



April 28, 2016

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: Maricopa Association of Governments
Agency: Town of Gilbert
Project Name: Traffic Signal At Ray Road & Key Biscayne Drive
Project Location: Intersection of Ray Road and Key Biscayne Drive in the
Town of Gilbert, AZ

Dear Ms. Aglan-Swick:

The Town of Gilbert 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 design and construction of a traffic signal, pedestrian crosswalk and pushbuttons, and curb ramp renovation to ADA compliance standards and does not include any non-infrastructure funding request. A traffic signal is an effective countermeasure to improve safety conditions for minor street entry or crossing of a major arterial. Installation of the . Minor ground-disturbing activities for underground conduit and pole foundations will be necessary, but no utility re-location is anticipated.

During the most recent five year period ending December 31, 2015, the Town experienced 10 total angle crashes including 1 crash with both fatal and incapacitating personal injuries. With a Crash Reduction Factor (CRF) of 67% obtained from the ADOT 4/5 Star list for all angle crashes, the Town could see a 5-year reduction of 3 crashes including fatal and serious injury crashes.

The Town of Gilbert has determined that, in accordance with 23 USC 148(a)(4)(A), this project is consistent with the MPO's and State's 2014 SHSP. It supports the State's Roadway Infrastructure and Operation emphasis area and the supporting strategy to reduce frequency and severity of intersection crashes through traffic-control and operational improvement. The project also supports the MPO's emphasis area to reduce death and serious injury related to intersections.

B/C Ratio = 11.40 (Element 41 in Application, Tab 2)

Weighted HSIP Score = 34.20 (Element 41 in Application, Tab 2)

The Town of Gilbert has estimated the total project cost of this project to be \$481,875.00. Of that amount request ADOT determine if \$391,875.00 is HSIP eligible for construction, with \$0 being non-HSIP eligible, \$0 being local match, and \$90,000 being Other funds for design, including the ADOT review fee. In accordance with Title 23, the Federal share for safety improvement construction items are eligible to be funded at 100% Federal share per 23 U.S.C. 120(c) as described in Code of Federal Register 23 CFR Part 924. Therefore, the The Town of Gilbert does not propose to contribute any local match for the above mentioned project. Furthermore, the Town of Gilbert is not requesting reimbursement for staff time for the project. Table 5 summarizes the anticipated cost estimate projected for this project.

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COG/MPO: Maricopa Association of Governments

Agency: Town of Gilbert

The Town of Gilbert 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 Town of Gilbert to cover the additional costs or the project will have to be withdrawn and resubmitted in the next call-for-projects.

The Town of Gilbert 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 Town of Gilbert 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 Town of Gilbert will maintain the countermeasure at or above the standard to which it was installed.

If you have any questions, please contact me at 480-503-6923 or email leslie.bubke@gilbertaz.gov.

Sincerely,



Leslie Bubke, Interim Town Traffic Engineer
Public Works - Traffic Engineering
90 E. Civic Center Drive
Gilbert, AZ 85296

Attachments: Application (excel format) to include cost estimate, vicinity map and/or list of locations
B/C Ratio and Crash Data

