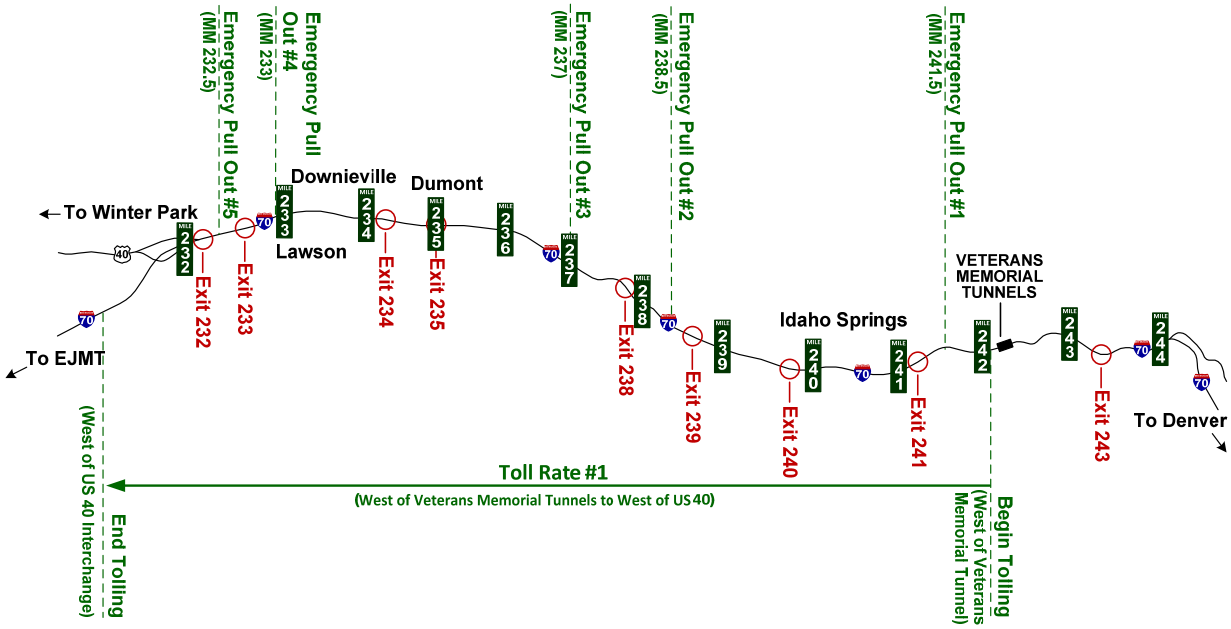


Figure 18: WB I-70 PPSL Emergency Pullout Proposed Locations

Table 3 shows the design criteria to which the pullouts will be designed. In addition to the five westbound pullouts noted above, the project will lengthen the existing eastbound pullout just west of Fall River Road (approximately MM 237.5) so that it better complies with the criteria in Table 3.

Table 3. Pullout Design Criteria

Source	Comment
FHWA Guidance: pg 92 of Use of Freeway Shoulders for Travel (February 2016)	
1. Turnouts should be a minimum of 16 feet wide	Achieved
2. Turnout length should be a minimum of 110 feet long	Achieved
3. Turnout taper length should be a minimum of 300 feet	UK Standard
(UK uses 80' entrance and 150' exit)	Achieved
AASHTO (PGDHS 2011) Guidance: pg 3-138	
4. Turnout length (inclusive of tapers) should be 600' for 60 mph	Achieved
5. Typical entry and exit taper lengths should be 50'-100'	Achieved
AASHTO (PGDHS 2011) Guidance: pg 10-115 to 10-126	
6. Deceleration from 35-0 mph requires 260' of length	Achieved (taper+pullout)
7. Parallel deceleration taper rate should be 15:1 to 20:1	Not Achieved[1]
I	
8. Acceleration from 0-65 mph requires 1,410' of length	Not Achieved[2]
9. Parallel acceleration taper length should be 300' minimum	Achieved (pullout+taper)

1. A quicker taper assists in designating these a specifically for disabled vehicles and not for any other uses. See turnout specific guidance from FHWA
2. Low use and use by emergency vehicles with warning lights make this different from typical ramp design. See turnout specific guidance from FHWA

e. Turnaround Locations

There is one median turnaround within the project limits, located just east of the EB MEXL lane entrance (upstream of westbound Exit 232). This turnaround is restricted to emergency vehicles only. Other turnaround locations (for all traffic) include:

- Exit 232
- Exit 234
- Exit 235 (westbound to eastbound only)
- Exit 238
- Exit 240
- Exit 241

f. Monitoring of Operations by CDOT Staff

The PPSL corridor will have complete video coverage by closed circuit television (CCTV) cameras. This will allow personnel at the EJMT to monitor traffic flow when the managed lane is operational and better respond to incidents and traffic disturbances on the corridor.

g. Signage

The signing associated with the WB I-70 PPSL will be a critical component of the traffic control and operations of the lane. A mix of static and dynamic signs have been incorporated into the corridor to denote access points, convey lane status, direct PPSL traffic into or out of the lane during incidents and convey the toll rate. Staff at the EJMT monitor the software that controls the dynamic signs to ensure the appropriate messaging is displayed.

Additionally, targeted wildlife warning signs will be installed in the vicinity of MM 230-231 to address bighorn sheep fatalities at the US 40 westbound on-ramp based on the findings of the safety study and data from Colorado Parks and Wildlife (CPW).

h. Opening Procedures

The WB PPSL opening procedures will be the same as used for the EB MEXL; operators at the EJMT will use the CCTV cameras to determine if any disabled vehicles or large debris needs to be removed prior to lane opening, and a CDOT maintenance vehicle will drive the lane and clear smaller debris, if necessary, prior to lane opening. The complete opening procedures for the EB MEXL are documented in CDOTs Tolled Express Lane Standard Operating Procedures (November 2015).

i. Emergency Response

The I-70 Mountain Corridor Incident Management Plan outlines emergency response process and procedures for the project corridor. This document will be reviewed and updated as necessary prior to the WB PPSL becoming operational, to include conditions such as both EB MEXL and WB PPSL open at the same time, and construction on the corridor.

7.4 Other Project Considerations

7.4.1 Operations

Hard Shoulder Running projects rely on a wide range of ATM systems and supporting ITS used for monitoring traffic flow, clearance of hard shoulder, and incident detection. CDOT employs a corridor manager and has dedicated corridor operators for the I-70 Mountain Corridor at the EJMT; these personnel will be responsible for operating and monitoring the WB PPSL facility based on the guidance provided in CDOTs Tolled Express Lane Standard Operating Procedures (November 2015).

7.5 Existing Stakeholder Roles and Responsibilities

The project corridor includes a significant number of stakeholders that take an interest in any impacts to this segment of the I-70 mountain corridor. The stakeholders and their roles on the project are presented in the following sections.

7.5.1 I-70 Coalition

The I-70 Coalition is a Transportation Management Organization (TMO) made up of more than 30 political jurisdictions, whose mission is to enhance public accessibility and mobility in the I-70 Central Mountain

Corridor and adjoining dependent counties and municipalities through the implementation of joint public & private transportation management efforts. The coalition serves as an advocate for transportation issues impacting the I-70 mountain corridor by getting involved in studies, providing education and outreach, seeking opportunities for transportation funding, and bringing state and national attention to the importance of transportation improvements along the I-70 Corridor. The coalition also manages a traveler information website for the corridor (www.GoI70.com). Within the project limits, Clear Creek County, Empire and Idaho Springs are all members of the coalition.

7.5.2 Federal Highway Administration (FHWA)

FHWA is involved in project leadership and oversight for any projects or improvements that impact the federally funded interstate system (e.g. I-70). FHWA also serves as a technical resource for operations and management of the I-70 corridor.

7.5.3 CDOT

CDOT Transportation System Management and Operations (TSM&O) provides oversight for all traffic management strategies and performance measures monitoring and reporting along the corridor. TSM&O staff is responsible for higher-level corridor management as well as management at the corridor operations level.

CDOT High Performance Transportation Enterprise (HPTE) oversees the tolling on the project, including setting toll rates and collection of toll revenue.

CDOT Region 1 is responsible for roadway maintenance, including snow removal, towing, safety patrol and operations of the EJMT control center. The EJMT is responsible for determining when chain law goes into effect, operating the chain law equipment and VSLs, coordinating towing and safety patrol operations, and coordinating operations with the CTMC at the east end of the mountain corridor.

CDOT ITS is responsible for maintenance of all ITS devices, including traffic cameras, weather stations, MVRDs, TTIs, WIM stations, and ramp meters. They also cover the operations of the CTMC control center, which includes communication with the EJMT to coordinate the CTMC-controlled VMS messaging with the implementation of chain law, and for the management of major incidents or weather events.

CDOT DTD is responsible for maintenance of the ATRs along the corridor.

7.5.4 Colorado State Patrol (CSP)

The Golden Troop within District 1 of CSP is responsible for enforcing the traffic laws along the WB I-70 PPSL segment as well as maintaining and operating the Dumont Port of Entry. CSP maintains the stationary scale within the weigh station, but equipment deployed on I-70 is maintained by CDOT and PrePass.

7.5.5 Local Law Enforcement Agencies

Local law enforcement agencies, including the Clear Creek County Sheriff and the Idaho Springs Police Department, also enforce traffic laws along I-70 and respond to incidents along the corridor.

7.5.6 PrePass

The PrePass program is responsible for maintaining the Automatic Vehicle Identification (AVI) equipment associated with the WIM stations in the field, managing the distribution of the vehicle transponders, and

operating the back office system that verifies whether or not an individual commercial vehicle meets the bypass criteria established by the State of Colorado.

7.5.7 Comcast Communications

Comcast currently manages the locates, splicing and maintenance of CDOT's fiber optic backbone through the project corridor.

7.5.8 Emergency Responders

Emergency responders utilize this segment of I-70 to respond to incidents on and off the freeway in the project area. Responders report that I-70 provides a quicker overall response time than utilizing parallel local roads. EMS and fire response is typically staged from Georgetown, Dumont, and Idaho Springs facilities, with an additional fire staging area in Empire. Emergency responders operating within the project corridor include:

- Clear Creek Fire Authority
- Clear Creek EMS
- Colorado State Patrol
- Clear Creek County Sheriff
- Georgetown Police Department
- Idaho Spring Police Department

7.5.9 Colorado Motor Carriers Association (CMCA)

The CMCA is the state trucking association in Colorado that represents the interests of the commercial vehicle stakeholders for the project corridor.

7.5.10 Local Motorists

Many Clear Creek County and Idaho Springs residents use this segment of I-70 as a link between local destinations, in addition to commuting through the corridor to the Denver Metro Area for work. Commercial development in the area depends on the business from recreational travelers through the corridor.

7.5.11 Regional and Recreational Travelers

During the peak periods of congestion, the project corridor has a high percentage of seasonal and recreational traffic that may not be as familiar with the corridor as a local or regular commuter. The residents and businesses on the western slope of Colorado will also use I-70 for purposes such as access to health care, shopping, etc.

Section 8. Operational Needs

The WB I-70 PPSL project will be implemented to address specific operational needs on the corridor. Table 4 describes the key user needs identified for use in developing the WB I-70 PPSL project. These needs were identified as part of the EB MEXL project and updated based on a review of current

operational processes. These needs will form the basis for the development of system and functional requirements for the project.

Table 4. WB I-70 PPSL User Needs

ID	Title	Description
Control Capabilities		
1	Remote System Operations Interface	The WB I-70 PPSL systems need to provide operators with a system interface through which they may control connected elements on a real-time basis. This means providing a means through which multiple operators may both monitor and control all system elements concurrently.
2	Preprogramed System Plans	Agency operators need to be able to access and activate System Plans for typical operational activities, including opening, closing, and standard incident response operations. Satisfying this need implies that a complete list of System Plans will be established along with appropriate naming conventions and operator training on when and how to trigger the implementation of these plans.
3	Device Modification and Addition Capability	The system should allow authorized users to incorporate additional locations and devices into the control environment, as well as to modify or update existing control locations and/or devices.
4	Information Visualization	To facilitate decision-making activities, information characterizing system operations should be provided to system operators in a format that is consistent with similar corridors maintained by operators in Colorado.
System Monitoring		
5	Collect, Process and Store Data Which Describes Corridor Performance	The WB I-70 PPSL system needs to collect data characterizing the operational performance of the corridor. This data will be used to report back to stakeholders on all key corridor metrics outlined in the MOU, identify planned or unplanned incidents having an impact on corridor operations and warrant the evaluation of alternate management strategies. Satisfying this need not only implies identifying which data to collect and collecting the data, but also determining how to validate and filter data from each potential source.
6	Monitor System Availability	Agency operators need to monitor the status of all devices and facilities that may be used to control traffic, implement ATM strategies, or disseminate information to the traveling public on a real-time basis. This means monitoring not only which devices are operational or down for maintenance, but also which operating devices may not be used because of operational constraints.

