



City of Phoenix

STREET TRANSPORTATION DEPARTMENT

Ms. Mona Aglan-Swick, P.E.
Traffic Engineering Group, Traffic Safety Section
Arizona Department of Transportation
1615 W. Jackson ST., MD 065R
Phoenix, AZ 85007-3217

RE: Highway Safety Improvement Program (HSIP) Project Determination and Application

COG/MPO:

Agency: City of Phoenix

Project Name: Retro-Reflective Signal Back Plates - Indian School Road/47th Avenue to 79th Drive

Project Location: Indian School Road between 47th Avenue and 79th Drive (11 signalized intersections)

Dear Ms. Aglan-Swick:

The City of Phoenix is submitting herewith a project application for local Highway Safety Improvement Program (HSIP) funding. This road safety improvement project was identified through the local network crash data screening process and meets all requirements of Title 23. The proposed request is for the purchase and installation of retro-reflective traffic signal back plates at 11 traffic signals on west Indian School Road in Phoenix, between 47th Avenue and 79th Drive and does not include any non-infrastructure funding request. We believe that retro-reflective signal back plates will reduce all types of collisions on this high crash corridor by improving the conspicuity of the traffic signal assemblies. If approved, the back plates will be purchased from and the installed with private contractors using approved competitive bid procedures consistent with federal practice. Because all of the work for this project will be conducted on existing signal heads, there will be no ground disturbing activities or utility relocations required.

If approved, we believe that the retro-reflective back plates will have an immediate safety benefit, reducing all types of crashes at these signalized intersections. Based on previous studies and the most recent five years of crash data from our network screening, we believe that these countermeasures will result in a reduction of 48 crashes of all types over the entire corridor. During the most recent five year period ending December 31, 2014, the City experienced 1613 total intersection related crashes including 2 fatal and 19 incapacitating injury crashes non-alcohol related. With a Crash Reduction Factor (CRF) of 3% obtained from the ADOT 4/5 Star list for all crashes, the City of Phoenix could see a 5-year reduction of 21 non-alcohol related crashes including 0.06 fatal and .57 serious injury non-alcohol related crashes. Depending on the results of this project, the city may convert to reflectorized back plates citywide.

The City of Phoenix has determined that, in accordance with 23 USC 148(a)(4)(A), this project is consistent with the Maricopa Association of Government and the State's 2014 SHSP. It supports both Roadway Infrastructure and Operation and the Distracted Driving SHSP Emphasis Areas by reducing the frequency and severity of intersection crashes through geometric improvements and by improving infrastructure and roadways to reduce the number and severity of crashes resulting from distracted driving respectively.

B/C Ratio = 2.80

Weighted HSIP Score = 16.60

The City of Phoenix has estimated the total project cost of this project to be \$268,211.08. Of that amount request ADOT determine if \$220,000.00 is HSIP eligible, with \$0 being non-HSIP eligible and \$14,717.99 being local match, with \$33,493.09 other funding. In accordance with Title 23, the Federal share for safety improvement items are eligible to be funded at 94.3% Federal share per 23 U.S.C. 120(c) as described in Code of Federal Register 23 CFR Part 924. Therefore, the City of Phoenix proposes committing the 5.7% local match in the amount of \$14,717.99. Furthermore, the City of Phoenix is not requesting reimbursement for staff time for installation.

The City of Phoenix is aware that, if funded, additional HSIP funds above the attached estimated cost are not available to pay for excess costs and that other funds whether STP, local or other will have to be provided or secured by the City of Phoenix to cover the additional costs or the project will have to be withdrawn and resubmitted in the next call-for-projects.

The City of Phoenix agrees to conduct and provide to ADOT TSS on a yearly basis a written before-and-after study utilizing the same crash data included in the countermeasure influence area in order to determine the effectiveness of the countermeasure on fatal and serious injury crashes.

The City of Phoenix further understands that Federal funds can only be used once to install or upgrade either a spot or systemic countermeasure and that once installed, the City of Phoenix will maintain the countermeasure at or above the standard to which it was installed.

If you have any questions, please contact me at 602-262-4613 or email kerry.wilcoxon@phoenix.gov.