ADOT FY17 HIGHWAY SAFETY IMPROVEMENT PROGRAM APPLICATION

Agency:	Town of Gilbert	Title of Project:	Traffic Signal At Ray Road & Key Biscayne Drive
County:	Maricopa	COG/MPO:	MAG
District:	Central	HSIP Funds:	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL
Contact:		Phone:	E-Mail:
Leslie Bubke		480-503-6923	leslie.bubke@gilbertaz.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 checked="" type="checkbox"/> PE <input checked="" type="checkbox"/> Const. <input type="checkbox"/> Procurement <input type="checkbox"/> Non-Infrastructure			
Anticipated Total Cost Estimate:			\$481,875.00
Anticipated dollar amount of HSIP Funding:			\$481,875.00
Anticipated Dollar amount of Local Match (5.7%) (5.66%):			\$0.00
Anticipated Dollar amount of Other:			\$0.00
Funding Source: <input checked="" type="checkbox"/> 100% HSIP <input type="checkbox"/> 94.3% HSIP <input type="checkbox"/> 94.34% HSIP	Cost Estimate Tab:		
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 type="checkbox"/> FY17* <input type="checkbox"/> FY18 <input checked="" type="checkbox"/> FY19
Administration of Project:	Agency: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADOT: <input checked="" type="checkbox"/> YES <input 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, MAG	
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 type="checkbox"/> YES <input checked="" type="checkbox"/> NO
1a.	If "Yes", describe: If "No", explain why not:	Sight distance for the minor street has been reviewed and minor landscaping removed. Implementation of all-way stop control is not considered feasible within this section of the arterial street network.	
2.	Which 23 USC 148 highway safety improvement project category does this project come under?		
2a.	12. Installation of traffic control or other warning device		

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District:	Central	HSIP Funds:	<input type="checkbox"/> STATE <input checked="" type="checkbox"/> LOCAL
3.	Describe your safety improvement project in detail: (50 words or less)		
3a.	This project will install a traffic signal at the intersection of Ray Road and Key Biscayne Drive to address a history of right-angle crashes under current minor street stop control. The project will include dilemma protection, re-construction of ramps to comply with PROWAG, and protected pedestrian crossing of the arterial.		
4.	Describe the location of this safety project:		
4a.	The project is at the intersection of Ray Road and Key Biscayne Drive in the Town of Gilbert, Arizona. The project limits extend nominally 80 feet along each intersection leg. Ray Road is classified as a major arterial (6-lanes with median) within the Town General Plan, and Key Biscayne Drive is a residential collector street (two lanes plus continuous center turn lane). Each is a complete street, with bike lanes and sidewalk. The posted speed limits are 45 mph and 30 mph, respectively.		
5.	What crash data screening method was used to identify this project?		
5a.	The Town conducts an annual review of arterial/ collector intersections to identify potential signalization needs, based on known development activity, resident request and past review results. This location was identified by a resident, and the review found a correctable pattern of right-angle crashes over the past five years.		
6.	What is the safety justification for the proposed project?		
6a.	A traffic signal is intended to assign right-of-way among conflicting travel movements at an intersection. The Manual on Uniform Traffic Control Devices (MUTCD) provides several warrants under which implementation of traffic signal control should be considered. Among these warrants is the sustained and recent history of crash types that are correctable with clear assignment of right-of-way.		
7.	Will there be ground disturbing activities?		<input checked="" type="checkbox"/> YES <input 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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County:	Maricopa	COG/MPO:	MAG		
District:	Central	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 type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13a.	If NO please explain: <p style="text-align: center;">Sidewalk ramps are deficient in terms of alignment and detectable warning requirements.</p>				
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 type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16.	HSIP Roadway Functional Classification:		Urban Principal Arterial - Other		
17.	Average Daily Traffic Volume and Year Collected:		ADT: 20810	2016	
18.	What is the source of ADT?:	48-hour approach counts conducted by Town of Gilbert in February 2016			
19.	What is the posted speed limit?	45 mph			
20.	Detailed engineer's cost estimate attached:			<input checked="" type="checkbox"/> YES	<input 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:	Central	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?	<i>January 1, 2011- December 31, 2015</i>	
	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 traffic-control and operational improvements.	
37b.	Does this project support a second SHSP EA? If so, which EA.:	Nonmotorized_Users	
37c.	Which EA Strategy supports the second EA?	(Pedestrians) Reduce pedestrian exposure to vehicle traffic.	
37d.	Does this project support a third SHSP EA? If so, which EA.:		
37e.	Which EA Strategy supports the third EA?		
38.	Does this project support one of the nine FHWA proven countermeasures?:		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
38a.	If so, which countermeasure?:		
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?:		
	Intersection traffic control - other		
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		
42.	Are any temporary safety countermeasures needed prior to this permanent solution being installed?		<input type="checkbox"/> YES <input type="checkbox"/> NO

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District:	Central	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:	11.40	The Weighted Score is:	34.20

