

| | | | | | |
|---|--|---------------------------------|---------------------------------------|--|---|
| Agency: | Phoenix | | Title of Project: | HAWK Pedestrian crosswalk 32nd St near Palm Ln | |
| Date: | 11/4/2019 | | | | |
| Contact Name and Title: | | Phone: | | E-Mail: | |
| Carl Langford | | 602-262-4613 | | Carl.langford@phoenix.gov | |
| Roadway Safety Program (RSP) Project Scope | | | | | |
| 1. | Describe your safety improvement project in detail: (50 words or less) | | | | |
| 1a. | The project will install a HAWK pedestrian crosswalk with advanced yield or stop markings and signs across 32nd St near Palm Ln. CMF ID 9022 | | | | |
| 2. | Describe the project location, include pertinent demographic and land development information: | | | | |
| 2a. | Intersection of 32nd Street and Palm Lane. | | | | |
| 3 | For projects on State System: | BMP: (Begin Milepost) | | EMP: (End Milepost) | |
| 4. | What network screening method was used to identify this project? | | | | <input type="checkbox"/> MAG <input checked="" type="checkbox"/> ADOT <input checked="" type="checkbox"/> Other (Below) |
| 4a | City of Phoenix | | | | |
| 5. | Was this project identified as a recommendation in a study? If so, what kind? (check all that apply) | | | | |
| 5a | <input checked="" type="checkbox"/> RSA <input type="checkbox"/> PA <input type="checkbox"/> SRTS Study <input type="checkbox"/> LASS Study <input type="checkbox"/> Other | | | | |
| 6. | Was the project identified using an agency adopted predictive safety analysis? | | | | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| 7. | What is the safety justification for the proposed project? | | | | |
| 7a | The intent of the HAWK crosswalk is to provide a safe, mid-block crossing for pedestrians. A 2018 Road Safety Assessment identified that there is high pedestrian activity at and around Palm Ln. There are no traffic control devices at this intersection. | | | | |
| 8. | Is Public outreach required for your project? If "yes" Provide what was done, the date(s) and outcomes. (Attach documentation if applicable) | | | | |
| 8a | No public outreach is required for this project. | | | | |
| 9. | What safety related public education will your agency be providing before placing the safety improvement in service, if applicable? | | | | |
| 9a | There will be no safety related public education for this project. | | | | |
| 10. | Equity: Input the largest percent for each element for the one-mile radius or offset (Click on the hyperlinks in the text to open maps. See directions on side on maps): | | | | |
| | 65 yrs and Older | Minority Groups | No Vehicle Households | Disabled | Living in Poverty |
| 10a | 22 | 19 | 69 | 20 | 55 |
| 11. | Avg Daily Traffic (ADT) Volume: | 35180 | Year Collected: | 2015 | |
| 12. | Total Crash Frequency: | 73 | Crash Rate (MVM or MEV): | 6.0/MVM | |
| 13. | What is the posted speed limit? | 40 | Benefit/Cost: | 17.8 | |

PROJECT COST ESTIMATE WORKSHEET

(Cost Estimates Are Required Regardless of Programming)