Sincerely,



Kerry Wilcoxon, P.E., PTOE, Traffic Engineer III
City of Phoenix Street Transportation Department
200 W. Washington St, 6th Floor
Phoenix, AZ 85003

Attachments: Application (excel format) to include cost estimate, vicinity map and/or list of locations
B/C Ratio and Crash Data
Grant Proposal and Non-acceptance Documentation (Non-infrastructure element)

ADOT FY17 HIGHWAY SAFETY IMPROVEMENT PROGRAM APPLICATION

Agency:	City of Phoenix	Title of Project:	Retro-Reflective Signal Back Plates - Indian School Road/47th Avenue to 79th Drive
County:	Maricopa	COG/MPO:	MAG
District:		HSIP Funds:	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL
Contact:		Phone:	E-Mail:
Kerry Wilcoxon		602-262-4613	kerry.wilcoxon@phoenix.gov
Type of Safety Improvement:	Spot: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Systemic: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
Mark all that apply to your project: <input type="checkbox"/> PE <input checked="" type="checkbox"/> Const. <input checked="" type="checkbox"/> Procurement <input type="checkbox"/> Non-Infrastructure			
Anticipated Total Cost Estimate:	\$268,211.08		
Anticipated dollar amount of HSIP Funding:	\$220,000.00		
Anticipated Dollar amount of Local Match (5.7%) (5.66%):	\$14,717.99		
Anticipated Dollar amount of Other:	\$33,493.09		
Funding Source: <input type="checkbox"/> 100% HSIP <input checked="" type="checkbox"/> 94.3% HSIP <input type="checkbox"/> 94.34% HSIP	Cost Estimate Tab:	8. 94.3% Spot Improvement	
Local Initiated Projects			
Anticipated Design Year (Construction/procurement year cannot be the same):			<input checked="" type="checkbox"/> FY17 <input type="checkbox"/> FY18 (State)
If additional ROW is needed, what FY is purchase anticipated?:			<input type="checkbox"/> FY18 <input type="checkbox"/> FY19
Anticipated Construction Year:			<input checked="" type="checkbox"/> FY17* <input type="checkbox"/> FY18 <input type="checkbox"/> FY19
Administration of Project:	Agency: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADOT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If competing for State Funds, COG/MPO agrees to transfer TOTAL local HSIP OA to State.			<input type="checkbox"/> YES
Name and Title of COG/MPO Representative:		Margaret Boone	
State Initiated Projects			
Anticipated Design Year (Construction/procurement year cannot be the same):			<input type="checkbox"/> FY18
If additional ROW is needed, what FY is purchase anticipated?:			<input type="checkbox"/> FY18 <input type="checkbox"/> FY19
Anticipated Construction Year:			<input type="checkbox"/> FY18* <input type="checkbox"/> FY19 <input type="checkbox"/> FY20
Basic Project Information			
1.	Have lower cost countermeasures been considered or implemented?		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
1a.	If "Yes", describe: If "No", explain why not:	Signal timing adjustments including but not limited to all-way red clearance and protected only left turn phasing	
2.	Which 23 USC 148 highway safety improvement project category does this project come under?		
2a.	1. Intersection safety improvement		
3.	Describe your safety improvement project in detail: (50 words or less)		

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3a.	Installation of retro-reflective back plates on all signal heads at all signal assemblies at 11 signalized intersections along high crash corridor of Indian School Road		
4.	Describe the location of this safety project:		
4a.	Indian School Road between 47th Avenue and 79th Drive (11 signalized intersections)		
5.	What crash data screening method was used to identify this project?		
5a.	This segment of Indian School Road was identified in 2014 as a high crash corridor using city and MPO network screening programs. In 2015, the segment was the subject of an MPO sponsored corridor road safety assessment. All work has identified intersection related crashes as the most common severe injury and fatal crash type.		
6.	What is the safety justification for the proposed project?		
6a.	Retro-reflective back plates are intended to improve conspicuity of traffic signal heads along this high crash corridor of Indian School Road.		
7.	Will there be ground disturbing activities?		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
8.	Is project within applicants permanent ROW?		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
8a.	If NO please explain:		
9.	Will any temporary right-of-way acquisitions be required?		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
10.	Will there be any utility relocation needed?		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