ID	Title	Description
Information Dissemination		
7	Information to System Operators	All operators should receive real-time data enabling them to manage the WB I-70 PPSL corridor. Meeting this need implies identifying which data are relevant to daily operations.
8	Information to Roadway Users	The WB I-70 PPSL system needs to be capable of providing information to roadway users in real-time. This implies the use of remotely controlled display devices through which relevant information on conditions, incidents, and managed lane status may be communicated to roadway users.
Data Management		
9	Data Archiving	The data collected and information generated by the WB I-70 PPSL corridor needs to be stored to support future analyses and corridor evaluations, and corridor modeling activities. Satisfying this need implies setting up or integrating project data into at least one database for storing historical data. Data output from the system should further be in a format consistent with CDOT protocols.
System Management and Maintenance		
10	System Management	The system needs to include administrative functions developed to support the management of user accounts, system configurations, and system security.
11	System Maintenance	The system needs to have the ability to provide diagnostics and alert relevant authorized users to communications failures and inoperable devices. Maintenance personnel should be able to identify the specific devices which require maintenance, as well as the locations of these devices.
12	Roadway Maintenance	General roadway maintenance and snow plowing will need to be maintained in the shoulder and the emergency pull-outs for operations. The shoulder should be maintained to the same level of standards as the travel lanes to ensure that it is available for use as a PPLS when the need arises.
13	Enforcement	The system needs to allow for enforcement operations to ensure drivers are operating at safe travel speeds in both the PPSL and managed lanes, and to ensure PPSL uses are entering and exiting the lane at the designated access points.

Section 9. System Overview

This section describes the technical details and the decision-making processes for the WB PPSL concept. The project scope, system users, system interfaces, operational states, modes and planned capabilities, and the system architecture will all be presented.

9.1 Traffic Operations

9.1.1 Typical Section

The existing westbound I-70 roadway section through the project limits varies from approximately 37 feet to 48 feet. The proximity of steep hillsides to I-70 within the project limits suggests that a narrow typical cross-section will have the least environmental impacts. The EB MEXL project established a 39-foot cross section, which included a one foot inside shoulder, an 11-foot PPSL, one 11-foot and one 12-foot GP lane, and a 4-foot outside shoulder. After reviewing operations for the first few years, the general feedback from CDOT operators, emergency responders and corridor users was that the overall cross-

section was too narrow, particularly the inside shoulder and the 11-foot GP travel lane (PPSL traffic tended to drive in the right side of the lane because of the 1-foot shoulder, which resulted in a similar shift by traffic in the adjacent GP lane).

In response to that feedback, the project technical team established the minimum lane and shoulder width requirements shown in Table 5. As the table indicates, the left shoulder was increased by one foot and both GP lanes have been established at 12 feet, resulting in a 41-foot cross section.

Table 5. Minimum Lane and Shoulder Widths

Element	*Minimum Width*
Left Shoulder (inside)	2 ft.
Peak Period Shoulder Lane	11 ft.
General Purpose Travel Lanes	12 ft.
Right Shoulder (outside)	4 ft.

Given the constrained roadway geometry and due to the presence of the Port of Entry at the Dumont interchange within the corridor, commercial vehicles and vehicles with more than two axles will be restricted from using the shoulder lane.

The most common type of separation treatment for managed lanes in Colorado is to create a buffer area with pavement markings. The width of the buffer area can vary depending on the available pavement and ROW. Due to the geometric constraints within the project limits, the recommended separation treatment between the PPSL and the GP lanes is an 8-inch yellow stripe, the same separation treatment used for the EB MEXL.

Based on the requirements established above, the minimum typical cross-section recommended by the project team is depicted in Figure 19. This cross-section should be applied as a minimum template for the project corridor; however, a wider cross-section may be used as right-of-way allows and exceptions may be used for short stretches with tighter geometry.

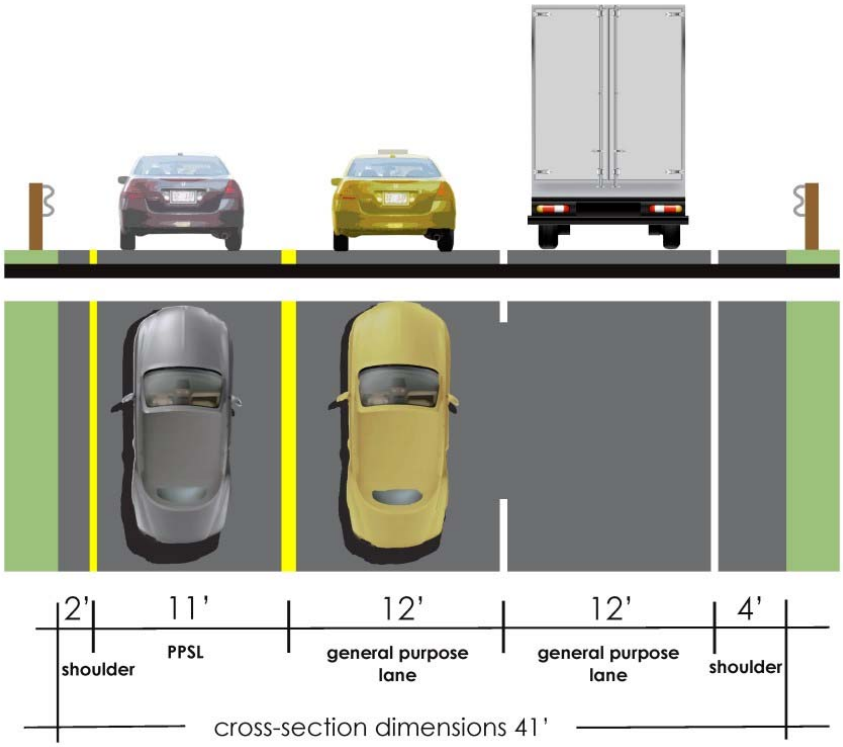


Figure 19: Minimum Recommended Typical Cross-Section

With the typical cross-section established, a determination had to be made as to which lane would be managed (tolled) during peak periods and which lane would serve as the full shoulder (breakdown area) during the off-peak periods.

Considering driver expectancy, the higher anticipated speeds, and to maintain consistency with the I-70 EB MEXL, it was determined that the tolled lane would operate most safely and efficiently on the left side (inside) of the roadway.

The I-70 EB MEXL project technical team completed a high-level evaluation of a left-side versus right-side PPSL alignment, and developed Table 6 to show the pros and cons of each alternative.

Table 6. Left-Side vs. Right-Side PPSL

Alignment	*Pros*	*Cons*
Left	● Managed lane clearly defined ● Consistent operations peak and off peak ● Reduces signing ● Ability to add rumble strip between General Purpose (GP) lane and Managed Lane (ML) ● 12' lane is on the far right used by trucks	● Shoulder is wider on the left during off peak periods (unconventional)
Right	● Breakdown lane is on the right side of the roadway ● PPSL lane would be a continuous add lane at US 40 interchange	● Increases signing ● Managed lane is not clearly defined ● Peak and off peak operations differ ● 12' lane is in the middle, meaning you will need to pass trucks on the right ● Trucks have to weave right to reach port of entry ● No opportunity for rumble strip ● Inattentive drivers may end up in ML

Source: I-70 Peak Period Shoulder Lane Left vs. Right Side Operations, HDR White Paper

General driver expectancy would suggest that the right-side PPSL would provide a more standard break-down area during the off-peak conditions, but this option would create several operational concerns that the project team had to consider. With a right-side PPSL, the traffic in the GP lanes would have to shift one lane to the right during peak periods in order to operate the left-side toll lane, requiring extra signing and additional merging conflict points. The freeway ramps would also tie into the travel lanes at a different point during the peak and off-peak periods, creating potentially unsafe conditions. In order to allow slower moving commercial vehicles to operate in a full 12-foot lane and to stay to the right during both peak and off-peak periods with a right-side PPSL, the PPSL lane would have to be widened by one foot to accommodate trucks.

Through the evaluation of these operational concerns, lessons learned from other states, meetings with the emergency responders within the project limits, and the commercial vehicle operations representatives, it was determined that the left-side PPSL was the preferred alternative. Figure 20 depicts the typical cross-section and lane assignments for the preferred alternative.

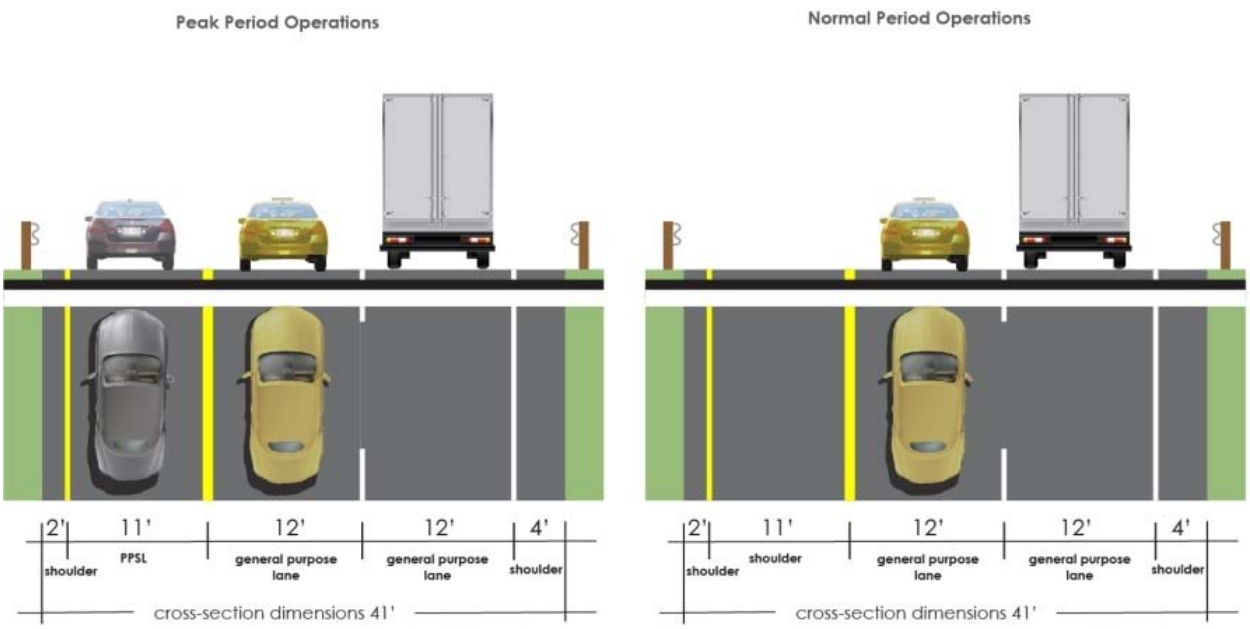


Figure 20: Typical Cross-Section with Lane Assignments

9.1.2 Peak Period Shoulder Lane (PPSL)

The PPSL will utilize the inside shoulder of westbound I-70 for hard shoulder running from the Veterans Memorial Tunnels on the eastern extent of the project area to the merge termination point 1.5 miles west of the US 40 interchange. The PPSL lane will be tolled during peak periods of travel, and will function as a standard highway shoulder for emergency stopping during the off-peak periods.

9.1.3 Emergency Pull-outs

Emergency pull-outs are essential to the reliable operation of any roadway segment that has been converted to hard shoulder running. The wider shoulders and extra pavement at existing interchanges will be used as emergency pull-outs for the project. In areas where the interchange spacing is further apart and there is room for additional pavement, emergency pull-outs will be provided along the outside shoulder. Additional information on the location of the pull-outs is provided in Section 7.3.1. The emergency pull-outs will also be used for traffic enforcement purposes.

9.1.4 Ramps

The geometry of each existing on and off ramp in the project area will need to be evaluated by the design team in order to account for the realigned travel lanes. Some widening may be required to provide adequate acceleration/deceleration length with the revised alignment.

9.1.5 Corridor Operational Goal

The goal of the managed lane is to provide a reliable travel option through the corridor. To that end, the operational goal is to maintain Level of Service C (LOS C) or better operations in the managed lane at all times. . CDOT will use variable toll rates to manage PPSL demand and meet the managed lane operational goal.

Variable Speed Limits will be utilized to control traffic through the I-70 corridor, including the WB PPSL segment. Initially, VSLs will be installed at the gantries located downstream of each on ramp in the

corridor (East Idaho Springs, SH 103, West Idaho Springs, Fall River Road and Downieville). CDOT is currently developing a Concept of Operations for VSLs for the I-70 Mountain Corridor, and additional VSLs may be installed based on the recommendations in that document. Once the VSL ConOps is complete (anticipated late 2018), the VSLs within the project segment will be operated in accordance with the guidance provided in that document.

Toll rates for the PPSL will be based on a time of day schedule that can be adjusted manually based on traffic conditions.

9.2 Traffic Control

The traffic control for the system will be used to clearly convey the status of the PPSL to the roadway users, so they can determine whether the shoulder is open to traffic or should only be used for emergencies. Toll rate information will also be provided so that travelers are equipped to make a decision regarding utilizing the PPSL. Once their decision is made, the signing and striping will guide them to enter or exit the PPSL at the proper locations. The following system elements will be utilized to accomplish these needs.

9.2.1 Roadway Striping

The PPSL will be separated from the general purpose lanes by pavement markings. The roadway striping will identify the appropriate locations where drivers can enter or exit the PPSL and should convey that the PPSL is a shoulder during non-peak periods. An 8-inch solid yellow stripe similar to that used for the EB MEXL will be used to delineate the PPSL from the GP lanes.

This line will be a dashed line at entry and exit locations on the side where the movement across the buffer is allowed (e.g., 4 inch wide dash stripe adjacent to 4 inch wide solid stripe, as was done for the Idaho Springs egress area for EB MEXL). When there is an ingress location, the dashed line will be on the side adjacent to the general purpose lanes. Egress locations will have the dashed line on the side adjacent to the PPSL.

Although the MUTCD does not provide guidance for striping of peak period shoulder lanes, this access striping concept follows the general striping principles laid out in the MUTCD; a dashed yellow line adjacent to the lane where lane change movements are permitted and a solid yellow line adjacent to the lane where lane change movements are not permitted.

Figure 21 illustrates the roadway striping for the PPSL at the beginning (Veterans Memorial Tunnel) and end (US 40) of the PPSL segment.