| | REQUESTED PROGRAMMING <small>(Complete if Item will be programmed in the MAG TIP)</small> | Location Description | HAWK Pedestrian crosswalk 32nd St near Palm Ln | | | | |
|--|---|--|--|--|--------------|--------------|---------------------|
| | | Work Description | Install a HAWK Pedestrian crosswalk 32nd St near Palm Ln | | | | |
| | | Funding Source | Local | | | | |
| | | Preferred Year to Program Work | 2020 | | | | |
| COST ESTIMATE FOR DESIGN | | | UNITS | QUANTITY | UNIT COST | TOTAL | |
| DESIGN | PRELIMINARY ENGINEERING (15% plans) (Required for Budget) | Topographic Survey | LS | 1 | | \$ - | |
| | | Design Concept Report (DCR) | LS | 1 | | \$ - | |
| | | Federal Project Environmental Determination | LS | 1 | | \$ - | |
| | | HAZMAT Assessment | LS | 1 | | \$ - | |
| | | SUBTOTAL - PRELIMINARY ENGINEERING COSTS | | | | | \$ - |
| | FINAL DESIGN (30, 60, 95, 100% plans) (Required for Budget) | Plans, Specifications, Cost Estimates, Bidding | LS | 1 | 20,000.00 | \$ 20,000.00 | |
| | | Geotechnical Report | LS | 1 | | \$ - | |
| | | Drainage Report | LS | 1 | | \$ - | |
| | | SWPPP | LS | 1 | | \$ - | |
| | | SUBTOTAL - FINAL DESIGN COSTS | | | | | \$ 20,000.00 |
| | TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING | | | | | | \$ 20,000.00 |
| | CONSTRUCTION | REQUESTED PROGRAMMING (Complete only if Construction will be programmed in the MAG TIP) | Location Description | HAWK Pedestrian crosswalk 32nd St near Palm Ln | | | |
| | | | Work Description | Install a HAWK Pedestrian crosswalk 32nd St near Palm Ln | | | |
| | Funding Source | | RSP | | | | |
| | Preferred Year to Program Work | | 2021 | | | | |
| COST ESTIMATE FOR CONSTRUCTION | | | UNITS | QUANTITY | UNIT COST | TOTAL | |
| UTILITY RELOCATIONS (Required for Budget, May be 0 if no Utilities) | The cost of minor utility relocation for the safety improvement project are eligible if the costs/activities involved are directly related to the safety project. Generally, burying overhead utilities is cost prohibitive | Relocate 69 kv (+) Poles | EA | 1 | | \$ - | |
| | | Relocate/Underground 12 kv lines | LF | | | \$ - | |
| | | Relocate/Underground Irrigation Canal | LF | | | \$ - | |
| | | SWG Relocations | LS | 1 | | \$ - | |
| | | Telephone/Cable TV Relocations | LS | 1 | | \$ - | |
| | | Upgrade Railroad Crossings | LS | 1 | | \$ - | |
| | | Power SRP | LS | 1 | 8,000.00 | \$ 8,000.00 | |
| | | Under Ground conduit | LS | 1 | 20,000.00 | \$ 20,000.00 | |
| | | SUBTOTAL - UTILITY RELOCATION COSTS | | | | | \$ 28,000.00 |
| | | CONSTRUCTION (Required for Budget) | Contractor Mobilization | LS | 1 | | \$ - |
| Dress All Poles | EA | | 36 | 162.00 | \$ 5,832.00 | | |
| Temporary Traffic Control (Barricades) | LS | | 1 | 1,500.00 | \$ 1,500.00 | | |
| Electrical Service | HR | | 6 | 162.00 | \$ 972.00 | | |
| Install Controller Cabinet | EA | | 1 | 1,296.00 | \$ 1,296.00 | | |
| Install Field Wire | HR | | 16 | 162.00 | \$ 2,592.00 | | |
| Grouting | LS | | 1 | 324.00 | \$ 324.00 | | |
| Technical Labor | HR | | 20 | 162.00 | \$ 3,240.00 | | |
| A-Pole w/ Foundation-15 ft | EA | | 1 | 1,392.00 | \$ 1,392.00 | | |
| SQ Pole w/ Foundation-40ft thru 60ft | EA | | 1 | 7,419.00 | \$ 7,419.00 | | |
| Passive Detection | LS | | 1 | 20,000.00 | \$ 20,000.00 | | |
| Luminaire Head w/ Photo Cell & Lamp | EA | | 2 | 425.00 | \$ 850.00 | | |
| Controller Cabinet Foundation | EA | | 1 | 1,440.00 | \$ 1,440.00 | | |
| Power Service Pedestal Foundation | EA | | 1 | 1,480.00 | \$ 1,480.00 | | |
| 12" 3 Section Hawk Head (Type T) | EA | | 2 | 331.00 | \$ 662.00 | | |
| 12" 3 Section Hawk Head w/ Riser(Type T) | EA | | 4 | 480.00 | \$ 1,920.00 | | |
| Audible Push Button | EA | | 2 | 600.00 | \$ 1,200.00 | | |
| Pedestrian Mounting Arms (Pair) | EA | | 4 | 57.20 | \$ 228.80 | | |
| Astro Brackets | EA | | 2 | 100.00 | \$ 200.00 | | |

PROJECT COST ESTIMATE WORKSHEET
(Cost Estimates Are Required Regardless of Programming)