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District:		HSIP Funds:	<input type="checkbox"/> STATE	<input checked="" type="checkbox"/> LOCAL	
10a.	If YES please explain:				
11.	Does Section 4(f) apply to any portion of this project?			<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11a.	If YES please explain:				
12.	Are there any other issues that may impact or delay development or construction of this project?			<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
12a.	If YES please explain:				
13.	Is this project in compliance with revised ADA Standards?			<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13a.	If NO please explain:				
14.	Does the project support Arizona's Strategic Highway Safety Plan?			<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15.	Are there any Studies, RSA's or Other evaluations that support this project?			<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
16.	HSIP Roadway Functional Classification:		Urban Principal Arterial - Other		
17.	Average Daily Traffic Volume and Year Collected:		ADT: 37,000	Year: 2015	
18.	What is the source of ADT?:	City of Phoenix Traffic Count Section data			
19.	What is the posted speed limit?	40-45 MPH			
20.	Detailed engineer's cost estimate attached:			<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
"Systemic" Safety Project					
21.	Completed B/C Ratio Tabulation Sheet Attached (Required):			<input type="checkbox"/> YES	<input type="checkbox"/> NO
22.	Most current 5 Years Crash Data from ADOT ALISS database sorted by year & severity (required):			<input type="checkbox"/> YES	<input type="checkbox"/> NO
23.	What are the inclusive dates of the crash data?				
24.	Have all crashes that will not be influenced by this countermeasure been deleted from the crash list? (alcohol/drug related, pedestrian, etc. as applicable)			<input type="checkbox"/> YES	<input type="checkbox"/> NO

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District:		HSIP Funds:	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL
25.	If purchasing equipment or materials, who will install?	<input type="checkbox"/> Town/City <input type="checkbox"/> County <input type="checkbox"/> Contractor <input type="checkbox"/> Tribe	
26.	Does the project require proprietary Items (23CFR 635.411)?:	<input type="checkbox"/> YES <input type="checkbox"/> NO	
27.	Is a list of locations for systemic projects provided on the attached form?	<input type="checkbox"/> YES <input type="checkbox"/> NO	
28.	How are (will) the proposed locations be prioritized for replacement? (explain below)		
28a.			
29.	Are the supporting structures in good condition, meet local standards and have an anticipated service life longer than the countermeasure being installed?	<input type="checkbox"/> YES <input type="checkbox"/> NO	
"Spot" Improvement Projects Only			
30.	Completed B/C Ratio Tabulation Sheet Attached (required):	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
31.	Is the most current 5 Years Crash Data from ADOT ALISS database sorted by year & severity attached and in correct format? (required):	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
32.	What are the inclusive dates of the crash data?	2010-2014	
	Have all crashes that will not be influenced by this countermeasure been deleted from the crash list? (alcohol/drug related, pedestrian, etc. as applicable)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
33.	Have any infrastructure changes occurred within the work limits of this project during the years the crash data covers?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
34.	If YES please explain:		
35.	Project vicinity map is provided:	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
36.	Project work limits map is provided:	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SHSP - All Projects			
37.	Which SHSP Emphasis Area (EA) does this project support?:	Roadway_Infrastructure_and_Operations	

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37a.	Which EA Strategy does it support?:	(Intersections) Reduce frequency and severity of intersection crashes through geometric improvements.	
37b.	Does this project support a second SHSP EA? If so, which EA.:	Distracted_Driving	
37c.	Which EA Strategy supports the second EA?	Improve infrastructure and roadways to reduce the number and severity of crashes resulting from distracted driving.	
37d.	Does this project support a third SHSP EA? If so, which EA.:	Speeding_and_Aggressive_Driving	
37e.	Which EA Strategy supports the third EA?	Use engineering design to reduce speeds.	
38.	Does this project support one of the nine FHWA proven countermeasures?:	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
38a.	If so, which countermeasure?:	Backplates with Retroreflective Borders	
39.	Does this project support one of the three Arizona Focus Areas?:	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
39a.	If so, which focus area?:	Intersection	
40.	Which HSIP Improvement Category does this project support?:	Intersection_Traffic_Control	
40a.	Which HSIP Improvement Sub-Category does this project support?:	Modify traffic signal – add backplates with retroreflective borders	
41.	Does your COG/MPO have a Strategic Transportation Safety Plan (STSP)?:	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
41a.	If "YES", does this project support an Emphasis Area in the COG/MPO STSP?:	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
41b.	List the EA:	Eliminate death and serious injury related to intersections	
41c.	If your COG/MPO has a STSP and it was Federally Funded and you answered NO in 41a, explain why this project is being submitted over a STSP identified project.		
41d.	Rational	NA	
42.	Are any temporary safety countermeasures needed prior to this permanent solution being installed?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO

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District:		HSIP Funds:	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL	
42a.	If yes, please explain:			
B/C Ratio and Weighted Score				
43.	The calculated B/C Ratio is:	2.80	The Weighted Score is:	16.60

**ADOT LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM
APPLICATION - COST ESTIMATE**

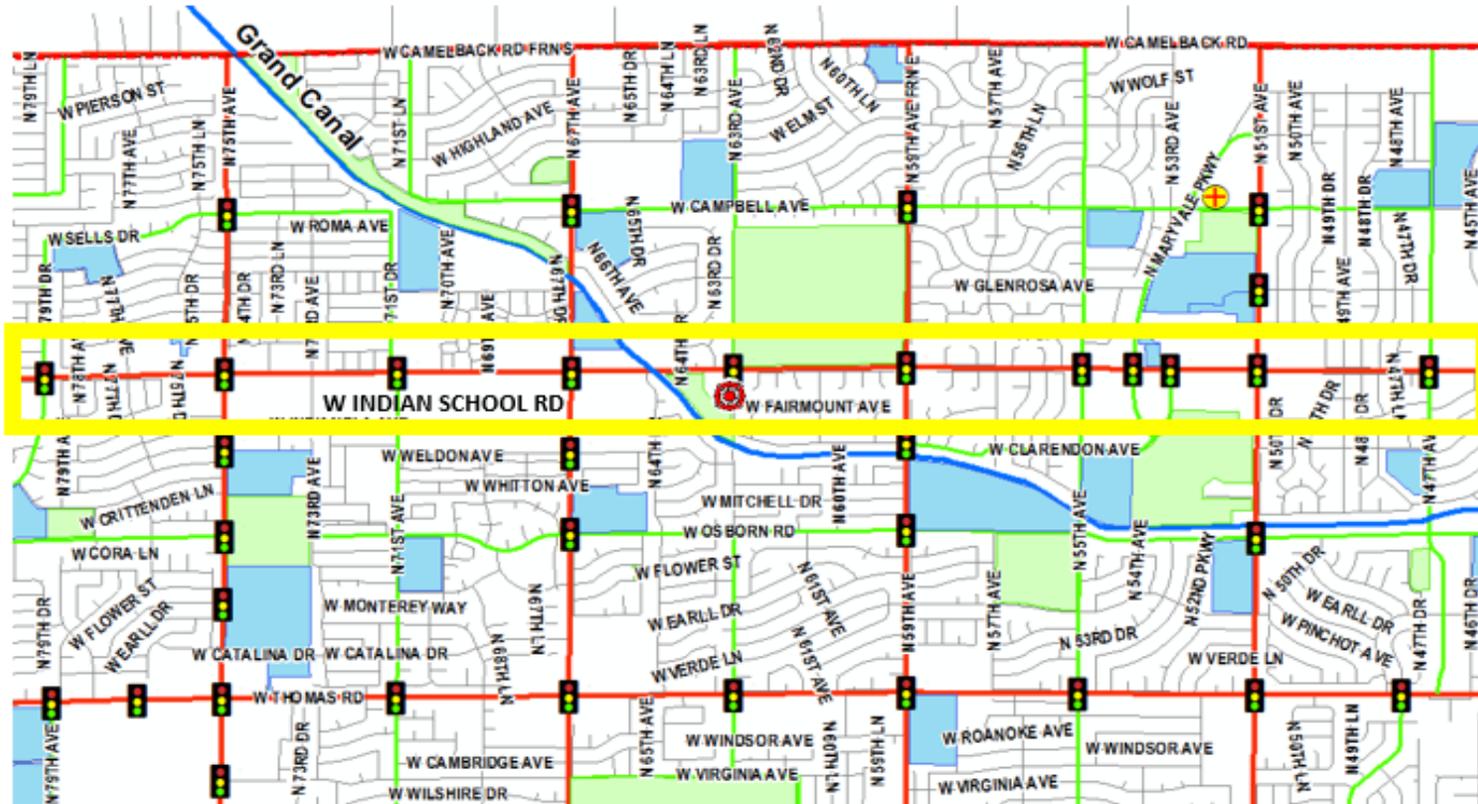
Agency:		Phoenix Street Transportation		Name of Project:		Retro-Reflective Signal Backplates - Indian School Road/47th Avenue - 79th Drive			
HSIP Project Cost Estimate Worksheet									
Project Cost Estimate:	Description:	Unit	Quantity:	Unit Cost:	Total Cost:	HSIP:	Local Match:	Other Amt:	TOTAL COST
						94.30%	5.70%	15.80%	
Design:	Traffic Control Plans	EA	11	\$ 50.00	\$ 550.00	\$ 518.65	\$ 31.35	\$ -	\$ 550.00
ROW Acquisition:			1	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00	\$ 5,000.00
Environmental Clearance			1	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00	\$ 5,000.00
ADOT Admin Costs:			1	\$ 23,423.65	\$ 23,423.65	\$ 22,088.50	\$ 1,335.15		\$ 23,423.65
Design Sub-Total					\$ 33,973.65	\$ 22,608.09	\$ 1,366.50	\$ 10,000.00	\$ 33,973.65
Construction:	Procure Backplates	EA	155	\$ 67.17	\$ 10,411.35	\$ 9,817.90	\$ 593.45	\$ -	\$ 10,411.35
Construction:	Remove/Replace (2 man crew/2 hr per plate)	EA	155	\$ 900.00	\$ 139,500.00	\$ 131,548.50	\$ 7,951.50		\$ 139,500.00
Construction:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP Eligible Sub-Total					\$ 149,911.35	\$ 141,366.40	\$ 8,544.95	\$ -	\$ 149,911.35
Construction:				\$ -	\$ -			\$ -	\$ -