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

Agency:	Town of Gilbert	Name of Project:	Traffic Signal at Ray Road & Key Biscayne Drive					
HSIP Project Cost Estimate Worksheet								
Project Cost Estimate:	Description:	Quantity:	Cost (Unit):	Total Cost	HSIP:	Local Match:	Other Amt:	TOTAL COST
					100.00%	0.00%	0.00%	
Design:		1	\$ 60,000.00	\$ 60,000.00		\$ -	\$ 60,000.00	\$ 60,000.00
		0	\$ -	\$ -	\$ -	\$ -	\	\$ -
ADOT Admin Costs:		1	\$ 30,000.00	\$ 30,000.00		\$ -	\$ 30,000.00	\$ 30,000.00
Sub-Total			\$ 90,000.00	\$ 90,000.00	\$ -	\$ -	\$ 90,000.00	\$ 90,000.00
Materials and construction of Traffic Signal:	traffic signal and connection to central system	1	\$ 265,000.00	\$ 265,000.00	\$ 265,000.00	\$ -	\$ -	\$ 265,000.00
Construction of ADA Compliant Ramps:	ADA compliant ramps on 3 corners	3	\$ 5,000.00	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 15,000.00
Striping Modifications:	Crosswalks, stoplines, minor obliteration	1	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00
		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Sub-Total:				\$ 285,000.00	\$ 285,000.00	\$ -	\$ -	\$ 285,000.00
Traffic Control:		10.00%		\$ 28,500.00	\$ 28,500.00	\$ -	\$ -	\$ 28,500.00
Mobilization:		10.00%		\$ 28,500.00	\$ 28,500.00	\$ -	\$ -	\$ 28,500.00
Sub-Total			\$ -	\$ 313,500.00	\$ 313,500.00	\$ -	\$ -	\$ 313,500.00
Construction Admin :		14.00%			\$ 43,890.00	\$ -	\$ -	\$ 43,890.00
Contingencies :		5.00%			\$ 15,675.00	\$ -	\$ -	\$ 15,675.00
Post Design:		1.00%			\$ 3,135.00	\$ -	\$ -	\$ 3,135.00
Communications		5.00%			\$ 15,675.00	\$ -	\$ -	\$ 15,675.00
		0			\$ -	\$ -	\$ -	\$ -
		0			\$ -	\$ -	\$ -	\$ -
		0			\$ -	\$ -	\$ -	\$ -
		0			\$ -	\$ -	\$ -	\$ -
		0			\$ -	\$ -	\$ -	\$ -
Sub-Total					\$ 78,375.00	\$ -	\$ -	\$ 78,375.00
								\$ -
TOTAL REQUEST					\$ 391,875.00	\$ -	\$ 90,000.00	\$ 481,875.00

Comments:

Required for all HSIP Applications

Agency:	Town of Gilbert	Title of Project:	Traffic Signal At Ray Road & Key Biscayne 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	0.20	67%	0.13	\$5,800,000	\$777,200
Incapacitating Injury	0.20	67%	0.13	\$400,000	\$53,600
Total Annual Benefits					\$830,800

Costs

Total Project Cost	\$481,875
Project Life (years)	10
Interest Rate (%)	8%
Capital Recovery Factor	0.1490
Annual Construction Cost	\$71,814
Annual Maintenance Cost	\$1,000.00
Total Annual Costs	\$72,814

Benefit / Cost

Annual Benefit	Annual cost	Benefit / Cost Ratio
\$830,800	\$72,814	11.4

***REQUIRED: Use 4 and 5 star CMFs from ADOT Lists Only at Tabs 14 - 15 preferred. The CMF's CRF is used in the above calculation**

CMF ID 320: NCHRP Report 491: Crash Experience Warrant for Traffic Signals

USE THIS TABLE TO CALCULATE "WEIGHTED SCORE" BY COMBINING B/C RATIO AND IDENTIFIED SHSP EMPHASIS AREAS INCLUDED IN PROJECT