| | | | | | | | |
|--|---|----|-----|------------|-----------|------------------|-------------------|
| | Wireless Radio & Wire | LS | 1 | 5,361.45 | \$ | 5,361.45 | |
| | #10 THHN Wire | LF | 220 | 0.21 | \$ | 46.20 | |
| | #10 Bond Wire | LF | 220 | 0.23 | \$ | 50.60 | |
| | Service Wire | LF | 80 | 0.44 | \$ | 35.20 | |
| | #3 Conductor IMSA Cable | LF | 150 | 0.33 | \$ | 49.50 | |
| | #5 Conductor IMSA Cable | LF | 25 | 0.56 | \$ | 14.00 | |
| | #7 Conductor IMSA Cable | LF | 175 | 0.82 | \$ | 143.50 | |
| | #20 Conductor IMSA Cable | LF | 150 | 2.60 | \$ | 390.00 | |
| | Service Pedestal | EA | 1 | 892.36 | \$ | 892.36 | |
| | Phase Controller | EA | 1 | 17,000.00 | \$ | 17,000.00 | |
| | ADA Ramps | EA | 2 | 2,000.00 | \$ | 4,000.00 | |
| | Misc | LS | 1 | 1,541.39 | \$ | 1,541.39 | |
| | SUBTOTAL - CONSTRUCTION COST | | | | | \$ | 110,072.00 |
| MOBILIZATION AND ADMINISTRATION COSTS | CONTRACTOR MOBILIZATION (Typically 8% of construction cost) | | | 8% | \$ | 8,805.76 | |
| | TRAFFIC CONTROL (0-8% of construction cost) | | | 5% | \$ | 5,503.60 | |
| | CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost) | | | 5% | \$ | 5,503.60 | |
| | CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost) | | | 15% | \$ | 16,510.80 | |
| | SUBTOTAL - MOBILIZATION & ADMINISTRATION COSTS | | | | | \$ | 36,323.76 |
| | TOTAL UTILITIES, CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING | | | | | \$ | 174,395.76 |
| TOTAL COST ESTIMATE | | | | | | \$ | 194,396 |

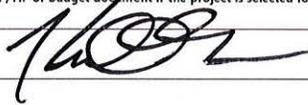
Budget and Signature Page

Please describe the agency programming of this project in the agency's CIP. Funds are available in our CIP, once award is determined we will submit for formal project funds.

| Phase | Location Description | Work Description | Year to be Programmed | Funding Source | Amount |
|-------------------|--|--|-----------------------|----------------|-------------------|
| Design | HAWK Pedestrian crosswalk 32nd St near Palm Ln | Install a HAWK Pedestrian crosswalk 32nd St near Palm Ln | 2020 | Local | \$ 20,000 |
| Construction | HAWK Pedestrian crosswalk 32nd St near Palm Ln | Install a HAWK Pedestrian crosswalk 32nd St near Palm Ln | 2021 | RSP | \$ 174,396 |
| Total Cost | | | | | \$ 194,396 |

Signature: To be signed with printed hard copy that is sent to MAG

As the jurisdiction's manager/administrator or designated representative, I certify that the information contained in this application is accurate and complete and that the local funds for this project will be included in the Lead Agency's local current CIP/TIP or budget document if the project is selected for MAG Roadway Safety Program funding. I also certify the Lead Agency's commitment to maintain or operate the facility.

Signature: 

Name: **KIMI KNUDSON**

Title: **DIRECTOR of STREET TRANSPORTATION**

Date: **11/6/2019**

RSP Application Benefit-Cost Tabulation Sheet

| Agency: | Phoenix | Title of Project: | HAWK Pedestrian crosswalk 32nd St near Palm Ln | | |
|---|----------------|--------------------------|--|----------------------|----------------|
| Annual Benefit Tabulation | | | | | |
| Severity | Annual Average | Estimated CRF* Reduction | Total Reduction | Unit Cost | Annual Benefit |
| Fatal | 0.20 | 18% | 0.04 | \$9,515,371 | \$342,553 |
| Incapacitating Injury | 0.20 | 18% | 0.04 | \$550,499 | \$19,818 |
| Non-Incapacitating | 1.20 | 18% | 0.22 | \$149,132 | \$32,213 |
| Possible Injury | 2.40 | 18% | 0.43 | \$103,145 | \$44,559 |
| Total Annual Benefits | | | | | \$439,142 |
| Costs | | | | | |
| Total Project Cost | | | | | \$194,396 |
| Project Life (years) | | | | | 20 |
| Interest Rate (%) | | | | | 8% |
| Capital Recovery Factor | | | | | 0.1019 |
| Annual Construction Cost | | | | | \$19,800 |
| Annual Maintenance Cost | | | | | \$4,800.00 |
| Total Annual Costs | | | | | \$24,600 |
| Benefit / Cost | | | | | |
| Annual Benefit | Annual cost | | | Benefit / Cost Ratio | |
| \$439,142 | \$24,600 | | | 17.8 | |
| List CMF(s) Used in the field below and its associated countermeasure(s) | | | | | |
| CMF 9022 : HAWK with advanced yield or stop markings and signs. | | | | | |