Construction:				\$ -	\$ -			\$ -	\$ -
Construction:				\$ -	\$ -			\$ -	\$ -
Construction:				\$ -	\$ -			\$ -	\$ -
Non-HSIP Eligible Sub-Total					\$ -			\$ -	\$ -
Construction Sub-Total					\$ 149,911.35	\$ 141,366.40	\$ 8,544.95	\$ -	\$ 149,911.35
Traffic Control:	11 majors / 2 days each / barricading / shadow truck				\$ 22,486.70	\$ 21,204.96	\$ 1,281.74	\$ -	\$ 22,486.70
Mobilization:					\$ 14,991.14	\$ 14,136.64	\$ 854.50	\$ -	\$ 14,991.14
Construction Sub-Total					\$ 187,389.19	\$ 176,708.00	\$ 10,681.19	\$ -	\$ 187,389.19
Construction Admin :				14.00%	\$ 26,234.49	\$ 1,246.03	\$ 1,495.37	\$ 23,493.09	\$ 26,234.49
Contingencies :				5.00%	\$ 9,369.46	\$ 8,835.40	\$ 534.06	\$ -	\$ 9,369.46
Post Design:				1.00%	\$ 1,873.89	\$ 1,767.08	\$ 106.81	\$ -	\$ 1,873.89
Communications:				5.00%	\$ 9,369.46	\$ 8,835.40	\$ 534.06	\$ -	\$ 9,369.46
					\$ -	\$ -	\$ -	\$ -	\$ -
Post Sub-Total					\$ 46,847.30	\$ 20,683.91	\$ 2,670.30	\$ 23,493.09	\$ 46,847.30
Post Const Sub-Total					\$ 234,236.49	\$ 197,391.91	\$ 13,351.49	\$ 23,493.09	\$ 234,236.49
TOTAL REQUEST					\$ 268,210.14	\$ 220,000.00	\$ 14,717.99	\$ 33,493.09	\$ 268,211.08

Comments:

Retro-Reflective Signal Back Plates - Indian School Road/47th Avenue to 79th Drive

City of Phoenix HSIP Application - FY2017-2018

Vicinity/Project Limit – Indian School Road from 47th Avenue to 79th Drive



Required for all HSIP Applications

Agency:	Phoenix Street Transportation	Title of Project:	Retro-Reflective Signal Backplates - Indian School Road/47th Avenue - 79th Drive
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Benefit / Cost Ratio Tabulation