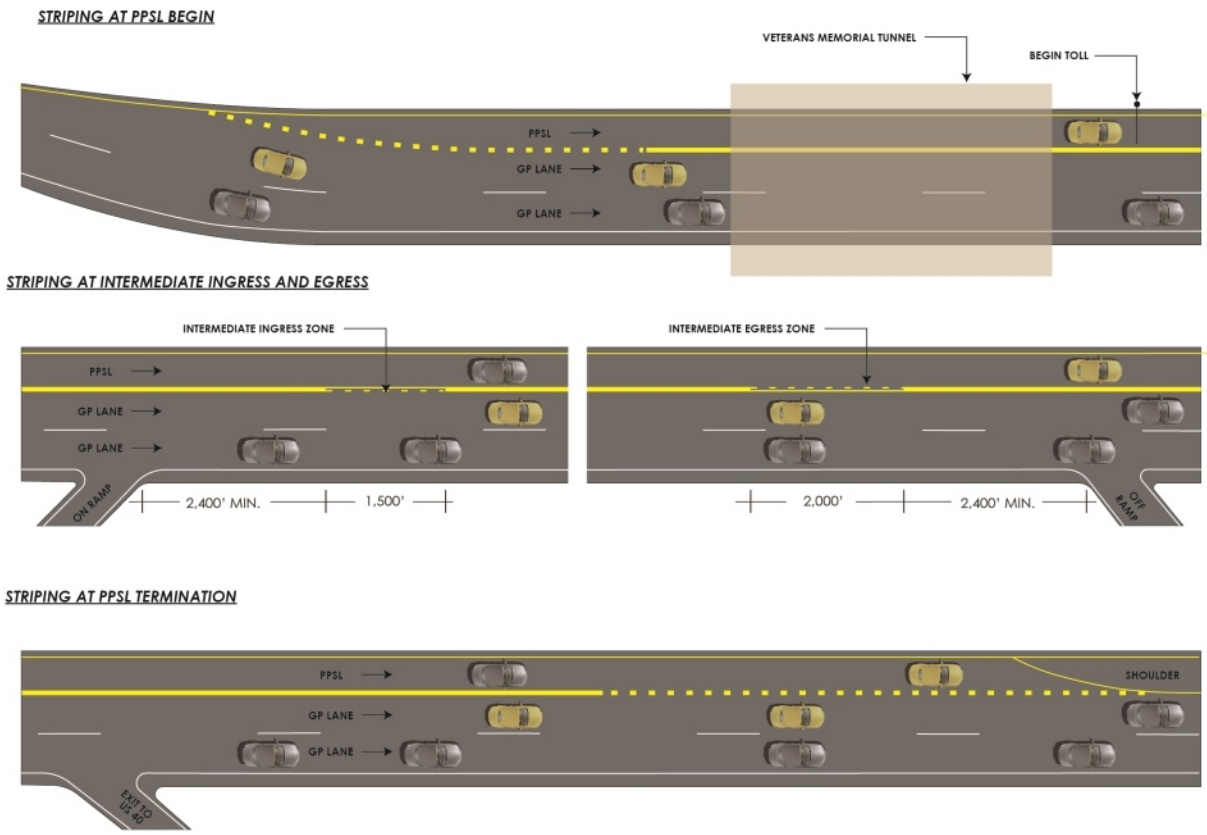


Figure 21: PPSL Striping Concept

There are seven interchanges between The Veterans Memorial Tunnels and US 40 that will be impacted by the PPSL. The striping on the westbound freeway ramps at each of these interchanges may need to be modified to accommodate PPSL operations. The following is a summary of the impacted freeway ramps:

- East Idaho Springs (exit 241) – unique configuration interchange, westbound on- and off-ramps
- State Highway 103 (exit 240) – full diamond interchange, westbound on- and off-ramps
- West Idaho Springs (exit 239) – partial diamond interchange, westbound on- and off-ramps
- Fall River Road (exit 238) – full diamond interchange, westbound on- and off-ramps
- Dumont (exit 236) – partial diamond interchange, westbound off-ramp only
- Downieville (exit 234) – full diamond interchange, westbound on- and off-ramps
- Empire Junction/US 40 (exit 232) – partial cloverleaf interchange, westbound on- and off-ramps

9.2.2 Roadway Signage

The signing associated with the PPSL will be a critical component of the traffic control and operations of the lane. Signing will need to clearly convey that the shoulder is only open to traffic during limited time periods, but is available for breakdowns or emergencies during the off-peak periods. Since this is an

interim operational improvement, the focus of the signing will be to provide clear and concise messaging with a minimal number of signs. All sign structures will conform to the corridor aesthetic guidelines.

Since the PPSL will be tolled, signage will provide toll rate information and the location of the access zones with enough advance warning to allow drivers to easily enter and exit the PPSL.

The signing concept for the WB I-70 PPSL will match that of the EB MEXL and be a combination of static and dynamic signs. In addition to the signing that is needed to provide toll information to travelers, lane use signs (LUSs) and Active Traffic Management Variable Message Signs (ATM VMSs) are located at approximately one mile spacing. These will be centered over the PPSL lane. The LUSs and ATM VMSs will be used to display the status of the lane throughout the corridor and to close the PPSL for emergency responder access. Figure 23 shows the signing layout for key signing along the corridor when the PPSL is open and closed, respectively. Additional supplemental static signs will also be included (not shown in figures), with the exact language for those signs determined during the design. Figure 22 illustrates the series of signs that would be required at each ingress access zone.

9.2.3 Scrolling Signs

A scrolling sign that displays lane use messages is currently being tested on the EB MEXL. The scolling signs are attached to the monotube post for the LUS signs. The scrolling signs display the messages “Do Not Cross Solid Line When Tolled” during tolling and “Emergency Stopping Only” when the lane is closed. The results of the testing will determine if the scrolling signs will replace the static “Do Not Cross Solid Line When Tolled” signs. Testing is anticipated to be completed by Summer 2019.

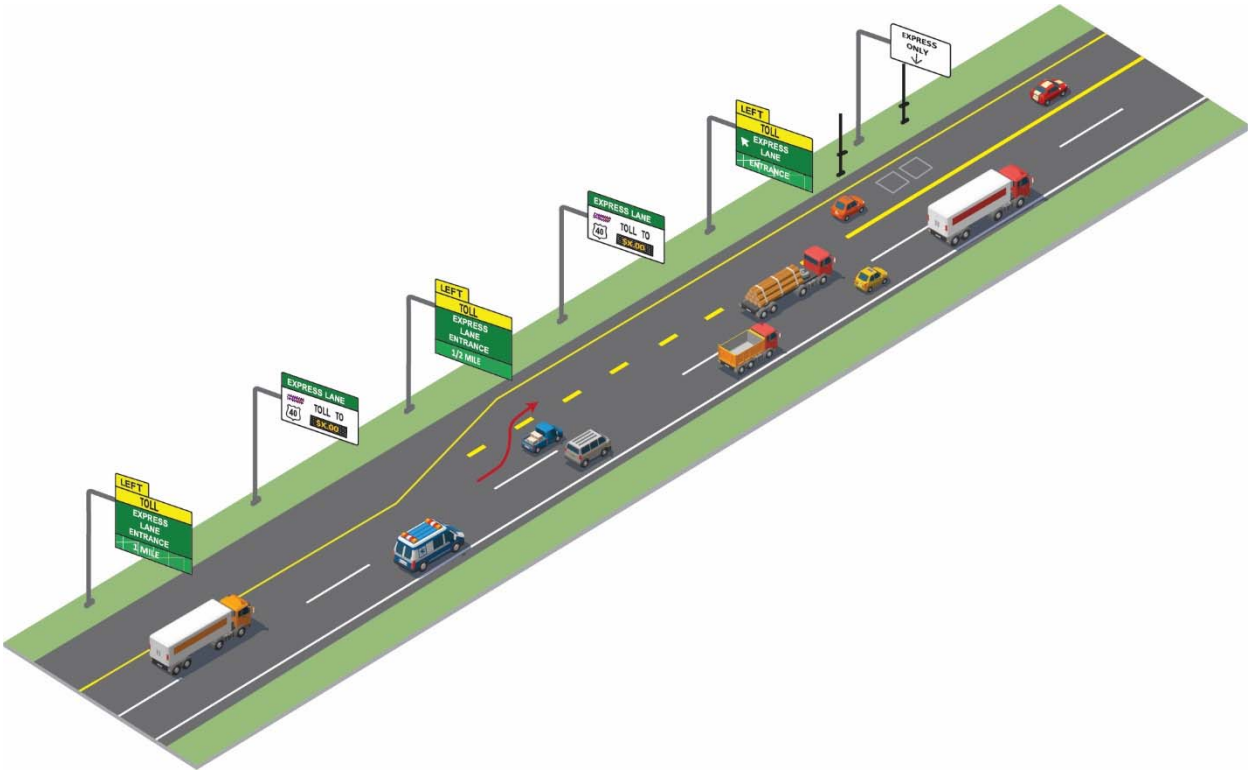


Figure 22: Conceptual Signing and Striping Plan for the Lane Entrance Zone

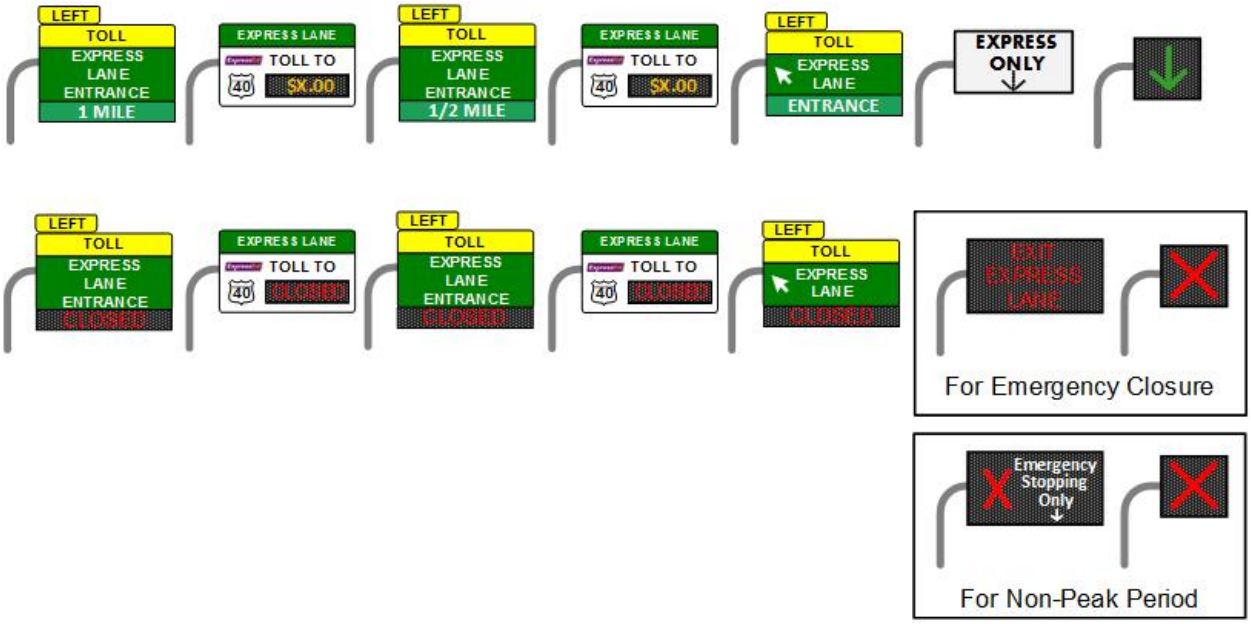


Figure 23: Signing Layout with PPSL Open and Closed

9.2.4 ITS infrastructure

The ITS infrastructure for the PPSL consists of ATM devices which provide information to travelers; supporting ITS devices, which will monitor and collect traffic data; and ITS software, which will manage the ITS devices. ATM devices consist of those that dynamically manage traffic based on prevailing traffic conditions and disseminate information to travelers (ATM VMS and LUS). The supporting ITS devices are used to monitor and collect real-time data on the current traffic conditions. The ITS software is the interface between the operators in the CTMC and EJMT and the devices located on the corridor. The data from the supporting ITS components will be used by the CTMC to measure the performance of the PPSL, make decisions on when the PPSL will operate, and automatically post travel times or other preset messages to the ATM devices. The supporting structures for the ITS devices will follow the aesthetic guidelines for the corridor.

9.3 Tolling System Components

9.3.1 Tolling Parameters

The PPSL will be a toll-only facility; all users in the lane, both SOV and HOV, will be tolled. The facility will be a cashless payment system for which all tolls are collected electronically. Users who wish to use the PPSL will either be equipped with a transponder or, as a secondary means of tolling, license plate images will be captured and an invoice will be mailed.

Few vehicles will have exemptions from being assessed a toll. Vehicles anticipated to receive exempt status include law enforcement vehicles, emergency responders, and authorized maintenance vehicles.

Given the constrained roadway geometry and Dumont POE requirement for use of the right lane, vehicles with more than two axles will be prohibited from utilizing the toll lane. Static signs will be provided on the corridor that alerts users of this prohibition.

9.3.2 Toll Tag Transponders

Once users are in the toll lane, the tolling system will need to identify them and assess tolls. The primary means of electronic tolling involves the use of electronic toll tag readers that identify transponders mounted inside passing vehicles. Each transponder contains the necessary electronic components to be read by an over-lane or roadside toll tag reader and is set with a unique independent electronic signature that is linked to a specific user account. There are two main types of toll tag transponders in Colorado today: form factor and sticker. Both types of transponders will be used on the I-70 PPSL.

9.3.3 License Plate Readers

Vehicles that do not have a toll transponder will be tolled through the Automatic License Plate Recognition (ALPR) system.

9.3.4 Lane System

The lane system is comprised of all the field components within the tolling system, which are described in detail in Section 9.9.1.