| Phoenix HAWK Pedestrian crosswalk 32nd St near Palm Ln RSP App V1 2019 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------------|------------------|---------------------------|-----------------|--------------------------------------|------------------------------------|--------------------------------|-------------------------------|-----------------------|---------------------------------|-------------------------------------|---|----------------------------|-------------------------|-------------------------------|------------------------------|-------------------------------|-------------------------------|-------------|----------------------------|------------------|---------------------------|------------------------|--|--|--|
| Incident ID | Incident Date & Time | Incident On Road | Incident Crossing Feature | Incident Offset | Incident Injury Severity Description | Incident First Harmful Description | Incident Collision Manner Desc | Incident Light Condition Desc | Incident Weather Desc | Incident Intersection Type Desc | Incident Junction Relation Desc | Incident Traffic Way Type Desc | Unit Travel Direction Desc | Unit Action Desc | Unit Road Condition Desc1 | Unit Surface Condition Desc1 | Unit Env Condition Desc1 | Unit Defect Desc1 | Unit Number | Unit Event Sequence Desc1 | Person Type Desc | Person Safety Device Desc | Person Violation Desc1 | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 25 | 26 | 27 | | | |
| 2811364 | 2/25/2014 12:00:00 AM | 32nd St | Hubbell St | -1 | 2-Possible | Motor Vehicle | Rear End | Light | Clear | Not Reported | Not Junction Related | Two-Way NOT Divided (continuous left turn lane) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | No Data | Driver | Shoulder Lap Belt | Inattention | | | |
| 2894915 | 7/18/2014 12:00:00 AM | 32nd St | Granada Rd | 0 | 5-Fatal | Pedestrian | Pedestrian | Dark | Clear | T-Intersection | Intersection Within Non-Controlled | Two-Way Divided (unprotected median) | 99 - UNKNOWN | UNKNOWN | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | No Data | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Pedestrian | NA | Did Not Use Xwalk | | | |
| 2890973 | 11/18/2014 12:00:00 AM | 32nd St | Palm Ln | -62 | 2-Possible | Motor Vehicle | Rear End | Light | Clear | Not Reported | Not Junction Related | Two-Way Divided (unprotected median) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | No Data | Driver | Shoulder Lap Belt | Followed Too Close | | | |
| 2963684 | 6/15/2015 12:00:00 AM | 32nd St | Granada Rd | 0 | 2-Possible | Motor Vehicle | Rear End | Light | Clear | T-Intersection | Intersection Within Non-Controlled | Two-Way NOT Divided (continuous left turn lane) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | No Data | Driver | Shoulder Lap Belt | Speed Too Fast | | | |
| 2972908 | 7/8/2015 12:00:00 AM | 32nd St | Granada Rd | 260 | 2-Possible | Bicyclist | Bike | Dark | Clear | Not Reported | Not Junction Related | Two-Way NOT Divided (no median) | 1 - NORTH | Walking Against Traffic | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | No Data | Bicyclist | NA | None | | | |
| 3056426 | 10/8/2015 12:00:00 AM | 32nd St | Palm Ln | -56 | 2-Possible | Motor Vehicle | Rear End | Dark | Clear | Not Reported | Not Junction Related | Two-Way NOT Divided (continuous left turn lane) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Unknown | Inattention | | | |
| 3024037 | 12/8/2015 12:00:00 AM | 32nd St | Hubbell St | 30 | 2-Possible | Motor Vehicle | Rear End | Light | Clear | T-Intersection | Intersection Related Non-Controlled | Two-Way NOT Divided (continuous left turn lane) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Shoulder Lap Belt | None | | | |
| 3024988 | 12/9/2015 12:00:00 AM | 32nd St | Palm Ln | 180 | 2-Possible | Motor Vehicle | Angle | Light | Clear | Not Reported | Not Junction Related | Two-Way NOT Divided (continuous left turn lane) | 3 - EAST | OTHER | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Shoulder Lap Belt | Failed to Yield | | | |
| 3073076 | 4/14/2016 12:00:00 AM | 32nd St | Granada Rd | -145 | 2-Possible | Motor Vehicle | Rear End | Dark | Clear | Not Reported | Not Junction Related | Two-Way NOT Divided (continuous left turn lane) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | No Data | Driver | Shoulder Lap Belt | Speed Too Fast | | | |