Annual Benefit Tabulation

Severity	Annual Average	Estimated CRF* Reduction	Total Reduction	Unit Cost	Annual Benefit
Fatal	0.40	3%	0.01	\$5,800,000	\$69,600
Incapacitating Injury	3.80	3%	0.11	\$400,000	\$45,600
Total Annual Benefits					\$115,200

Costs

Total Project Cost	\$268,211
Project Life (years)	10
Interest Rate (%)	8%
Capital Recovery Factor	0.1490
Annual Construction Cost	\$39,971
Annual Maintenance Cost	\$1,100.00
Total Annual Costs	\$41,071

Benefit / Cost

Annual Benefit	Annual cost	Benefit / Cost Ratio
\$115,200	\$41,071	2.8

4 Star - CMF 1431 Improve Visibility of Signal Heads, CRF 3



CMF / CRF Details

CMF ID: 1431

Improve visibility of signal heads

Description:

Prior Condition: Improvements included one or more of the following: signal lens size upgrade, installing new backboards, adding reflective tapes to existing backboards, and installing additional signal heads.

Category: Intersection traffic control

Study: [Evaluating the Safety Impacts of Improving Signal Visibility at Urban Signalized Intersections, Sayed et al., 2007](#)

Star Quality Rating:  [\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.97

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 3 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity: Fatal, Serious injury, Minor injury

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit: 50 km/h (30 mph)

Area Type:	Urban
Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1999 to 2004
Municipality:	City of Burnaby, City of Coquitlam, City of Kelowna, City of New Westminister, City of North Vancouver, City of Surrey
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Sites
Before Sample Size Used:	171 Sites
After Sample Size Used:	171 Sites

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	

[\[View the Full Study Details\]](#)

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For more information, contact **Karen Scurry**, FHWA Office of Safety Programs 609-637-4207