9.3.5 Back Office System

The Back Office System receives all transponder tag and license plate information from the lane controller by way of the plaza server. E-470 will provide the Back Office System for the PPSL.

9.4 System Management

9.4.1 Standard Operating Procedures

The PPSL will be operated and maintained by Region 1 from the EJMT Operations Center. CDOT and CSP will have the authority to suspend the operation of the PPSL for reasons such as incidents, shoulder blockage, weather events, or other unsafe conditions. The Standard Operating Procedures (SOP) that were developed for the EB MEXL will be updated to incorporate the WB PPSL. The CDOT Mountain Corridor Operations Manager will be responsible for maintaining the SOP.

9.4.2 Days and Hours of Operation

The westbound traffic flows occur on Friday afternoons and on Saturday and Sunday mornings, during the winter and summer months. The winter season begins on Thanksgiving weekend and ends on the second weekend in April when most of the ski areas close. Summer season covers Memorial Day weekend through Labor Day weekend. EB MEXL is also open on an as-needed basis after Labor Day through October 31.

Hourly traffic volumes and INRIX congestion data from 2016 was reviewed for the corridor to provide a basis for determining the core operating hours for the WB PPSL. Figure 24 through Figure 26 show the congestion on each Friday, Saturday and Sunday in 2016. As the figures indicate, the congested periods in the WB PPSL segment vary by day and by season, but generally follow similar patterns; Friday congestion occurs in the afternoon and early evening, while Saturday and Sunday congestion occurs in the morning. Winter weekend congestion begins earlier than in the Summer (driven by skier demand), while Friday congestion begins earlier in the Summer.

Based on this data, as well as and the hourly traffic volume data presented in Section 5.2, the lane would be open within the following time windows:

- Friday: Noon – 8 PM Winter; 10 AM – 8 PM Summer
- Saturday and Sunday: 6 AM – 1 PM Winter; 7 AM – 2 PM Summer

The above operating windows begin before the typical on-set of congestion each day, which allows CDOT to complete the lane opening procedures while there are fewer vehicles on the corridor. The times are the same for both Saturday and Sunday for simplicity and user expectancy, although the lane may not need to be open for the whole time period on Sunday. Finally, although the traffic volumes remain high on Summer Saturdays until 4 PM, the operating hours were chosen to end at 2 PM because in most cases congestion has subsided by that time.

In addition to the above core operations, it is recommended that the PPSL be implemented on an as-needed basis during the following periods:

- Fall Weekends (post-Labor Day through October 31)
- Holidays and Holiday Weeks
- Spring Break
- Special Events
- Construction or Emergency Operations (without a toll)

These operating hours result in approximately 125 days of operation throughout the year and 965 total hours of operation.

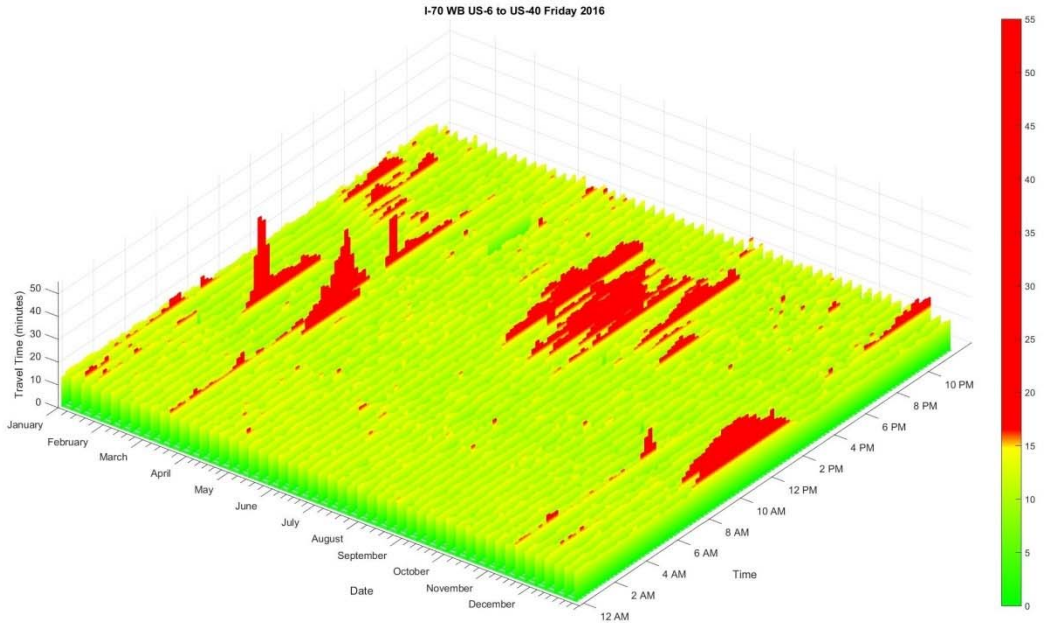


Figure 24: I-70 WB Travel Times for 2016 from US 6 to US 40 on Fridays

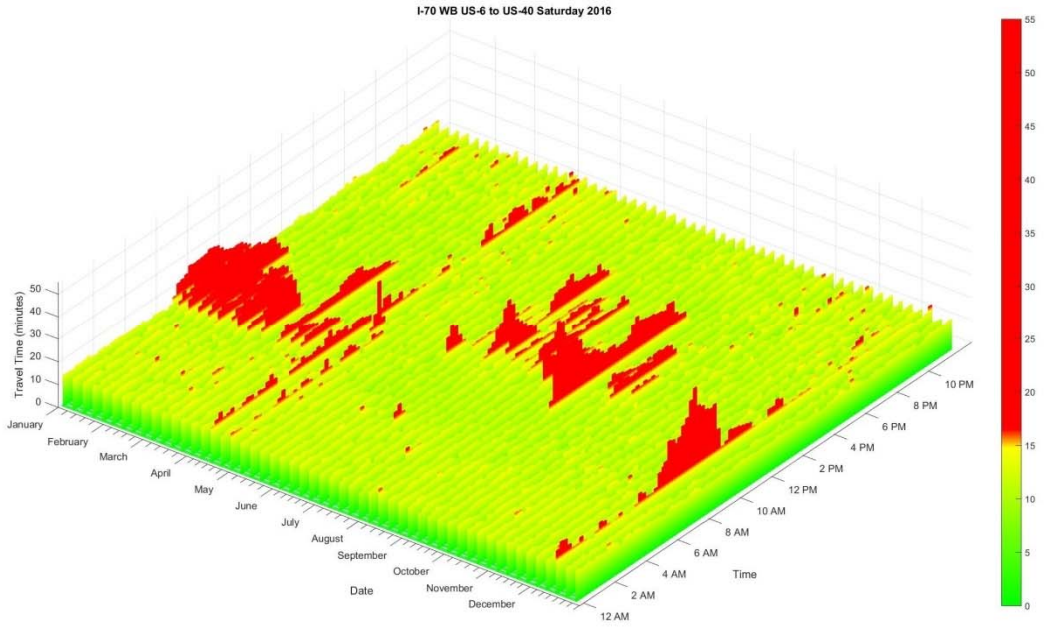


Figure 25: I-70 WB Travel Times for 2016 from US 6 to US 40 on Saturdays

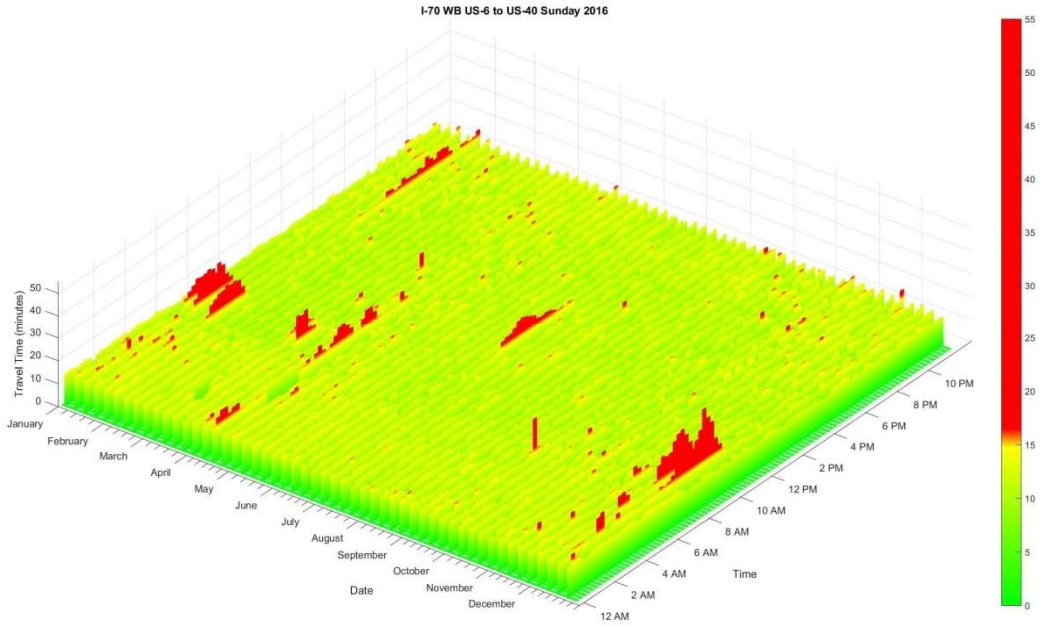


Figure 26: I-70 WB Travel Times for 2016 from US 6 to US 40 on Sundays

9.4.3 Enforcement

Aside from standard traffic violations, enforcement is likely to focus on vehicles entering and exiting the PPSL outside of identified access zones or driving on the shoulder when the PPSL is not active. CSP and

local law enforcement will have the authority to issue citations for these violations, and will direct vehicles to pull over at the nearest emergency pull-out or I-70 exit. If violation patterns are observed by the corridor operators they should be communicated to CSP to increase targeted enforcement.

9.4.4 Performance Metrics Reporting

To accurately assess performance of the PPSL concept, baseline conditions will need to be established for a variety of evaluation criteria. Table 7 lists the evaluation criteria that will form the basis for annual reviews of the system, along with sources of the data that will be used for the evaluation. All annual reports will need to document and include an evaluation of the performance metrics included in the PPSL Draft Trigger MOU document, including a summary of the number of days and number of hours the PPSL operated each year. HPTE will be responsible for collecting performance metrics data, preparing the annual reports and distributing them to the parties included in the MOU (i.e., CDOT, FHWA, Clear Creek County, Idaho Springs). It is anticipated that the reports will follow the same format as that currently used for the EB MEXL.

9.5 System Maintenance

System maintenance will be essential for proper operations of the facility, including both the roadway and the ITS and tolling equipment.

9.5.1 Roadway

Roadway maintenance will continue to be performed by CDOT Region 1 with snow removal, shoulder sweeping, and roadway repair being conducted out of the EJMT, while static sign repair and refreshing pavement markings will be conducted by CDOT Region 1 maintenance in Denver. Maintenance procedures are outlined in the I-70 Mountain Corridor Winter Operations and Maintenance Plan, which will be reviewed and updated as needed to incorporate the WB PPSL, likely in 2020, prior to the opening of the lane.

9.5.2 Equipment

The majority of the field ITS and tolling equipment maintenance will occur during the off-peak periods when the PPSL is not in operation. CDOT ITS will continue to maintain the existing ITS equipment along the corridor, and will be responsible for maintaining any new ITS equipment installed with the PPSL project. HPTE will be responsible for contracting out the maintenance of the tolling equipment in the field and the back office.

Table 7. Recommended PPSL Evaluation Criteria and Performance Measures

Recommended PPSL Evaluation Criteria	***Performance Measures (Annual Comparison/Comparison to "Before" Baseline)***	***Data Sources***
Improve safety in the corridor by reducing the number of primary and secondary accidents	Incident / crash rate (e.g., per person-hours or vehicle-miles of travel), and/or total number of crashes by segment By type (e.g., primary/secondary) By severity (e.g., fatal, injury) By weather type (e.g., clear/dry, rain, snow, fog) By lane type (PPSL, or general purpose lane) By PPSL Operating Condition (Open or Closed)	Current Year[1]: COGNOS, I-70 Mountain Corridor Daily Situation Report Historical[1]: DiExSys
Improve consistency and reliability of travel times for both managed lane and general purpose users	90th or 95th percentile travel times - reported in minutes and seconds, and indicate how bad delay will be on the heaviest travel days. Buffer Index - This uses the 95th percentile travel time to represent a near-worst case travel time. It is computed as the difference between the 95th percentile travel time and average travel time, divided by the average travel time. It represents the extra buffer time a traveler should allow to arrive on-time for 95 percent of all trips. Planning Time Index - Computed as the 95th percentile travel time divided by the free-flow travel time, this measure represents the total travel time that should be planned when an adequate buffer time is included.	COGNOS
Reduce recurring congestion during peak periods	Average travel time / Average Delay per person - can be segregated by segment as well as time of day/scenario/event. Travel Time Index - the ratio of travel times in the peak period to a target or acceptable travel time (typically free-flow conditions). The travel time index indicates how much longer a trip will take during a peak time. Traffic Volumes - the amount of traffic in the general purpose lanes and the express lanes.	COGNOS
Enhance incident management activities	Incident response/clearance times (time between incident first reported to operators and incident cleared from lane)	COGNOS, I-70 Mountain Corridor Daily Situation Reports

DiExSys crash data is compiled from crash reports submitted by local law enforcement agencies and is considered the official crash data. However, it is typically available 6-12 months after the current date. On the other hand, COGNOS data is available in real time. Since annual reports are produced within a month or two after the end of the operating year (November 1 – October 31), COGNOS crash data is reported for that year; once DiExSys data becomes available, the crash data is updated based on that information.