| 3105307 | 6/27/2016 12:00:00 AM | 32nd St | Palm Ln | 0 | 3-Minor | Motor Vehicle | Angle | Dark | Cloudy | Four-Way Intersection | Intersection Within Non-Controlled | Two-Way NOT Divided (continuous left turn lane) | 4 - WEST | Going Straight Ahead | UNKNOWN | DRY | UNKNOWN | UNKNOWN | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Unknown | Failed to Yield | | | |
| 3117933 | 8/16/2016 12:00:00 AM | 32nd St | Granada Rd | -138 | 3-Minor | Motor Vehicle | Rear End | Light | Clear | Not Reported | Not Junction Related | Two-Way Divided (unprotected median) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Lap Belt Air Bag | Speed Too Fast | | | |
| 3179700 | 12/4/2016 12:00:00 AM | Palm Ln | 32nd St | 20 | 2-Possible | Motor Vehicle | Angle | Light | Clear | Four-Way Intersection | Intersection Within Non-Controlled | Two-Way NOT Divided (no median) | Not Reported | Going Straight Ahead | UNKNOWN | DRY | UNKNOWN | UNKNOWN | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Shoulder Lap Belt | Failed to Yield | | | |
| 3178382 | 1/6/2017 12:00:00 AM | 32nd St | Granada Rd | 165 | 3-Minor | Motor Vehicle | Rear End | Light | Clear | Not Reported | Not Junction Related | Two-Way Divided (unprotected median) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Shoulder Lap Belt | Followed Too Close | | | |
| 3182212 | 1/10/2017 12:00:00 AM | 32nd St | Hubbell St | 0 | 3-Minor | Motor Vehicle | Left Turn | Light | Clear | Four-Way Intersection | Intersection Within Controlled | Two-Way NOT Divided (continuous left turn lane) | 2 - SOUTH | Making Left Turn | UNKNOWN | DRY | UNKNOWN | UNKNOWN | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Unknown | Failed to Yield | | | |
| 3209571 | 3/31/2017 12:00:00 AM | 32nd St | Hubbell St | 70 | 3-Minor | Motor Vehicle | Rear End | Light | Clear | Not Reported | Not Junction Related | Two-Way Divided (unprotected median) | 2 - SOUTH | Going Straight Ahead | Changing Road Width | DRY | No Data | No Data | 1 | No Data | Driver | Shoulder Lap Belt | Speed Too Fast | | | |
| 3258678 | 4/15/2017 12:00:00 AM | 32nd St | Hubbell St | 42 | 4-Serious | Motor Vehicle | Angle | Light | Clear | T-Intersection | Intersection Related Non-Controlled | Two-Way NOT Divided (continuous left turn lane) | 4 - WEST | Going Straight Ahead | UNKNOWN | DRY | UNKNOWN | UNKNOWN | 1 | No Data | Driver | None Used | Ran STOP Sign | | | |
| 3294659 | 11/13/2017 12:00:00 AM | 32nd St | Palm Ln | 0 | 2-Possible | Motor Vehicle | Rear End | Dark | Clear | Four-Way Intersection | Intersection Within Controlled | Two-Way NOT Divided (continuous left turn lane) | 2 - SOUTH | Going Straight Ahead | No Contributing Circumstances | DRY | NO_CONTRIBUTING_CIRCUMSTANCES | NO_CONTRIBUTING_CIRCUMSTANCES | 1 | MOTOR_VEHICLE_IN_TRANSPORT | Driver | Shoulder Lap Belt | Speed Too Fast | | | |
| 3318542 | 1/6/2018 12:00:00 AM | Palm Ln | 32nd St | 0 | 2-Possible | Motor Vehicle | Left Turn | Light | Cloudy | Four-Way Intersection | Intersection Within Controlled | Two-Way NOT Divided (continuous left turn lane) | 1 - North | Making Left Turn | No Contributing Circumstances | Dry | No Contributing Circumstances | No Contributing Circumstances | 1 | Motor Vehicle In Transport | Driver | Shoulder Lap Belt | Failed to Yield | | | |
| 3416334 | 9/27/2018 12:00:00 AM | 32nd St | Granada Rd | -122 | 2-Possible | Motor Vehicle | Rear End | Light | Clear | Not Reported | Not Junction Related | Two-Way Divided (unprotected median) | 2 - South | Going Straight Ahead | No Contributing Circumstances | Dry | No Contributing Circumstances | No Contributing Circumstances | 1 | Motor Vehicle In Transport | Driver | Lap Belt Air Bag | Speed Too Fast | | | |
| 3430272 | 11/1/2018 12:00:00 AM | 32nd St | Granada Rd | 22 | 3-Minor | Motor Vehicle | Rear End | Light | Clear | Four-Way Intersection | Intersection Within Controlled | Two-Way NOT Divided (continuous left turn lane) | 2 - South | Going Straight Ahead | Unknown | Dry | Unknown | Unknown | 1 | - | Driver | Unknown | Speed Too Fast | | | |