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

IncidentDateTime	IncidentOnroad	IncidentCrossingFeature	IncidentOffset	IncidentInjurySeverityDesc	IncidentFirstHarmfulDesc	IncidentCollisionMannerDesc	IncidentLightConditionDesc	IncidentWeatherDesc	IncidentIntersectionTypeDesc
3/29/2013 14:59	07 INDIAN SCHOOL RD	07 79TH DR	0	INCAPACITATING_INJURY	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
7/30/2013 10:37	07 INDIAN SCHOOL RD	07 75TH AVE	0	INCAPACITATING_INJURY	Not Reported	LEFT_TURN	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
10/21/2013 7:38	07 INDIAN SCHOOL RD	07 75TH AVE	0	INCAPACITATING_INJURY	Not Reported	LEFT_TURN	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
9/18/2014 9:49	07 INDIAN SCHOOL RD	07 75TH AVE	0	INCAPACITATING_INJURY	Not Reported	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
8/6/2013 10:29	07 57TH AVE	07 INDIAN SCHOOL RD	0	INCAPACITATING_INJURY	Not Reported	ANGLE (front to side)(other than left turn)	DAYLIGHT	RAIN	FOUR_WAY_INTERSECTION
6/21/2013 12:59	07 59TH AVE	07 INDIAN SCHOOL RD	0	INCAPACITATING_INJURY	Not Reported	OTHER	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
1/17/2014 16:21	07 INDIAN SCHOOL RD	07 67TH AVE	0.0095	INCAPACITATING_INJURY	Not Reported	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
3/13/2014 14:10	07 INDIAN SCHOOL RD	07 51ST AVE	0	INCAPACITATING_INJURY	Not Reported	LEFT_TURN	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
7/28/2012 0:01	07 51ST AVE	07 INDIAN SCHOOL RD	0	INCAPACITATING_INJURY	Not Reported	ANGLE (front to side)(other than left turn)	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
7/28/2012 20:04	07 59TH AVE	07 INDIAN SCHOOL RD	0	INCAPACITATING_INJURY	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE (front to side)(other than left turn)	DARK_LIGHTED	RAIN	FOUR_WAY_INTERSECTION
8/26/2012 23:52	07 INDIAN SCHOOL RD	07 51ST AVE	0	FATAL	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE (front to side)(other than left turn)	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
10/13/2012 20:11	07 INDIAN SCHOOL RD	07 51ST AVE	-0.0114	INCAPACITATING_INJURY	Not Reported	REAR_END	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
7/26/2014 21:56	07 INDIAN SCHOOL RD	07 47TH AVE	0	INCAPACITATING_INJURY	Not Reported	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
9/14/2014 22:16	07 INDIAN SCHOOL RD	07 51ST AVE	0.021	INCAPACITATING_INJURY	Not Reported	REAR_END	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
11/4/2014 15:12	07 INDIAN SCHOOL RD	07 59TH AVE	0.0407	INCAPACITATING_INJURY	Not Reported	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
10/18/2014 2:48	07 59TH AVE	07 INDIAN SCHOOL RD	0	FATAL	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
5/2/2014 23:36	07 59TH AVE	07 INDIAN SCHOOL RD	0	FATAL	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DARK_LIGHTED	UNKNOWN	FOUR_WAY_INTERSECTION
7/24/2010 8:22	07 INDIAN SCHOOL RD	07 59TH AVE	0	FATAL	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
10/2/2010 23:07	07 INDIAN SCHOOL RD	07 67TH AVE	0	INCAPACITATING_INJURY	MOTOR_VEHICLE_IN_TRANSPORT	OTHER	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
7/29/2010 22:34	07 INDIAN SCHOOL RD	07 67TH AVE	0.008	INCAPACITATING_INJURY	PEDESTRIAN	ANGLE (front to side)(other than left turn)	DAWN	CLEAR	FOUR_WAY_INTERSECTION
10/16/2010 23:37	07 INDIAN SCHOOL RD	07 51ST AVE	-0.0097	INCAPACITATING_INJURY	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
1/16/2011 20:11	07 INDIAN SCHOOL RD	07 67TH AVE	0.0218	INCAPACITATING_INJURY	PEDESTRIAN	OTHER	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
1/31/2011 5:50	07 INDIAN SCHOOL RD	07 55TH AVE	0.0095	INCAPACITATING_INJURY	PEDESTRIAN	HEAD_ON	DARK_LIGHTED	CLOUDY	FOUR_WAY_INTERSECTION
4/16/2011 5:31	07 INDIAN SCHOOL RD	07 MARYVALE PKWY	0.0023	INCAPACITATING_INJURY	MOTOR_VEHICLE_IN_TRANSPORT	HEAD_ON	DAWN	CLEAR	FOUR_WAY_INTERSECTION
10/25/2011 8:15	07 INDIAN SCHOOL RD	07 75TH AVE	0	INCAPACITATING_INJURY	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
11/15/2011 8:01	07 INDIAN SCHOOL RD	07 47TH AVE	0	INCAPACITATING_INJURY	Not Reported	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
12/22/2011 13:41	07 INDIAN SCHOOL RD	07 51ST AVE	-0.0078	INCAPACITATING_INJURY	Not Reported	OTHER	DAYLIGHT	CLEAR	FOUR_WAY_INTERSECTION
10/27/2011 4:46	07 INDIAN SCHOOL RD	07 67TH AVE	0.0104	INCAPACITATING_INJURY	Not Reported	OTHER	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
9/25/2011 1:11	07 INDIAN SCHOOL RD	07 73RD AVE	0	INCAPACITATING_INJURY	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE (front to side)(other than left turn)	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION
3/9/2012 21:34	07 INDIAN SCHOOL RD	07 67TH AVE	0	INCAPACITATING_INJURY	Not Reported	LEFT_TURN	DARK_LIGHTED	CLEAR	FOUR_WAY_INTERSECTION