9.6 ITS Infrastructure

The ITS infrastructure consists of the fiber optic communications network, ITS supporting devices, and the ITS software that controls and monitors the devices.

9.6.1 Fiber Optic Network

The fiber optic backbone for the corridor is currently located on the north side of I-70 along the outside shoulder of the existing westbound outside travel lane. This backbone will be relocated further north as part of the project so it does not reside within a travel lane. The majority of ITS devices for this project will be co-located with the EB MEXL devices, so minimal changes to fiber optic laterals will be required.

9.6.2 ITS Supporting Devices

Numerous ITS devices were installed along the corridor to monitor and collect traffic volume, speed, lane occupancy, and travel time information for EB MEXL operations. Many of these devices also collect WB data, or can be configure to collect it. The data from these devices will be used to evaluate the performance of the PPSL and may be used to decide when to open the PPSL for traffic.

CCTV

Closed Circuit Television (CCTV) Cameras: The existing CCTV cameras were located to provide full coverage within the corridor, but four additional cameras will be installed as part of this project to address areas with poor coverage . The cameras will be used to provide visual confirmation of traffic and weather conditions, verification of incidents, and for monitoring the PPSL. The cameras will also be used to verify that the PPSL is clear of large debris or vehicles. The lane will also be manually cleared by staff before it is opened.

MVRD

Microwave Vehicle Radar Detectors (MVRD): The existing MVRD units along the corridor will need to remain functional during construction. The locations of the MVRD units will be evaluated during the design and additional units may be added. MVRDs are used to measure volume, speed, and occupancy data.

TTI

Travel Time Indicators (TTI): TTI are used to track vehicle travel times across segments spanning from one TTI location to the next. Data for the PPSL will need to be separate from data for the general purpose lanes in order to provide a separate travel time for each. The existing TTIs will need to be re-positioned to read only the general purpose lanes and additional units will need to be placed over the PPSL.

INRIX Travel Time Data

INRIX collects and compiles crowd-sourced travel time data via corridor users' Bluetooth devices. It does not have the ability to separate PPSL travel times from general purpose lane travel times, but this data is useful to augment and validate the travel time data collected by TTIs.

WIM

Weigh-In-Motion System (WIM): The existing system operated by the CSP will remain, however the associated aspects of it (WIM stations, PrePass transponder readers, in-ground loops, and "Open"/"Closed" VMS panels) may need to be relocated over the lanes as part of the lane realignment segment of this project.

DSRC

Dynamic Short Range Communication (DSRC) radios are currently being installed along the I-70 corridor and will be in place throughout the WB PPSL corridor at the time of construction. These devices will be used to provide information to connected vehicles on the corridor.

9.6.3 ATM

The ATM, supporting ITS devices and ITS software that will be utilized with the PPSL are described as follows:

Active Traffic Management

The following ATM system components will be used to provide travel information, improve safety, and enhance mobility by increasing throughput and reliability:

- Variable Message Signs (VMS): There are two existing EB overhead VMS in the project area that will remain in place, one east of Empire junction and one west of Fall River. These VMS are frequently used to provide travel time information along the corridor. They are also used for a wide range of other purposes, including providing weather advisories, amber alerts, and construction and incident notifications. No additional VMS have been added as part of this project, but the existing VMS will continue to be used to provide travel information to drivers. Figure 27 shows a sample VMS with estimated travel times displayed.

Figure 27: Sample Variable Message Sign (VMS) Display Condition

- Lane Use Signals (LUS): LUS are electronic message signs that will be located over the PPSL. They will be used to display lane status information so travelers know when the PPSL is open. For this project, there will be two electronic message signs sizes that will function as LUS, and should have the capability to display various symbols or messages, including color graphics.

  The LUS are consistent with what has been used on other corridors in Colorado. These will be primarily used to display lane status information, such as a red “X” indicating lane closed, a green arrow pointing down indicating lane open, or a blank sign indicating no information. The LUS could be used to close the PPSL when it is in operation if emergency responders need to use the lane. It is generally recommended that LUS are installed to provide near continuous visibility for motorists, but the final layouts vary from project to project based on corridor needs, project goals and roadway geometry. In cases of extreme horizontal or vertical geometry, it may not be practical or beneficial to maintain continuous visibility. A mix of LUS and medium-sized VMS will be installed within the corridor. The medium-sized VMS would serve as not only LUS, but also enhance ATM by providing the ability to display additional information. These ATM VMS would be useful for displaying MUTCD graphics or additional text, such as “CLOSED,” “OPEN,” “TOLL,” “BREAKDOWN LANE,” or “NO TOLL.” Figure 28 shows sample display conditions for the LUS and ATM VMS.

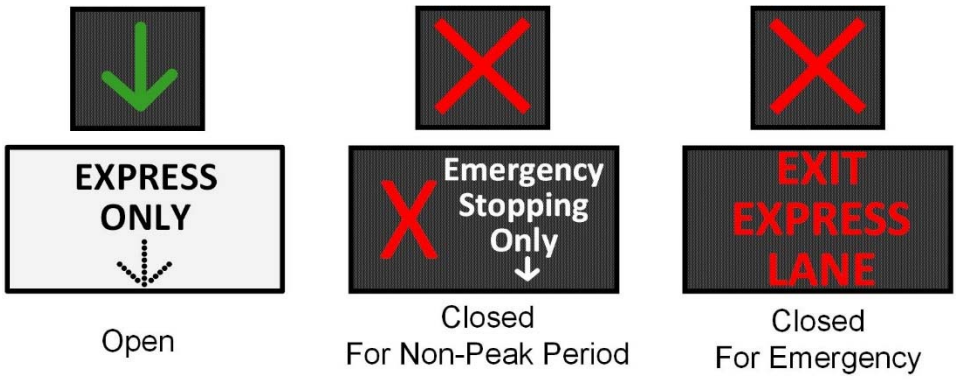


Figure 28: Sample LUS and ATM VMS Display Conditions

- Variable Speed Limit (VSL) Signs: A VSL system was previously designed for deployment along I-70 EB within the PPSL project limits, and was also recommended for deployment as part of the I 70 PPSL Safety Assessment. A detailed concept of operations document and preliminary construction plans are currently being developed as a separate project for the I-70 Mountain Corridor, describing how the VSL would operate and identifying VSL sign placement. That ConOps is anticipated to be complete by the end of 2018. This project will install full-color, full-matrix VSL signs downstream of each on-ramp through the study area so that variable speed limits can be implemented when CDOT's VSL project is complete.

Figure 29: Sample VSL sign configuration

- Ramp Meters: There are no ramp meters along WB I-70 in the project area. This project will not install ramp meters, as none of the study area ramps generates a significant enough traffic volume to necessitate metering.

9.6.4 ITS Software

The existing ITS software programs that will be used to control the system include:

Qognify

Qognify is the software program used to view and control CCTV surveillance cameras. There are client versions of the program at the CTMC and the EJMT operations center. Additional cameras will not be needed for the WB I-70 PPSL project; therefore, the Qognify system will not need to be updated.

E-470 Toll Application Portal

The E-470 Toll Application Portal (TAP) is the interface used to monitor and control tolling devices including the ALPR, AVI, and Lane Controllers at the toll plazas. To facilitate communication with the E-

470 system, all tolling equipment communicates with the E-470 back office on a parallel fiber optic communication line. The TAP allows CDOT operators to create a secured access to the E-470 system. New tolling points and their associated field devices will need to be added to the TAP system for the project.

CTMS

The Colorado Transportation Management Software (CTMS) is already in use at the CTMC and EJMT for VMS message population, and controls ATMs and LUSs on other managed lane corridors (US 36, I-25 North and I-70 EB MEXL). This system will be updated to control the devices on the WB I-70 PPSL corridor.

Chain Area Program System (ChAPS)

Currently, existing VSL signs in the project area are controlled through the ChAPS system by CDOT Region 1 EJMT staff out of the Eisenhower Tunnel control center. They are manually controlled, and speed limits are only lowered when chain laws are in effect. If the VSLs are going to be automated, an algorithm for the CTMS can be written, however that is outside the scope of this project.

9.7 EJMT Operations Center

The EJMT operations center is located approximately 15 miles west of the project area, and controls the VSLs, VMSs, and I-70 MEXL operations. In addition, the EJMT makes the determination as to when chain law goes into effect for the entire I-70 mountain corridor. The WB PPSL day-to-day operations will be conducted from the EJMT Operations Center.

9.8 CTMC

The CTMC, located in Golden, serves as the hub for CDOT's ITS network. The operators at the CTMC monitor ITS devices statewide, including the CCTV cameras and vehicle detectors within the project area. The operators are responsible for dispatching Courtesy Patrol representatives to incident locations and disseminating traveler information via VMSs, the 511 system and the CoTrip.org website. There are typically 2-3 operators staffed in the CTMC at any given time, with an additional two operators staffed during the winter peak periods to specifically focus on the I-70 corridor from Glenwood to Golden. Additional operators will not be required for this project as there is currently sufficient staffing to handle the operational needs of the corridor.

9.9 Tolling

Tolling will be handled by HPTE and will be conducted using the E-470 TAP. The system will collect tolls by automated electronic means either through the use of transponders or license plate tolling.

A more detailed description of each type of transponders is provided as follows.

Form Factor Transponder

Form factor transponders are the more prevalent type of transponder, given that they have been in circulation longer, and because some of the new tolling schemes being implemented necessitate their use. These transponders are typically small, hard plastic cases that attach to the inside of the windshield via Velcro or suction cups.

Switchable Form Factor Transponder

Some form factor transponders have the ability to be read in multiple states (i.e., switched to HOV or SOV mode) or disabled (i.e., turned on or off). Switchable form factor transponders allow 3+ HOV users to travel toll-free in the US 36 and North I-25 managed lanes.

Sticker Transponder

As the name implies, this type of transponder is contained in a sticker or thin plastic strip, instead of a hard plastic case. These sticker transponders have certain advantages over form factor transponders. They are smaller, less expensive (generally costing only a couple of dollars as compared to 20 dollars per unit for the hard case transponders), and are passive tags that do not require a battery. Also, they are not as prone to the adhesion problems which form factor transponders experience as the Velcro or suction cups wear out over time. Generally, sticker transponders are placed on a vehicle's windshield; however, there are variations that can be mounted outside on the vehicle's bumper or headlamp. E-470 has transitioned to sticker transponders as their standard.

Communications Protocol

This section focuses on the two communications protocols used in Colorado: Title 21 and ISO 18000-6C. The Colorado Legislature requires interoperability between tolling facilities within the State. As a result, multi-protocol Radio Frequency Identification (RFID) tag readers will need to be used to allow for the deployment of different communications protocols while still keeping interoperability intact between facilities. Both protocols of RFID tags operate in the 860 MHz to 960 MHz Industrial, Scientific, and Medical band.

- Title 21 – The Title 21 protocol was developed by Caltrans in the early 1990's. Caltrans identified a frequency band that would be utilized strictly for electronic toll transponders and readers. Title 21 refers to the related section of the California Code of Regulations which describes compatibility requirements and data format for AVI equipment between vehicle-mounted tags and fixed-position roadside readers. Caltrans continues to use the Title 21 frequencies for electronic toll collection. Colorado followed suit and all toll facilities within the State currently operate under the Title 21 protocol.
- ISO 18000-6C – Similar to the Title 21 protocol, this International Standards Organization (ISO) protocol defines the air interface between the readers and the tags. E-470 is procuring ISO 18000-6C sticker transponders to replace the existing Title 21 form factor transponders. 6C is an open standard; however some manufacturers have developed modified versions that are proprietary

9.9.1 Lane System

Automatic Vehicle Identification (AVI) Reader

AVI antennas will be mounted directly above the managed lane and will read the toll tag information stored inside each transponder. The AVI reader will need to be multi-protocol (Title 21 and ISO 18000-6C) so that it is compatible with the newer ISO 18000-6C tags as well as the legacy Title 21 transponders. Once a toll tag is read, transaction information will be sent to the lane controller and forwarded to the Back Office System via the plaza controller.

Automatic License Plate Recognition (ALPR) Camera

In the event that a toll user does not have a transponder or if the transponder is not read, Automatic License Plate Recognition (ALPR) cameras will be used to obtain an image of the vehicle's license plate. Once the image is taken, an Optical Character Recognition system will process the image to identify the vehicle's license plate. The image and plate information will then be sent to the lane controller and forwarded to the Back Office System via the plaza controller for visual confirmation. The license plate numbers are collected and the name and addresses of the registered users are requested from the State Department of Motor Vehicles. Once address data has been obtained, bills for all the tolls incurred during a specific period are aggregated and sent out to collect payment. License plate tolling is more labor intensive to collect; and as a result, toll users incur a surcharge for license plate tolling.

In-Pavement Sensor Array

An array of in-pavement loops are installed at each tolling point. These loops detect each vehicle and are used to trigger the wayside forward-shot and rear-shot ALPR cameras. These loops also classify heavy vehicles to assess the appropriate toll surcharge, on facilities where heavy vehicles are allowed.

Lane Controller

The lane controller is the toll point's central processing unit and is located on-site. The lane controller interfaces with and controls all lane subsystems. The lane controller is responsible for much of the data and image processing and will transmit the transponder tag and license plate information via the fiber communications network to the back-office for processing.

The lane controller provides a backup of the system in case of equipment or communications failure. The lane controller accommodates this by storing and buffering transactions in the event that communications between the lane controller and the Back Office System are interrupted, ensuring that tolling operations will continue without interruption. Lane controllers can also be designed with redundancy by having a second controller that is used as a failover device. Having battery backup and redundant power supplies also provides a means for equipment protection.

Plaza Controller

The plaza controller is a device located at a Node Building that aggregates toll transaction data from all of the lane controllers at the toll points before sending the aggregated toll transaction data to the back office at E-470. The existing plaza controller installed for the EB MEXL project will be utilized again for the WB PPSL. No additional plaza controllers will be needed for the project.

Toll Rate Signs

Toll rate signs are placed at decision points prior to each toll lane ingress point to notify motorists of the current toll rate. Toll rate signage can be static, but it typically includes dynamic components. The static portion of the sign displays the destination while the dynamic portion will be an LED display indicating the current toll rate for the appropriate destination to support the pricing approach for the segment. These hybrid signs are referred to as Variable Toll Message Signs (VTMS).

Section 10. Support Environment

10.1 Overview

This section describes the current and planned physical support environment. This includes facilities, utilities, equipment, computing hardware, software, personnel, operational procedures, maintenance, and disposal. This includes expected support from outside agencies.

10.2 Back Office System

The Back Office System is comprised of the Customer Service Center, account management, and transaction and violation processing, and the system receives all transponder tag and license plate information from the lane controller by way of the plaza server. E-470 will provide the Back Office System for the PPSL.

The role of the Customer Service Center is to set up toll user accounts, stock and distribute transponders, be the interface to the customers, mail invoices, and handle and track complaints. Account management includes the processes of debiting and crediting accounts, handling the balances and funds, credit card notification, and account status information. Transactions and violations are processed and handled by

the Back Office System, including any notices that need to be sent to account holders or violators regarding account status updates, current and balances, adjustments, adjudications, and collections.

In general it is anticipated that the PPSL would be open on weekends and holidays during the winter and summer peak seasons. However, due to the dynamic nature of congestion on the corridor, a firm schedule of days or times of day that the PPSL will be in operation cannot be set in advance. It is recommended that a direct interface be established between the VTMS control software (CTMS) and the Back Office System, in order to automatically transfer posted toll rates to the lane controllers via the Back Office System. It is also recommended that transaction and violation processing be delayed, in order to allow time for HPTE to update the Back Office System with any revised toll rates or toll nullifications due to emergency use or other circumstances.

10.3 Operations Staff

CDOT has an I-70 Mountain Corridor Operations Manager located at the EJMT who oversees EB MEXL traffic operations, system operations, incident management and maintenance activities, and will do the same for the WB PPSL. The Operations Manager will ensure that changes in toll collection, including transaction nullification, are in keeping with the process identified in this Concept of Operations document.

Other PPSL responsibilities of the I-70 Mountain Corridor Operations Manager include:

- Coordinating PPSL operations between CDOT and other entities (e.g., E-470, emergency responders, local agencies, etc.)
- Assisting with construction, maintenance, and capital equipment installation
- Monitoring PPSL level of service and conducting speed and travel time studies to ensure the facility is meeting project goals and operating within the parameters of the MOU (together with HPTE)
- Providing recommendations to HPTE for improving PPSL performance
- Coordinating incident response strategies
- Monitoring operations by radio, cellular phone, or other voice communication mechanisms
- Logging all information pertaining to incidents or requirements for toll nullification
- Relaying information to traffic service entities and transportation agencies
- Managing contracts for inspection, rehabilitation, and other maintenance of the toll collection system (together with HPTE)

The I-70 Mountain Corridor Operations Manager will assign personnel to respond to field operations and maintenance repair issues. Since the PPSL will only be operational part-time, maintenance will be scheduled while the shoulder is not in use. Prior to opening the PPSL and during operations, corridor operators will be responsible for checking the lanes for disabled vehicles, coordinating the removal of disabled vehicles from the lanes, coordinating the removal of hazardous debris from the lanes, and completing incident reports as required.

All PPSL personnel responsible for operations will have the capability to communicate with the Operations Manager and CTMC via radio, cellular phone, or other acceptable means of voice communication. Every operator by Operations Manager assignment will have a specific call number, to be

used for communicating with various parties, including Operations Manager, CTMC, CSP police dispatch, and police on assignment.

Standard operating procedures for the active traffic management system and the tolling system, including the back office toll collection process, were developed by TSMO and OMPD for the EB MEXL and will be reviewed, updated if necessary, and applied to WB PPSL operations.

It is anticipated that the current I-70 Mountain Corridor operations staff levels will oversee WB PPSL operations and no additional staffing will be necessary.

10.4 Safety Patrol and Heavy Tow

CDOT currently operates safety patrol vehicles and stages heavy tow vehicles along the I-70 Mountain Corridor on weekends and holidays during the peak seasons to respond to incidents and assist disabled vehicles. These vehicles will be used to respond to incidents in the WB PPSL.

10.5 Standard Operating Procedures

Standard Operating Procedures (SOP) dictate how the operations of the PPSL should be conducted. The SOPs developed for the EB MEXL will be reviewed and updated if necessary (e.g., to reflect current operating practices), and will be used to guide operations for the WB I-70 PPSL.

10.6 Business Rules

Business Rules define how and when the system can operate and include the toll prices. The Business Rules developed for the EB MEXL will be reviewed and updated as needed (e.g., to reflect WB PPSL operating days and hours), and will be used to guide operations for the WB PPSL.

Section 11. Operational Scenarios

11.1 Overview

This section summarizes how the WB PPSL will be operated under various conditions. Each scenario describes a sequence of events carried out by the user or the system. The scenarios cover the normal operation, peak period operation, emergency management, weather events, and transition events between scenarios. These scenarios are presented so that each stakeholder can see what their expect roll will be. Additional detail for these scenarios will be provided in the standard operating procedures and the business rules.

11.1.1 Normal (Non-Peak) Operations

During normal operations, when the WB I-70 PPSL is not active, the corridor will operate much as it does in its present condition. All VTMS and LUS signs will display the default message (e.g., a red X for LUSs and Emergency Stopping Only with a red X for ATM VMSs). As drivers approach the access zone where the PPSL begins, they will not have to make any lane changes to remain in their GP lane. Vehicles that cross the pavement markings into the PPSL shoulder for general travel and not for emergency purposes will be subject to a moving violation.

11.1.2 Peak Period Operations

When the WB I-70 PPSL is active, drivers travelling along westbound I-70 will pass dynamic message signs which present information notifying them that the shoulder lane is open and Variable Toll Message Signs (VTMS) that display the current toll rate. Drivers will have time to read the toll rate, and decide if

they want to utilize the PPSL. As they approach the initial ingress point west of the Veterans Memorial Tunnel, the signing and striping will identify the beginning of the WB I-70 PPSL. Following the initial access zone (delineated with 8-inch skip-striping), the striping will change to a yellow line and access to/from the PPSL will be prohibited, except at designated ingress/egress points. All dynamic message signs within the lane will display the lane open message (e.g., green down arrow on LUSs, “Express Only” with a green down arrow on ATM VMSs).

11.1.3 Emergency Management

When an incident occurs while the WB I-70 PPSL is active, the I-70 corridor operations manager (operations manager), emergency responders or safety patrol will assess the incident and determine a course of action. The emergency dispatch or safety patrol should notify the operations manager of the incident. The CTMC operators will also be monitoring the corridor via CCTV, so they can assist emergency response dispatchers in identifying the exact location of incidents as needed. Dynamic message signage will be used to notify the travelling public of the incident and the operational status of the managed lane.

Any disabled vehicles should be moved to a safe location by Courtesy Patrol. If it is not possible to safely move the vehicles, the PPSL may need to be closed. The operations manager will be responsible for contacting E-470 to void tolls during any periods where the WB I-70 PPSL operations are significantly impacted. Any lane closures along westbound I-70 during PPSL operation should be closely communicated with the operations manager, in order to ensure that the correct signing procedures and tolling system changes are followed.

If a WB I-70 PPSL closure is required, the corridor operators will utilize the dynamic messaging signs to clear traffic from the PPSL for emergency responder access by changing the dynamic panels on the advance guide signs to “CLOSED” and changing the green arrows on the LUS to red X’s.

If an incident requires the use of the PPSL by general purpose traffic (either during the incident or for clearing queues after an incident), the corridor operators will implement a messaging scheme indicating no toll charges for use of the PPSL.

Since both EB and WB PPSL are separate facilities, when they are both in operation at the same time, a closure on one facility will not necessitate a closure on the other facility. However, for severe incidents, the corridor operator may elect to close the PPSL in both directions to aid in emergency response.

When the WB I-70 PPSL is not active, the inside shoulder can be utilized as a breakdown area or for emergency stopping. On days that the PPSL will be active, incidents should not be staged on the inside shoulder. Emergency responders will be authorized to use the shoulder to access incidents even when the PPSL is closed.

11.1.4 Weather Disruption

During winter weather events, CDOT snow-removal and winter maintenance protocol will be followed. Since the full width of the roadway will be utilized when the PPSL is active, the inside shoulder must be kept clear. The emergency pull-outs must also be kept clear of snow piles. When storms occur during the early and middle part of the week, when the lane is not in use and not anticipated to be used for several days, maintenance staff will have some flexibility to not immediately plow the shoulder or pull-outs. However, when storms occur toward the end of the week, maintenance staff will need to prioritize shoulder plowing so that the WB I-70 PPSL is available for Friday and weekend use.

In advance of a winter snowstorm, the CTMC will make a determination as to whether the WB I-70 PPSL should be opened. If an unexpected major winter weather event occurs, the CTMC and roadway section maintenance supervisor may also make the determination to delay opening, or to close, the WB I-70 PPSL as needed. Consideration will be given to the current speeds and volumes on the roadway, the condition of the roadway surface, visibility, and the weather forecast. The CTMC has access to CDOT's Maintenance Decision Support System (MDSS), which can be used to help in decision making. The WB I-70 PPSL will only be opened if it can be operated safely.

11.1.5 Transition Procedure

The following list covers the opening and closing of the PPSL for planned periods of time and based on manual observation of need.

- The corridor operators should utilize the CCTV cameras from the EJMT to visually verify that the entire length of the PPSL is free of incidents, debris or other blockages prior to opening. If any portion of the shoulder is blocked at this time, the operators will coordinate with the CSP and safety patrol to remove the blockages. In addition to CCTV cameras a manual sweep of the PPSL should occur prior to opening.
- After all operators and CSP or municipal police supervisors have communicated to the operators that the shoulder is open, the I-70 Mountain Corridor Operations Manager will make the final decision that the lane is ready and safe to be opened. The Operations Manager will give direction to activate all VMS, VTMS and LUS signs involved in the PPSL system.
- While the PPSL is operational, the operators at the EJMT will continue to closely monitor the corridor as discussed previously. The EJMT will adjust the toll rate based on the recommendations and guidelines provided by HPTE.
- When the PPSL is being closed, the first signs at the entrance of the lane need to be set to "CLOSED" and the LUS should be systematically turned off as traffic clears out of the lane.
- While the PPSL is not in operation, operators at the EJMT should continue to monitor that there are no violators entering the closed shoulder lane. CSP should be notified of violations and any violation trends should be reported to the Operations Manager.

Section 12. Summary of Impacts

12.1 Overview

This section discusses the impacts of the PPSL on the facility infrastructure, the project stakeholders, traffic operations, CDOT maintenance, and the public.

12.2 Infrastructure

12.2.1 Additional Pavement

With a cross-section of 41 feet, the existing pavement through the majority of the project corridor will accommodate the third lane. Minor widening will be required in some locations, with the most significant widening occurring at the interchanges.

12.2.2 Structure Modifications

The EB MEXL project replaced some of the bridges in the corridor that were not wide enough or high enough for the EB MEXL project. As a result, no bridge replacements will be required for the WB PPSL. Some retaining walls may be needed in order to accommodate the new cross-section.

12.2.3 Traffic Operations and Control

The following are the anticipated impacts to the existing traffic control along eastbound I-70 for the PPSL concept, as detailed in Section 9.2:

- Restriping of westbound I-70 from the Veterans Memorial Tunnels to US 40
- Installation of new static signs
- Installation of LUS
- Installation of VSL signs
- Reset Weigh-In-Motion Station

12.2.4 Tolling System

The following are the anticipated requirements for the implementation of the tolling system, as detailed in Section 9:

- Installation of toll points
- Installation of VTMS
- Required upgrade/expansion to back office system

12.3 Changes in Stakeholder Roles and Responsibilities

With the addition of the I-70 PPSL and associated infrastructure, stakeholder roles and responsibilities are expected to change as follows:

12.3.1 I-70 Coalition

The I-70 Coalition will help the project convey information to the public about construction activities and how to use the lane.

12.3.2 Federal Highway Administration (FHWA)

FHWA is involved in project leadership and oversight; their role will not change with this project.

12.3.3 CDOT

CDOT TSM&O will need to adjust the traffic management strategies and performance measures along the corridor to include the WB direction.

CDOT HPTE will have the responsibility for managing and operating the I-70 PPSL toll facilities through an agreement with E-470, and will be responsible for monitoring and reporting to meet MOU requirements. E-470 will need to make changes to the back-office for the managed lane. In addition, they will procure, install, and operate the toll collection equipment. E-470 will provide Level 2 (complex) maintenance for the toll equipment.

CDOT Region 1 will be responsible for roadway maintenance, including snow removal, and also the operations of the EJMT control center, including all day-to-day operations for the WB PPSL. The day-to-day operations will be conducted by personnel at the EJMT. Additional general maintenance due to the WB PPSL will be conducted by CDOT Region 1 under an agreement with HPTE.

CDOT ITS is responsible for maintenance of all ITS devices. The CDOT ITS Branch, including the CTMC, will operate and maintain the previously existing and new ITS infrastructure along I-70. This includes many of the ITS elements discussed in Section 9.2.4. CDOT ITS may also be contracted to assist with Level 1 (basic) maintenance of the toll equipment.

CDOT DTD is responsible for maintenance of the ATRs along the corridor. The existing ATR will be replaced with this project but will continue to be maintained by CDOT DTD.

CDOT Public Relations will be responsible for public outreach and education associated with opening the PPSL.

12.3.4 Colorado State Patrol (CSP)

The Golden Troop within District 1 of CSP is responsible for enforcing the traffic laws along the WB I-70 PPSL segment as well as maintaining and operating the Dumont Port of Entry. CSP will continue law enforcement on I-70 and will utilize the new emergency pull-out areas provided by the project as outlined in Section 7.3.1. CSP will also continue to maintain the stationary scale within the weigh station.

12.3.5 Local Law Enforcement Agencies

Local law enforcement agencies will continue to assist in law enforcement activities on I-70 and will also utilize the new emergency pull-out areas as outlined in Section 7.3.1.

12.3.6 PrePass

The WIM station will need to be relocated with the project and any relocation of equipment will be coordinated with PrePass. The replacement equipment will continue to be maintained by PrePass.

12.3.7 Comcast Communications

Comcast will continue to CDOT's fiber optic backbone through the project corridor.

12.3.8 Emergency Responders

Emergency responders will have use of the WB PPSL during off peak times similar to how they utilize the existing right shoulder. Emergency responders will also be able to utilize the emergency pull-out locations during peak and off peak times as outlined in Section 7.3.1.

12.3.9 Colorado Motor Carriers Association (CMCA)

The CMCA is the state trucking association in Colorado that represents the interests of the commercial vehicle stakeholders for the project corridor.

12.3.10 Local Motorists

Local motorists will be able to continue to use I-70 as they do today as a link between local destinations and to commute through the corridor to the Denver Metro Area for work. They will also benefit from the WB PPSL during peak times even if they do no use the shoulder lane due to the higher projected speeds

in the general purpose lanes which have also been observed in the EB direction with the addition of the EB MEXL.

12.3.11 Regional and Recreational Travelers

During the peak periods of congestion, seasonal and recreational traffic will be able to use the WB PPSL to avoid congestion that occurs in the corridor due to local traffic entering and exiting I-70 and congestion that is caused by heavy vehicles on the steep grades within the corridor. For off –peak times, all traffic will be able to use the shoulder lane as they would a standard shoulder for any emergency stopping that may take place.

12.4 System Operations

The system will also require modifications to the existing CTMS software in order to achieve full functionality and control of the PPSL. Similar modifications have already been made for the EB MEXL which should reduce the level of magnitude of the changes that will be needed.

12.5 System Maintenance

The majority of the impacts to maintenance within the project corridor will be expansions of existing services, but there will be a few new services that will be required.

- **Pavement:** Although there is expected to be minimal expansion of the existing pavement footprint through the project corridor, travel on the shoulder will increase the wear on what was an occasionally used shoulder. Pothole repairs, crack sealing and eventually pavement replacement will require more time and materials along the corridor.
- **Roadside Safety:** With new roadside infrastructure to support the PPSL, also comes the potential for new roadside safety features to maintain (e.g. guardrail).
- **Snow Removal:** The additional lane-miles of snow removal will impact not only the demand on CDOT maintenance staff, but also increase the annual wear on plows and require more anti-icing product to be purchased each winter season. This snow removal will also need to include the new westbound pullouts to ensure they are available when the PPSL is open.
- **Support Structures:** Structural inspection schedules and resources will need to be expanded to accommodate the new sign support foundations along the corridor.
- **Static Signing:** New overhead and median-mounted static signs will need to be added to CDOT's maintenance and long-term replacement schedule.
- **ATM and Dynamic Sign Panels:** The electronic overhead signs will require more routine maintenance than the static signs, and the dynamic signs providing mandatory MUTCD messages will also need to be incorporated into a long-term replacement schedule.
- **Supporting ITS Devices:** In addition to the dynamic signing, CDOT ITS will also have a new field devices to maintain, increasing the demand on the existing staff.
- **Tolling Equipment:** HPTE will be responsible for maintaining the tolling equipment and will contract with the CTMC or outsource maintenance.

In addition to the above changes, the HPTE Tolling Services Agreement (TSA) dictates that Level 1 maintenance will be performed by CDOT under agreement with HPTE and Level 2 maintenance will be performed by E-470. For Level 2 maintenance, a standard amount of maintenance is included in the TSA

Cost Model; however, any additional maintenance activities greater than the standard amount is billed to HPTE as a reimbursable cost.

12.6 Public Outreach and Education ("Go Live" Plan)

A public relations and education campaign will need to be carefully developed and implemented prior to and during the initial deployment of the facility to ensure potential users understand how to properly use the facility. This effort could involve broadcast and print media, online information, special mailings to existing I-25 Express Lanes customers and E-470 transponder holders as well as a wide variety of targeted strategies to reach people in the communities most likely to use the facility. Also, E-470 customer service center personnel will need to be specifically staffed and trained to deal with these start-up issues.

Appendix E.

Entry and Exit Location Analysis

memo

APEX DESIGN, PC

TO: Adam Parks, CDOT, Chau Nguyen and Terrance Powers, HDR

FROM: Jeff Ream, PE, PTOE and Sam Moss, PE, Apex Design

DATE: February 14, 2018

RE: I-70 Westbound PPSL Entry and Exit Location Analysis

This memo summarizes the analysis and results of the VISSIM modeling that was used to optimize the beginning, ending and interim ingress and egress locations for the I-70 Westbound Peak Period Shoulder Lane (WB PPSL). The analysis was conducted using VISSIM Version 9.

Scenario Overview

The I-70 WB PPSL is scheduled to be open in 2019 and operate until 2035 as a temporary congestion mitigation tool for the I-70 corridor from Idaho Springs to Empire. At the time of opening, the major bottleneck along I-70 WB will be the lane reduction from 3-lanes to 2-lanes at the top of Floyd Hill to the east of the project. A project to add capacity to this area is currently underway but will not be completed when the WB PPSL begins operations. This evaluation considered the following lane access points:

- Entrance Location without Floyd Hill Widening
- Entrance Location with Floyd Hill Widening
- Ingress Point for Idaho Springs Traffic
- Egress Point for US 40-bound Traffic
- Lane Terminus Location.

The entrance location, interim ingress/egress locations and lane termination location were analyzed using VISSIM to determine the operational impacts of the various access points. These operational impacts were then considered in conjunction with the existing signing, roadway geometry and other project requirements to identify optimal locations for each point.

Entrance Location without Floyd Hill Widening

The initial entrance location of the PPSL is at the Veterans Memorial Tunnels at the east end of the project limits. This location takes advantage of the extra roadway width through the tunnels that was created by the Veterans Memorial Tunnels widening project. Furthermore, the VISSIM analysis of this location indicated that, without any improvements to Floyd Hill, an entrance at this location was more effective at reducing congestion through the study area than if the entrance was located further to the west.

The PPSL entrance area would begin east of the tunnel where the pavement currently widens, and the formal lane entrance would begin on the west side of the tunnels in the vicinity of the EB PPSL toll point.

Entrance Location with Floyd Hill Widening

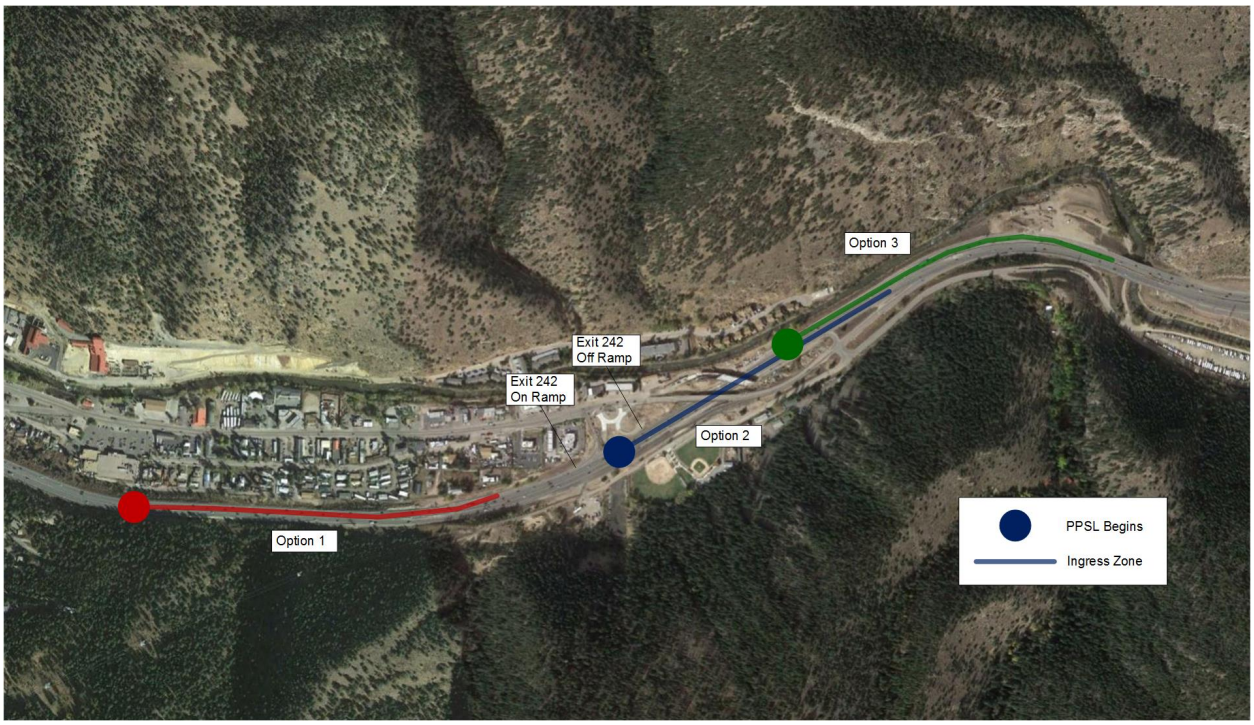
Once the Floyd Hill project has been constructed, I-70 will have three through lanes leading into the PPSL study area (note that this assumes the Floyd Hill Project will construct a full-time 3rd lane and not a PPSL), and there is a compelling reason move the entrance from the Veterans Memorial Tunnels further west to the vicinity of Exit 241 so that the three lane section is maintained into Idaho Springs.

The relocated entrance locations evaluated included:

- Option 1 - Approximately 2,700 feet west of the Exit 241 (East Idaho Springs) on ramp. This location would allow traffic entering I-70 from the Exit 241 on ramp to access the PPSL.
- Option 2 - Between the Exit 241 (East Idaho Springs) off ramp and on ramp. Since this location is upstream of the Exit 241 on-ramp, traffic from Exit 241 would not have access to the PPSL entrance.
- Option 3 - Approximately 1,000 feet east of the Exit 241 (East Idaho Springs) off ramp gore point, in the vicinity of the existing sign bridge for Exit 241.

Figure 1 shows the three entrance options evaluated.

Figure 1: Post-Floyd Hill Entrance Location Options



Evaluation Results

Table 1 shows the results of the relocated entrance evaluation. Each location was evaluated for vehicle flow, average vehicle delay, and maximum queue length. As the table indicates, Option 2 and Option 3 both provide the same operational conditions; both have very little delay and neither results in queuing in the adjacent GP lanes. However, Option 3 provides an opportunity to repurposing one of the initial entrance sign locations, while Option 2 would require all new sign locations.

Table 1: Entrance Location Evaluation Results

Scenario	Volume (vehicles)	Average Delay (Seconds)	Maximum Queue Length (Feet)
Option 1 - West of the Exit 241 on ramp	4006	5.78	168
Option 2 - Between the Exit 241 on ramp and off ramp	4172	4.97	0
Option 3 - East of the Exit 241 off ramp	4169	5.02	0

Recommendation: Once the Floyd Hill widening project is complete, relocate the WB PPSL entrance to approximately 1,000 feet east of the Exit 241 off ramp gore point, in the vicinity of the existing sign bridge for Exit 241 (Option 3). The area between the initial entrance and the relocated entrance can be skip-striped to form an ingress/egress area that allows GP lane traffic to enter the lane and ML traffic destined to Idaho Springs to exit.

Idaho Springs Ingress Location

A 2,000 foot long ingress area for traffic entering I-70 from the Idaho Springs area was evaluated for its cross-weaving effects on the I-70 mainline. The entrance locations (as measured from the beginning of the ingress area) evaluated were:

- Option 1 - Approximately 1,700 feet west of the Exit 240 on ramp gore point (SH 103 interchange). This location is downstream of the busiest of the three Idaho Springs interchanges. The entry area is between the Exit 239 on ramp and off ramp
- Option 2 - Approximately 2,500 feet west of the Exit 239 on ramp gore point (West Idaho Springs interchange). This location is west of all three Idaho Springs interchanges and allows any traffic entering I-70 from Idaho Springs to access the freeway without any backtracking through town.
- Option 3 - Approximately 2,000 feet west of the Exit 238 on ramp gore point (Fall River Road interchange). This location is also west of all three Idaho Springs interchanges and is in a straighter section of roadway than the west of Exit 239 alternative.

Figure 2 shows the three ingress options evaluated.

Figure 2: Idaho Springs Ingress Location Options

Evaluation Results

Table 2 shows the results of the Idaho Springs Ingress evaluation. The evaluation includes traffic conditions with the Floyd Hill widening complete, to present a more conservative assessment. As the table indicates, all three of the scenarios impart generally the same minimal level of delay to the adjacent GP lanes, with no queuing under all three options. Option 2 and Option 3 both allow traffic from all three Idaho Springs interchanges to access the ML. However, Option 3 is downstream of the Fall River toll point (which is co-located with the EB PPSL toll point), so any vehicle entering the ML at that location and then exiting to US 40 would not pass under a toll point and thus not be charged.

Table 2: Idaho Springs Ingress Location Evaluation Results

Scenario	Volume (vehicles)	Average Delay (Seconds)	Maximum Queue Length (Feet)
Option 1 - 1,700 feet west of Exit 240 on ramp	4094	6.27	0
Option 2 - 2,500 feet west of Exit 239 on ramp	4134	6.51	0
Option 3 - 2,000 feet west of Exit 238 on ramp	4105	7.39	0

Recommendation: Provide an ingress to I-70 that is located approximately 2,500 feet west of Exit 239, the West Idaho Springs Interchange (Option 2). This location does not impart any significant delay to either GP lane traffic or ML traffic, allows vehicles entering I-70 from all of Idaho Springs to access the ML without backtracking through town, and ensures that all vehicles entering the ML from Idaho Springs pass through at least one toll point.

US 40 Egress Location

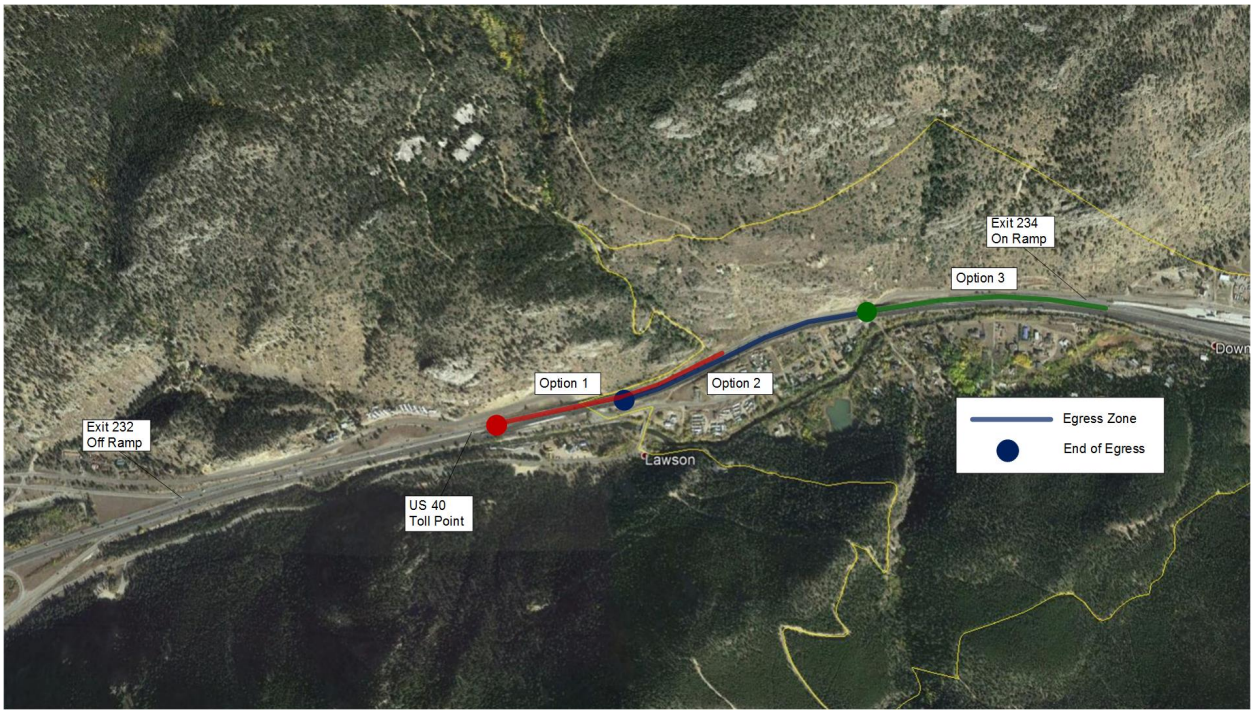
A 2,000 foot long egress area to US 40 was evaluated for its cross-weaving effects on both the US 40 exit and the Downieville weigh station. If the egress is too close to the US 40 off ramp, traffic might not have enough time to change lanes and access the off ramp causing them to slow down or stop in order to get over. If the egress location is too close to the Downieville on ramp and weigh station ramp, traffic exiting the PPSL might conflict with the merging traffic from the on ramp causing congestion. The entrance locations (as measured from the end of the exit area) evaluated were:

- Option 1 - Approximately 2,400 feet east of the Exit 232 (US 40) off ramp gore point.
- Option 2 - Approximately 3,400 feet east of the Exit 232 (US 40) off ramp gore point. This location is further upstream than the above to minimize the impacts of traffic weaving over to the US 40 exit, but is located within a horizontal curve on I-70.
- Option 3 - Approximately 5,400 feet east of the Exit 232 (US 40) off ramp gore point. This location is far enough upstream to eliminate the weave, but is located within the merge area of the Downieville on ramp.

It should be noted that all three egress locations would be located upstream of the western-most toll point for the facility, which is co-located with the EB PPSL entrance toll point. This should not be an issue, however, because the facility will have single-rate tolling (i.e., all vehicles will be charged a single rate to use the lane, regardless of whether they enter the lane at the beginning or at Idaho Springs), and all ML vehicles will have travelled through the entrance toll point and the Fall River toll point prior to reaching the US 40 egress.

Figure 3 shows the three egress options evaluated.

Figure 3: US 40 Egress Location Options



Evaluation Results

Table 3 shows the results of the US 40 egress evaluation. The evaluation includes traffic conditions with the Floyd Hill widening complete, to present a more conservative assessment. As the table indicates, all three of the scenarios impart delay and queuing in the adjacent GP lanes, but Option 1 and Option 2 operate significantly better than Option 3. While Option 2 shows slightly shorter queues than Option 1, the horizontal curve within the egress area creates sight distance concerns for vehicles exiting the lane (these effects cannot be measured in VISSIM) that could potentially compromise safety at that egress point.

Table 3: US 40 Egress Location Evaluation Results

Scenario	Volume (vehicles)	Average Delay (Seconds)	Maximum Queue Length (Feet)
Option 1 - 2,400 feet east of the off ramp	4110	19.09	448
Option 2 - 3,400 feet east of the off ramp	4110	23.67	244
Option 3 - 5,400 feet east of the off ramp	4107	33.75	1608

Recommendation: Provide an egress to US 40 that is located approximately 2,400 feet east of the Exit 232 (US 40) off-ramp gore point (Option 1). This location provides the best balance between traffic operations and safety for weaving vehicles. It should be noted that this location will result in some delay and queuing in the GP lanes. To fully eliminate mainline delay and queuing created by ML traffic bound for US 40, a grade-separated egress to US 40 directly from the ML would be required.

PPSL Terminus Location

A 2,000 foot long merge area at the end of the WB PPSL was evaluated for its effect on I-70 mainline traffic at the egress location, as well as possible effects on Exit 232 (US 40) interchange traffic. The planned ML exit would be located west of the US 40 off ramp, so ML traffic is merging into a lower GP traffic volume (i.e., US 40-bound traffic will have already departed from the GP lanes at the exit point). There is approximately 1.4 miles between the US 40 off ramp and on ramp, which allows for a wide range of potential end locations. Three separate final egress locations were evaluated and are listed below:

- Option 1 - The termination point was located so that the merging area for the Exit 232 (US 40) on ramp and the end of the merging area for the PPSL terminations aligned (i.e., furthest point west in the area between the US 40 off ramp and on ramp).
- Option 2 - In the area between two horizontal curves, with the end of the merging area located approximately 2,200 feet to the east of the Exit 232 (US 40) on ramp gore point (i.e., close to the mid-point of the area between the US 40 off ramp and on ramp).
- Option 3 - In the straight area to the west of the Exit 232 (US 40) off ramp with the beginning of the merge area located approximately 400 feet to the west of the US 40 off ramp gore point (i.e., at the east end of the area between the US 40 off ramp and on ramp).

Figure 4 shows the three lane terminus options evaluated.

Figure 4: PPSL Terminus Location Options

Evaluation Results

Table 4 shows the results of the lane terminus evaluation. The evaluation includes traffic conditions with the Floyd Hill widening complete, to present a more conservative assessment. As with the US 40 egress, all three scenarios impart some delay and queuing to the GP lanes, but the impacts are relatively minor. Of the three, the terminus located between the horizontal curves had the lowest delay and shortest queue length. The location furthest west operated well enough, but creates a situation where traffic is merging into the GP lanes on both sides of the roadway, which is not ideal. The location furthest east also operated well, but any event that might cause an unusual delay at that point, such as a crash or stalled vehicle, would cause a queue to extend into the US 40 off ramp area. Therefore, the recommended location for the termination is between the horizontal curves.

Table 4: PPSL Termination Location Evaluation Results

Scenario	Volume (vehicles)	Average Delay (Seconds)	Maximum Queue Length (Feet)
Option 1 – Adjacent to US 40 on ramp	3554	9.60	97
Option 2 – Between US 40 off-ramp and on-ramp	3435	7.10	22
Option 3 – West of US 40 off-ramp	3442	6.43	93

Recommendation: Terminate the lane so that the end of the merging area is approximately 2,200 feet east of the US 40 on ramp (Option 2). This location results in the least amount of queuing in the GP lanes and does not create any vehicle or queuing conflicts with either the Exit 232 on ramp or off ramp.

The attached figures shows the recommended access locations, along with the overhead signing that would be provided at each. Figure 1 shows the access and signage on the day of opening, with no improvements to Floyd Hill. Figure 2 shows the revised entrance and signing after the Floyd Hill widening project is complete. As indicated in Figure 2, to accommodate the Floyd Hill widening, the three static entrance signs with VMS inserts would be removed, two new VMS signs and structures would be installed, and the toll point would be moved to the end of the new entrance area (co-located with the new VMS sign).

Appendix F.

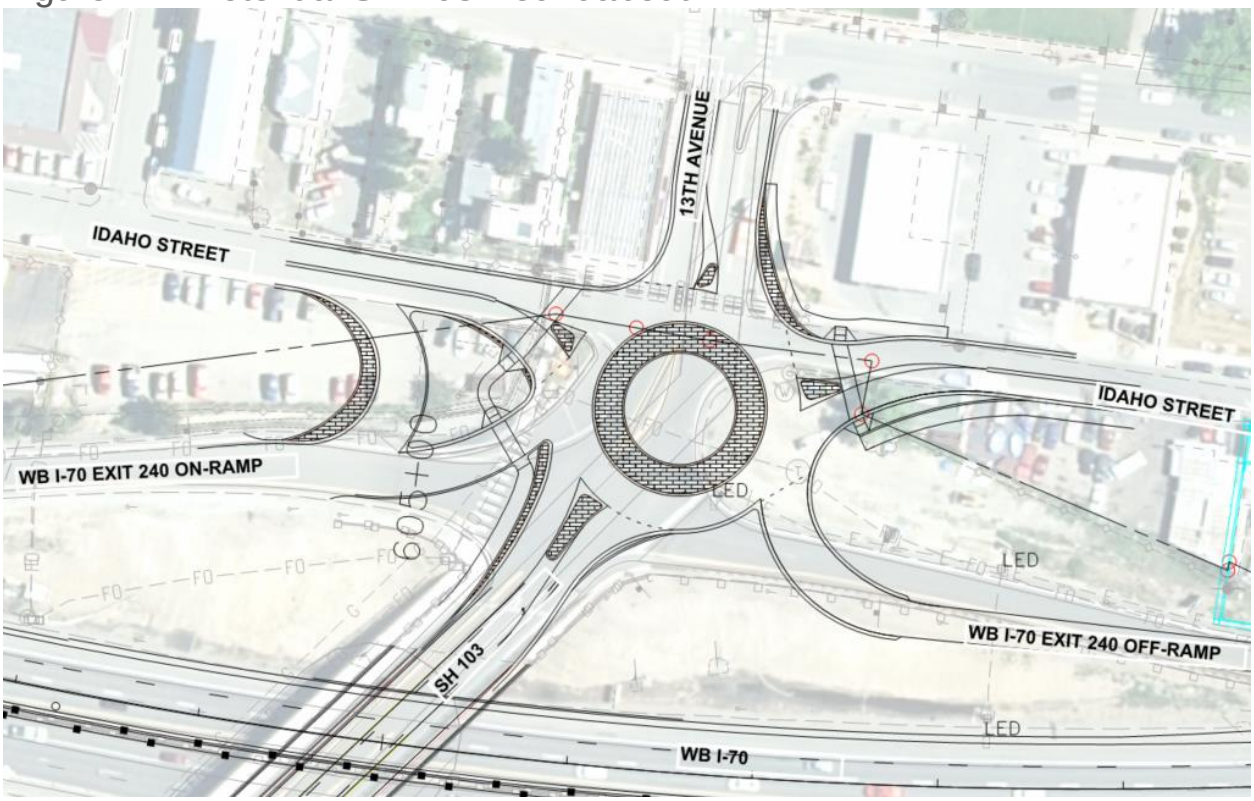
Potential Future Transportation Improvements

POTENTIAL FUTURE TRANSPORTATION IMPROVEMENTS

Potential SH 103 Roundabout

A preliminary layout of a potential roundabout configuration for the north side I-70 ramps and SH 103 intersection is shown in Figure F-1.

Figure F-1. Potential SH 103 Roundabout



Future Exit 239 Reconfiguration Options

At Exit 239, potential changes include restrictions to Miner Street or a reconfigured off-ramp to Stanley Road with a roundabout. The conceptual footprints of these options are shown in Figure F-2 and Figure F-3, respectively.

Figure F-2. Exit 239 Restriction to Miner Street

Figure F-3. Exit 239 Off-ramp to Stanley Road