SYSTEMIC AND SITE SPECIFIC
FHWA FOCUS AREAS

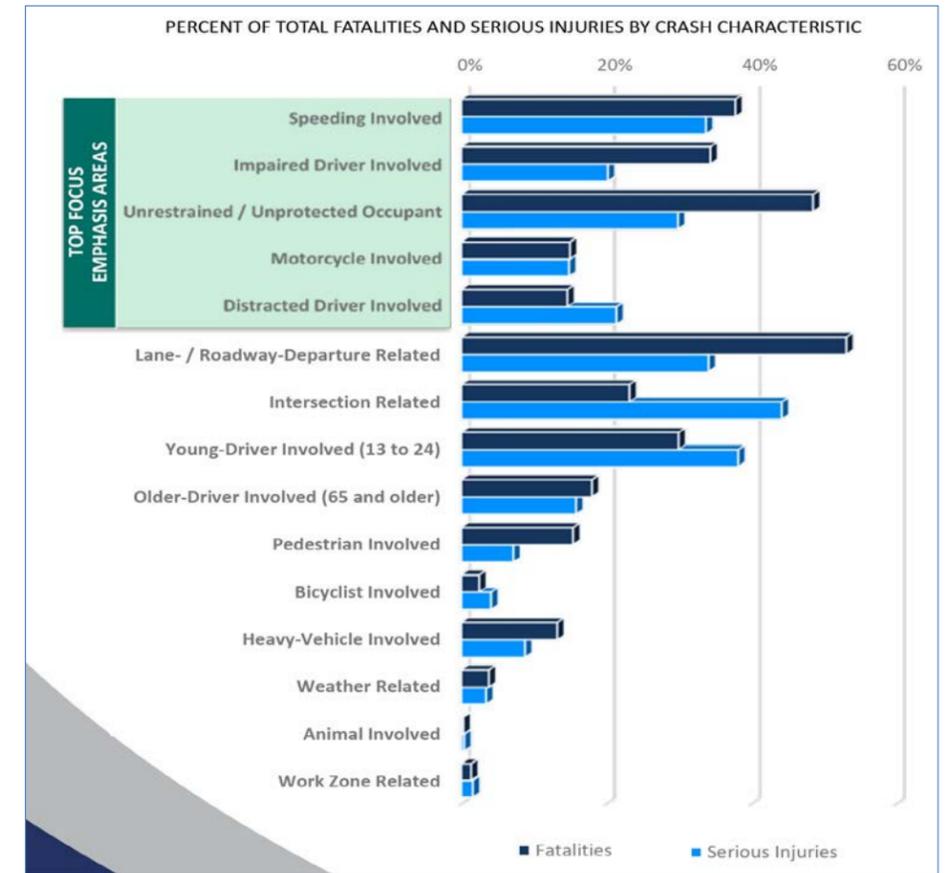
SHSP Top Focus Emphasis Areas					Road Departure	Intersection	Pedestrian									
Speed	Impairment	Un-restrained	MC	Distracted	Lane Departure	Intersection	YOUNG Driver	OLD Driver	BIKES	PED	WEATHER	Work Zone	TRUCKS	ANIMAL		
Speed Limits			HF	Rumble Strips	Rumble Strips	Signal Timing		Delineation	Bike Facilities	Mid-Block Crossings	Storm Detection	Include Bikes and Peds in WZTC	Rumble Strips	HF		
Traffic Calming			Barrier Design		Delineation	Left Turn Phasing		Signing, Lighting	Traffic Calming	MUTCD Ped Timing	DMS Notices	4e TM Plans		Speed Enforcement		
Variable Speed Limits			Shoulders		Signing	Clearance Times			Bike Friendly Rumble Strips	Countdown Signals	Signal Timing Plans	Temporary Rumble Strips		Crossings		
Safety Corridors			Roundabouts		Shoulders	Dilemma Zone Detection			Bike Boulevards	Bus Stop Locations	HF			Active Warning Systems		
			Left Turn Phasing		Speed Limits	Roundabouts			Signing Striping	ADA	Shoulders			Signage		
					Flatten Side Slopes	R/R Preemption			Bike Ways	PHB (Hawk)	Pull Outs			Fencing		
					Clear Zone	R/R Signing, Marking, Lighting			Crossing Treatments	Lighting	ITS detection			Cattle Guards		
					Barrier					Speed Limits						
										Traffic Calming						
						X				X						
	0	0	0	0	0	17	0	0	0	6	0	0	0	0		
K+A % from SHSP	73	55	75	30	37	85	67	68	33	12	25	10	6	25	4	
K+A WGT:	23	18.3	13.8	18.8	7.5	9.3	21.3	16.8	17.0	8.0	3.0	6.0	2.5	2.0	6.0	1.0
B/C Ratio:	11.40															
Weighted Score:	34.2															

INDICATE SHSP EMPHASIS AREA with "x" (Max 3) →



This worksheet is used to calculate the weighted project score utilizing the SHSP emphasis areas identified in Question 34, 34b, and 34d from the Application, Tab 2.

<http://azdot.gov/about/transportation-safety/arizona-strategic-highway-safety-plan>

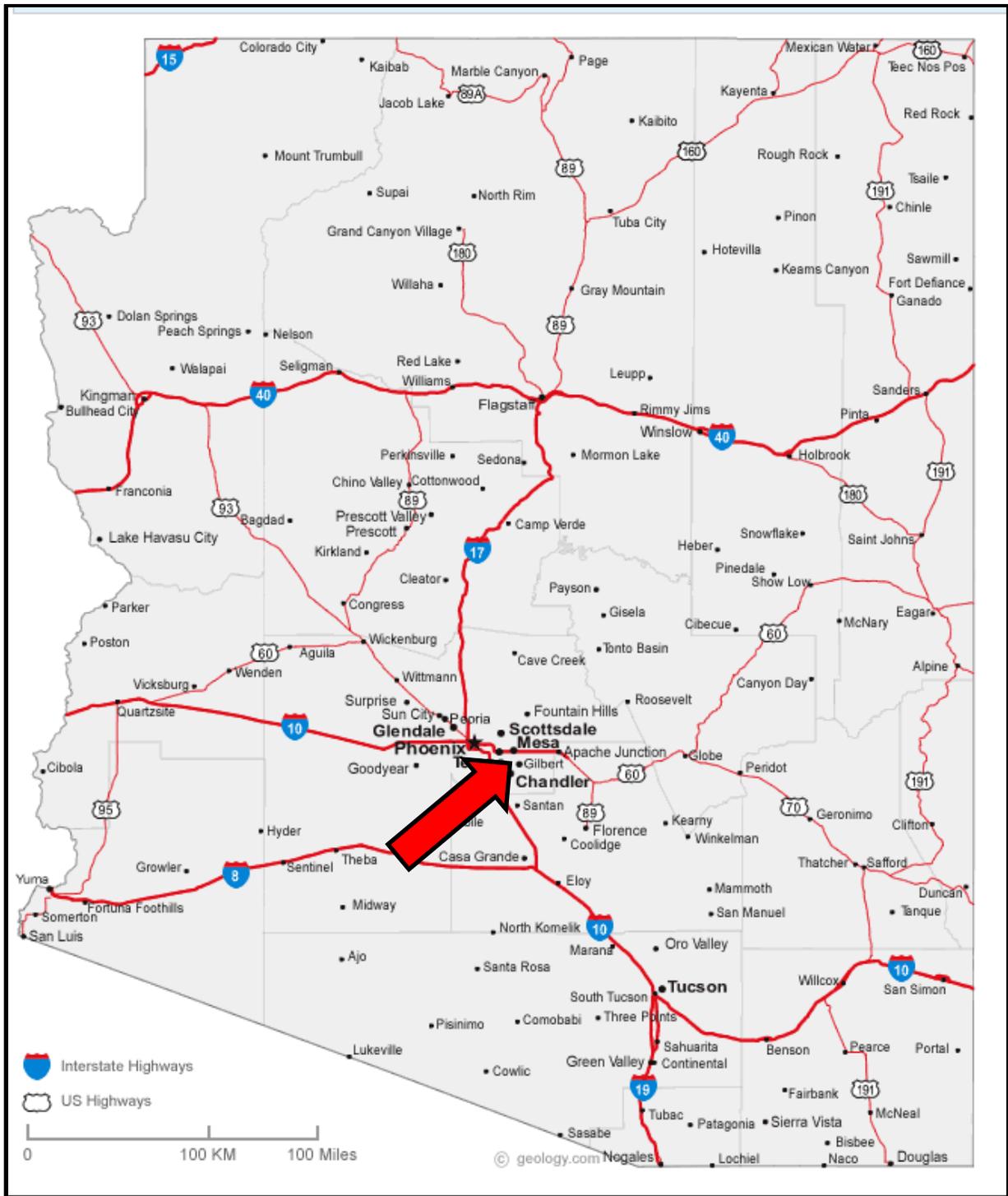


Id	Date	Time	Onroad	CrossingFeature	Offset	InjurySeverity	FirstHarmful	CollisionManner Desc	LightCondition	Weather	IntersectionTypeDesc	JunctionRelation Desc	TrafficWayType	UnitTravelDirectionDesc	UnitActionDesc	UnitRoadCondition Desc1	SurfaceCondition	EnvCondition	UnitDefect	UnitNumber	UnitEvent Sequence	UnitEvent Sequence	UnitEvent Sequence	UnitEvent Sequence	PersonSafety Device	PersonViolation	PersonPhysical	PersonPhysical
3024778	12/2/2015	7:29:00 AM	07 RAY RD	07 KEY BISCAYNE DR	0	FATAL	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	T_INTESECTION	INTERSECTION_NON_INTERCHANGE	TWO_WAY_DIVIDED_POSITIVE_MEDIAN_BARRIER	1 - NORTH	MAKING_LEFT_TURN	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES	1	MOTOR_VEHICLE_IN_TRANSPORT				Shoulder And Lap Belt	FAILED_TO_YIELD_RIGHT_OF_WAY	0 - NO_APPARENT_INFLUENCE	
3024778	12/2/2015	7:29:00 AM	07 RAY RD	07 KEY BISCAYNE DR	0	FATAL	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE (front to side)(other than left turn)	DAYLIGHT	CLEAR	T_INTESECTION	INTERSECTION_NON_INTERCHANGE	TWO_WAY_DIVIDED_POSITIVE_MEDIAN_BARRIER	3 - EAST	GOING_STRAIGHT_AHEAD	NO_CONTRIBUTING_CIRCUMSTANCES	DRY	NO_CONTRIBUTING_CIRCUMSTANCES	NO_CONTRIBUTING_CIRCUMSTANCES	2	MOTOR_VEHICLE_IN_TRANSPORT				None Used	NO_IMPROPER_ACTION	0 - NO_APPARENT_INFLUENCE	

- a. Most recent 5 years of data from the ADOT crash database.
- b. Only crashes that the proposed countermeasure will correct
- c. Only crashes in the countermeasure's influence area
- d. Severity of each crash, Fatal and Serious Injury only
- e. Manner of collision
- f. Driver behavior of U1. (Alcohol related or other driver behavior influenced crashes cannot be included in infrastructure countermeasure calculations.
- g. Other relevant attributes
- h. Do not include crashes unreported by law enforcement unless supporting documentation, i.e. crash reports, is provided and attested to.

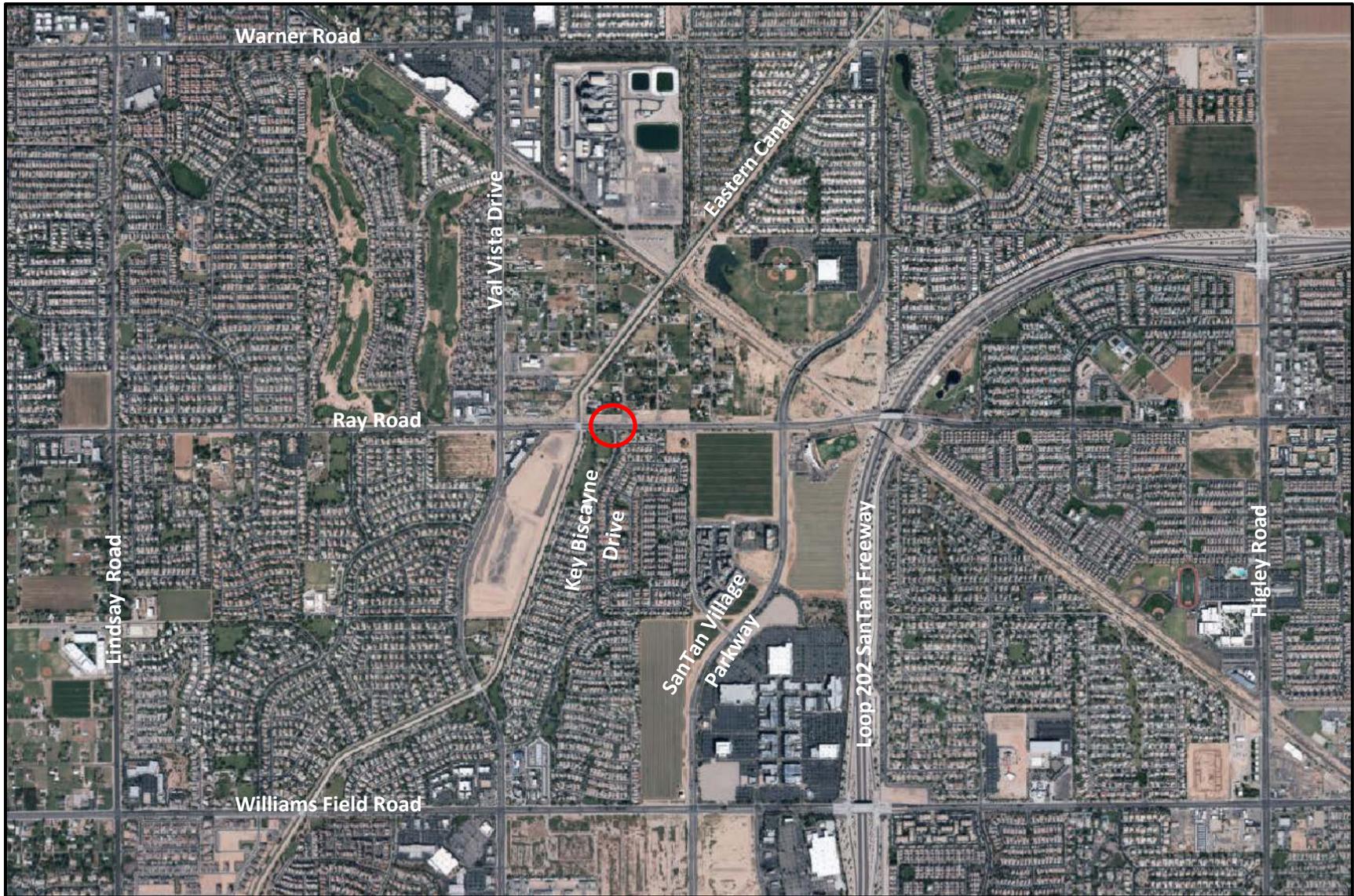
Post-1971 Right-of-Way Acquisition

Parcel No.	Description	Date	Action
NA	Ray Road: 65 ft half street ROW	March 1999	Dedication with Fincher Farms rezoning, TOG Ordinance No. 1159
304-26-007B	Ray Road: north half-street and parcel	October 2002	Warranty Deed 20021113772 to Town of Gilbert



Vicinity Map: Intersection of Ray Road and Key Biscayne Drive

Town of Gilbert, Arizona



Location Map: Intersection of Ray Road and Key Biscayne Drive
Town of Gilbert, Arizona