IncidentJunctionRelationDesc	IncidentTrafficWayTypeDesc	UnitBodyStyleDesc	UnitTravelDirectionDesc	UnitActionDesc	UnitRoadConditionDesc1	UnitSurfaceConditionDesc1	UnitEnvConditionDesc1	UnitDefectDesc1
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_DIVIDED_UNPROTECTED_PAINTED_4_FEET_MEDIAN	MOTORCYCLE_MC_MOTORCYCLE	4 - WEST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	TWO_WAY_DIVIDED_POSITIVE_MEDIAN_BARRIER	PASSENGER_4DSW_STATION_WAGON_4_DR	6 - NORTHEAST	MAKING_LEFT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	UNKNOWN	PASSENGER_4DSD_SEDAN_4_DR	7 - SOUTHWEST	MAKING_LEFT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED	PASSENGER_4DSW_STATION_WAGON_4_DR	2 - SOUTH	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_RELATED_NON_INTERCHANGE	UNKNOWN	PASSENGER_4DSW_STATION_WAGON_4_DR	7 - SOUTHWEST	MAKING_RIGHT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	WET	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_RELATED_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	PASSENGER_CV_CONVERTIBLE	7 - SOUTHWEST	MAKING_RIGHT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	NOT_REPORTED	2 - SOUTH	CROSSING_ROAD	No Data	DRY	MOVING_VEHICLE	No Data
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	PASSENGER_CP_COUPE	3 - EAST	GOING_STRAIGHT_AHEAD	No Data	DRY	MOVING_VEHICLE	No Data
INTERSECTION_NON_INTERCHANGE	TWO_WAY_DIVIDED_POSITIVE_MEDIAN_BARRIER	PASSENGER_4DSD_SEDAN_4_DR	2 - SOUTH	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_INTERCHANGE	UNKNOWN	PASSENGER_4DSD_SEDAN_4_DR	5 - NORTHWEST	MAKING_LEFT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	WET	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	PASSENGER_12PU_PICKUP_1_2_TON	3 - EAST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED	TRUCK_TK_TRUCK	3 - EAST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
UNKNOWN	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	No Data	1 - NORTH	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	No Data
INTERSECTION_NON_INTERCHANGE	TWO_WAY_DIVIDED_POSITIVE_MEDIAN_BARRIER	MOTORCYCLE_MC_MOTORCYCLE	4 - WEST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	NOT_REPORTED	1 - NORTH	CROSSING_ROAD	No Data	DRY	MOVING_VEHICLE	No Data
INTERSECTION_NON_INTERCHANGE	UNKNOWN	PASSENGER_2DHB_HATCHBACK_2_DR	2 - SOUTH	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	UNKNOWN	PASSENGER_4DSW_STATION_WAGON_4_DR	2 - SOUTH	MAKING_LEFT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_INTERCHANGE	UNKNOWN	PASSENGER_PU_PICKUP	4 - WEST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED	PASSENGER_4DSD_SEDAN_4_DR	4 - WEST	SLOWING_IN_TRAFFICWAY	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	No Data	2 - SOUTH	CROSSING_ROAD	OTHER	DRY	OTHER	No Data
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED	UNKNOWN	3 - EAST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_RELATED_INTERCHANGE	TWO_WAY_DIVIDED_UNPROTECTED_PAINTED_4_FEET_MEDIAN	PASSENGER_4DSW_STATION_WAGON_4_DR	1 - NORTH	GOING_STRAIGHT_AHEAD	No Data	DRY	STOPPED_PARKED_VEHICLE	No Data
UNKNOWN	TWO_WAY_NOT_DIVIDED	No Data	2 - SOUTH	CROSSING_ROAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	No Data
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED	UNKNOWN	3 - EAST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_INTERCHANGE	TWO_WAY_DIVIDED_UNPROTECTED_PAINTED_4_FEET_MEDIAN	PASSENGER_SD_SEDAN	4 - WEST	MAKING_LEFT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	UNKNOWN	PASSENGER_4DSW_STATION_WAGON_4_DR	4 - WEST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	No Data	1 - NORTH	CROSSING_ROAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	No Data
INTERSECTION_RELATED_NON_INTERCHANGE	TWO_WAY_DIVIDED_UNPROTECTED_PAINTED_4_FEET_MEDIAN	No Data	2 - SOUTH	CROSSING_ROAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	No Data
UNKNOWN	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	PASSENGER_4DSW_STATION_WAGON_4_DR	4 - WEST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES
INTERSECTION_NON_INTERCHANGE	TWO_WAY_NOT_DIVIDED_WITH_CONTINUOUS_LEFT_TURN_LANE	PASSENGER_4DSD_SEDAN_4_DR	5 - NORTHWEST	MAKING_LEFT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES