| No. <th>have inter</th> <th>eet date time sev serial location</th> <th>ushic used are</th> <th>lat contour</th> <th>condition lighting</th> <th>weather</th> <th>acchina</th> <th>event 1 e</th> <th>event 2 event 3 mhe</th> <th>dir 1</th> <th>ushida 1</th> <th>driver 1</th> <th>factor 1</th> <th>road 1</th> <th>uph mound dr 3</th> <th>unbide 2</th> <th>driver 2 factor</th> <th>2</th> <th>road 2</th> <th>veh move 2</th>   
  | have inter   
   
  | eet date time sev serial location                  
   | ushic used are  
   | lat contour   | condition lighting   | weather  | acchina   
   
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   | event 2 event 3 mhe   
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  | ushida 1   
  | driver 1   | factor 1   | road 1   | uph mound dr 3   | unbide 2   | driver 2 factor   
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| N        N        N        N        N         N        N        N        N        N <th< td=""><td>050A 91.9</td><td>3/23/2001 1600 PDO 01032229 ON</td><td>AT INTERSECTION</td><td>2 STRAIGHT ON-LEVEL</td><td>DRY DAYLIGHT</td><td></td><td>BROADSIDE</td><td>BROADSIDE</td><td>BROADSID</td><td></td><td></td><td></td><td>NONE APPARENT</td><td>UK</td><td>GOING STRAIGHT S</td><td>PASS CAR/VAN</td><td>NO IMPAIRMENT NONE</td><td>APPARENT</td><td>UK</td><td>GOING STRAIGHT</td></th<>  
  | 050A 91.9  
   
   
  | 3/23/2001 1600 PDO 01032229 ON   | AT INTERSECTION   
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   |  | BROADSIDE   
   
  | BROADSIDE  
   | BROADSID  
   |   
  |  
  |  | NONE APPARENT  | UK   | GOING STRAIGHT S   | PASS CAR/VAN   
   | NO IMPAIRMENT NONE   | APPARENT   | UK   | GOING STRAIGHT   |
|  
  | 050A 91.9  
   
   
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   |   
  | PICKUP TRUCK/UTILITY VAN   
  | NO IMPAIRMENT  | NONE APPARENT  | UK   |  |  
   | NO IMPAIRMENT NONE   | E APPARENT   | UK   | GOING STRAIGHT   |
| N        N        N        N        N        N        N       <  
  | 050A 91.9  
   
   
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   |  |  | 00   | STOPPED IN TRAFFIC   |
| N        N        N        N        N  
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  | 3/6/2003 0805 INLL 03022686 ON   | AT INTERSECTION   
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   |  |  |  | MAKING LEFT TURN<br>GOING STRAIGHT   |
| N        N         N        N        N        N         N        N         N        N       <  
  | 050A 91.9  
   
   
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   |  |  | 35   | MAKING LEFT TURN   |
|  
  | 050A 91.9  
   
   
  | 5/23/2001 1555 PDO 01058122 ON   | AT INTERSECTION   
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | NONE   | REAR-END  
   
  | REAR-END   
   | REAR-END  
   | ND N  
  | PICKUP TRUCK/UTILITY VAN   
  | NO IMPAIRMENT  | NONE APPARENT  | 35   | GOING STRAIGHT N   | PASS CAR/VAN   
   | NO IMPAIRMENT NONE   | APPARENT   |  | STOPPED IN TRAFFIC   |
| No   
   | 050A 91.9   
   
   
   | 6/22/2002 1100 PDO 02066752 ON   |  
  | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | WIND   |  
   
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   |   
   |  |  |  |  |  | NO IMPAIRMENT NONE   
   | APPARENT   | 00   | STOPPED IN TRAFFIC   |
| No. <td></td> <td>STOPPED IN TRAFFIC</td>  
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   |  |  |  | STOPPED IN TRAFFIC   |
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   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   |  |   
   
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   |  |  | UK   | SLOWING  |
| No. <td>050A 91.9</td> <td>10/3/2003 0825 PDO 03099935 ON</td> <td></td> <td>2 STRAIGHT ON-LEVEL</td> <td>DRY DAYLIGHT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>UNKNOWN</td> <td>DISTRACTED BY PASSENGER</td> <td></td> <td></td> <td></td> <td>UNKNOWN NONE</td> <td>APPARENT</td> <td>00</td> <td>STOPPED IN TRAFFIC</td>  
  | 050A 91.9  
   
  | 10/3/2003 0825 PDO 03099935 ON                     
   |   
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   |  |   
   
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  |  
  | UNKNOWN  | DISTRACTED BY PASSENGER  |  |  |  | UNKNOWN NONE  
  | APPARENT   | 00   | STOPPED IN TRAFFIC   |
| N<   
  | 050A 91.9  
   
   
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   |  |  | UK   | MAKING RIGHT TURN<br>STOPPED IN TRAFFIC  |
| N        N        N        N        N        N        N       <  
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   |  |  |  | STOPPED IN TRAFFIC   |
| No. <t< td=""><td>050A 91.9</td><td></td><td></td><td></td><td></td><td></td><td></td><td>SIDESWIPE SAME DIRECTION</td><td></td><td></td><td></td><td></td><td></td><td>UK</td><td></td><td></td><td></td><td></td><td></td><td>GOING STRAIGHT</td></t<>   
  | 050A 91.9  
   
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  | SIDESWIPE SAME DIRECTION   
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  |  |  | UK   |  |  |   
  |  |  | GOING STRAIGHT   |
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  |  | INTERSECTION RELATED  
   | 2 CURVE ON-LEVEL  | DRY DAYLIGHT   |  | SIDESWIPE SAME DIRECTION  
   
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   |  |  |  | MAKING RIGHT TURN  |
| No. 1         No. 1 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>STOPPED IN TRAFFIC</td></th<>  
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  |  |  | STOPPED IN TRAFFIC   |
| Dist         Dist        Dist        Dist        Di  
  | 050A 91.9  
   
  | 6/6/2005 1100 PDO 05175943 ON  
   |   | 2 STRAIGHT ON-LEVEL   
   | DRY DAYLIGHT   |  |   
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   |   
  | PICKUP TRUCK/UTILITY VAN   
  |  |  | UK   | MAKING RIGHT TURN NW   | PASS CAR/VAN   | NO IMPAIRMENT NONE  
  | E APPARENT   | 00   | STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC   |
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   |  |  |  | MAKING RIGHT TURN  |
|  
  | 050A 91.9  
   
   
  | ######## 1052 PDO 05453822 ON  | AT INTERSECTION   
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | NONE   |   
   
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  |  |  | UK   | MAKING LEFT TURN N   | PASS CAR/VAN   
   | UNKNOWN UNKN   | IOWN   | UK   | GOING STRAIGHT   |
|  
  | 050A 91.9  
   
   
  | 5/7/2006 1300 INJ 06035048 ON  | AT INTERSECTION   
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | NONE   | BICYCLE   
   
  | BICYCLE  
   | BICYCLE   
   | s s   
  |  
  |  |  | 20   |  | BICYCLE  
   | NO IMPAIRMENT UNKN   | IOWN   | UK   | GOING STRAIGHT   |
|  
  | 050A 91.9  
   
   
  |  |   
   | 1 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | NONE   |   
   
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   |   
  | PASS CAR/VAN   
  |  |  | 10   |  |  
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|  
  | 050A 91.9  
   
   
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   | 1 STRAIGHT ON-LEVEL   |  | D SNOW/SLEET/HA  | L OTHER NON-COLLISION   
   
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  |  |  | UK   | MAKING LEFT TURN   |  
   |  |  |  | STOPPED IN TRAFFIC   |
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  | 0504 91.9  
   
   
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  |  |  | UK -   | GOING STRAIGHT   |  
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  | 050A 91,9  
   
   
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  | PASS CAR/VAN   
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  | 050A 91.9  
   
   
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   |   |  | D NONE   |   
   
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  |  | UNKNOWN  | UK   |  |  
   | NO IMPAIRMENT UNKN   | IOWN   | 00   |  |
|  
  | 050A 91.9  
   
   
  | 3/29/2004 1712 PDO 04023630 ON   | AT INTERSECTION   
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | NONE   |   
   
  | REAR-END   
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  |  |  | UK   |  |  
   |  |  | 40   | STOPPED IN TRAFFIC   |
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  | 050A 91.9  
   
   
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  | 050A 91.9  
   
   
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  | 050A 91,9  
   
   
  | 5/3/2005 0815 PDO 05412418 ON  | INTERSECTION RELATED  
   |   |  |  |   
   
  |  
   |   
   | ND S  
  | PICKUP TRUCK/UTILITY VAN   
  | NO IMPAIRMENT  |  |  | GOING STRAIGHT S   | PASS CAR/VAN   
   |  |  |  | STOPPED IN TRAFFIC   |
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  | 050A 91.9  
   
   
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   |   |  | NONE   |   
   
  | REAR-END   
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  | PICKUP TRUCK/UTILITY VAN   
  |  |  | UK   |  |  
   |  |  | UK   | MAKING LEFT TURN   |
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  | 050A 91.9  
   
   
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   |   |  | NONE   |   
   
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  |  |  | UK   |  |  
   | NO IMPAIRMENT NONE   |  | UK   | MAKING LEFT TURN   |
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  | 0504 91.9  
   
   
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   |  |  |  | STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC   |
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  | 0504 91.9  
   
   
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  | 050A 91.9  
   
   
  | 9/8/2005 1010 PDO 05427647 ON  | AT INTERSECTION   
   |   |  |  |   
   
  | SIDESWIPE OPPOSITE DIRECTION   
   |   
   | PE OPPOSITE DIRECTION S   
  |  
  | NO IMPAIRMENT  |  | UK   | MAKING LEFT TURN N   | TRUCK GVW <= 10K LBS   
   |  |  | UK   |  |
|  
  | 050A 91.9  
   
   
  |  |   
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | NONE   |   
   
  | SIDESWIPE SAME DIRECTION   
   |   
   | IPE SAME DIRECTION S  
  |  
  | NO IMPAIRMENT  |  | UK   | CHANGING LANES S   |  
   |  |  | UK   | GOING STRAIGHT   |
|  
  | 050A 91.9  
   
   
  | ######## 0749 PDO 05453847 ON  | INTERSECTION RELATED  
   | 2 STRAIGHT ON-LEVEL   | DRY DAYLIGHT   | NONE   | SIDESWIPE SAME DIRECTION  
   
  | SIDESWIPE SAME DIRECTION   
   |   
   | IPE SAME DIRECTION S  
  | PICKUP TRUCK/UTILITY VAN   
  | NO IMPAIRMENT  | DRIVER EMOTIONALLY UPSET   | UK   | OTHER S  | PASS CAR/VAN   
   | UNKNOWN DRIVE  | ER EMOTIONALLY UPS   | ET 00  | STOPPED IN TRAFFIC   |
|  
  | 050A 91.9  
   
   
  | ######## 0815 INJ 04104348 ON  |   
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  |  | AT INTERSECTION   
   | 2 STRAIGHT ONLI EVEL  | DRY DAYLIGHT   | NONE   | PEAR-END  
   
  | READ-END   
   | BRUADSID<br>DEAD.END  
   | ND SE   
  | PASS CAR/VAN   
  | NO IMPAIRMENT  | NONE APPARENT  | 00   | STOPPED IN TRAFFIC LIK   | PASS CARAVAN   
   | NO IMPAIRMENT NONE   | ADDADENT   | LIK  | SLOWING  |
| No.         No.         NUMBER         NUMBER        NUMBER        NUMBER  
   | 050A 91.9<br>050A 91.9  
   
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   |   
   |  |  | 00<br>UK   |  |  |  
   |  | UK   | SLOWING<br>UNKNOWN   |
| Single         Single<   
   | 050A 91.9<br>050A 91.9  
   
   | 1/26/2004 2350 INJ 04005470 ON<br>######## 1215 INJ 01113030 ON   
  | AT INTERSECTION<br>AT INTERSECTION  | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL   
  | DRY DARK-LIGHTE<br>DRY DAYLIGHT  | D NONE<br>NONE   | REAR-END<br>BROADSIDE  
   | REAR-END<br>BROADSIDE   
   
  | REAR-END<br>BROADSID   
  | ND UK  
   | UNKNOWN<br>PASS CAR/VAN   
   | NO IMPAIRMENT<br>NO IMPAIRMENT   | NONE APPARENT<br>NONE APPARENT   | UK   | UNKNOWN UK<br>GOING STRAIGHT S   | UNKNOWN<br>PICKUP TRUCK/UTILITY VAN  | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE   
   | APPARENT<br>APPARENT   | UK<br>45   | UNKNOWN<br>GOING STRAIGHT  |
|  
  | 050A 91.9<br>050A 91.9<br>050A 91.9  
   
   
  | 1/26/2004 2350 INJ 04005470 ON<br>######## 1215 INJ 01113030 ON<br>9/28/2001 1309 PDO 01106496 ON  | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION   
   | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL   | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT  | D NONE<br>NONE<br>NONE   | REAR-END<br>BROADSIDE<br>BROADSIDE  
   
  | REAR-END<br>BROADSIDE<br>BROADSIDE   
   | REAR-END<br>BROADSID<br>BROADSID  
   | ND UK<br>NDE W<br>NDE W   
  | UNKNOWN<br>PASS CAR/VAN<br>PASS CAR/VAN  
  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT  | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR W/AREA   | UK<br>UK<br>15   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N   | UNKNOWN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN  
   | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE   | APPARENT<br>APPARENT<br>APPARENT   | UK<br>45<br>35   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT  |
| No.         NAME         NO.         NAME         NO.         NO. </td <td>050A 91.9<br/>050A 91.9<br/>050A 91.9<br/>050A 91.9<br/>050A 91.9</td> <td>1/26/2004 2350 INJ 04005470 ON<br/>######## 1215 INJ 01113030 ON<br/>9/28/2001 1309 PDO 01106496 ON<br/>######## 1447 INJ 01113051 ON</td> <td>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION</td> <td>2 STRAIGHT ON-LEVEL<br/>2 STRAIGHT ON-LEVEL<br/>2 STRAIGHT ON-LEVEL<br/>2 STRAIGHT ON-LEVEL</td> <td>DRY DARK-LIGHTE<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT</td> <td>D NONE<br/>NONE<br/>NONE<br/>NONE</td> <td>REAR-END<br/>BROADSIDE<br/>BROADSIDE<br/>BROADSIDE</td> <td>REAR-END<br/>BROADSIDE<br/>BROADSIDE<br/>BROADSIDE</td> <td>REAR-END<br/>BROADSID<br/>BROADSID<br/>BROADSID</td> <td>ND UK<br/>RDE W<br/>RDE W</td> <td>UNKNOWN<br/>PASS CAR/VAN<br/>PASS CAR/VAN<br/>PASS CAR/VAN</td> <td>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT</td> <td>NONE APPARENT<br/>NONE APPARENT<br/>DRIVER UNFAMILIAR W/AREA<br/>NONE APPARENT</td> <td>UK<br/>UK<br/>15<br/>UK</td> <td>UNKNOWN UK<br/>GOING STRAIGHT S<br/>MAKING LEFT TURN N<br/>MAKING LEFT TURN N</td> <td>UNKNOWN<br/>PICKUP TRUCKUTILITY VAN<br/>PICKUP TRUCKUTILITY VAN<br/>PICKUP TRUCKUTILITY VAN</td> <td>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE</td> <td>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT</td> <td>UK<br/>45<br/>35<br/>UK</td> <td>UNKNOWN<br/>GOING STRAIGHT<br/>GOING STRAIGHT<br/>GOING STRAIGHT</td>   
  | 050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9  
   
  | 1/26/2004 2350 INJ 04005470 ON<br>######## 1215 INJ 01113030 ON<br>9/28/2001 1309 PDO 01106496 ON<br>######## 1447 INJ 01113051 ON   
   | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION  | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL  
   | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT  | D NONE<br>NONE<br>NONE<br>NONE   | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE   
  |
REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE  
   | REAR-END<br>BROADSID<br>BROADSID<br>BROADSID  
   | ND UK<br>RDE W<br>RDE W   
  | UNKNOWN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN  
  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT   | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR W/AREA<br>NONE APPARENT  | UK<br>UK<br>15<br>UK   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N   | UNKNOWN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN   | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE  
  | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT   | UK<br>45<br>35<br>UK   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT<br>GOING STRAIGHT  |
| No.         Names and Participant         State Participant         Sta  
  | 050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9   
   
  | 1/26/2004 2350 INJ 04005470 ON<br>######### 1215 INJ 01113030 ON<br>9/28/2001 1309 PDO 01106496 ON<br>########### 1447 INJ 01113051 ON<br>6/23/2003 1600 INJ 03060536 ON   
   | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION   | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL   
   | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT  | D NONE<br>NONE<br>NONE<br>NONE<br>NONE   | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END   
  | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END  
   
   | REAR-END<br>BROADSID<br>BROADSID<br>BROADSID<br>REAR-END  
   | ND UK<br>NDE W<br>NDE W<br>NDE W<br>ND W  
  | UNKNOWN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN  
  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN  | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR W/AREA<br>NONE APPARENT<br>UNKNOWN   | UK<br>UK<br>15<br>UK<br>UK   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GOING STRAIGHT W   | UNKNOWN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PASS CARIVAN   | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>UNKNOWN UNKN  
  | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>IOWN   | UK<br>45<br>35<br>UK   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT<br>GOING STRAIGHT<br>STOPPED IN TRAFFIC  |
| Str         4.22000         101         V.22000         V.101         V.101         KALE         KALE        KALE          KALE  
  | 050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9  
   
  | 1/26/2004 2350 [NJ 04005470] ON<br>######## 1215 [NJ 01113030 ON<br>9/28/2001 1309 PDO 01106496 ON<br>######## 1447 [NJ 01113051 ON<br>6/23/2003 1600 [NJ 03060536 ON<br>2/24/2004 0845 [NJ 04014428 ON  
   | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION  | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL  
   | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT  | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END<br>REAR-END   
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REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END<br>REAR-END  
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  | UNKNOWN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN  
  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>NO IMPAIRMENT   | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR WAREA<br>NONE APPARENT<br>UNKNOWN<br>NONE APPARENT   | UK<br>UK<br>15<br>UK<br>UK<br>05   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GOING STRAIGHT W<br>GOING STRAIGHT W   | UNKNOWN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PASS CARIVAN   | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>UNKNOWN UNKN<br>NO IMPAIRMENT NONE  
  | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>IOWN<br>APPARENT   | UK<br>45<br>35<br>UK   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT<br>GOING STRAIGHT  |
| Str         1 Hard         1 Hard <td>050A 91.9<br/>050A 91.9<br/>050A 91.9<br/>050A 91.9<br/>050A 91.9<br/>050A 91.9<br/>050A 91.9<br/>050A 91.9</td> <td>1/26/2004 2350 NJ 04005476 ON<br/>########## 1215 NJ 01113030 ON<br/>9/28/2001 1309 PDO 01106496 ON<br/>######### 1447 NJ 01113051 ON<br/>6/22/2003 1600 NJ 03066036 ON<br/>2/24/2004 0845 NJ 04014428 ON<br/>########## 1900 PDO 04085030 ON</td> <td>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION</td> <td>2 STRAIGHT ON-LEVEL<br/>2 STRAIGHT ON-LEVEL</td> <td>DRY DARK-LIGHTE<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT</td> <td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>D NONE<br/>NONE</td> <td>REAR-END<br/>BROADSIDE<br/>BROADSIDE<br/>BROADSIDE<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END</td> <td>REAR-END<br/>BROADSIDE<br/>BROADSIDE<br/>BROADSIDE<br/>BROADSIDE<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END</td> <td>REAR-ENC<br/>BROADSID<br/>BROADSID<br/>BROADSID<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC</td> <td>ND         UK           NDE         W           NDE         W           ND         W           ND         W           ND         W           ND         W           ND         W</td> <td>UNKNOWN<br/>PASS CAR/VAN<br/>PASS CAR/VAN<br/>PASS CAR/VAN<br/>PASS CAR/VAN<br/>PASS CAR/VAN<br/>PASS CAR/VAN<br/>PASS CAR/VAN</td> <td>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>UNKNOWN<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT</td> <td>NONE APPARENT<br/>NONE APPARENT<br/>DRIVER UNFAMILIAR WAREA<br/>NONE APPARENT<br/>UNKNOWN<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT</td> <td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK</td> <td>UNKNOWN UK<br/>GOING STRAIGHT S<br/>MAKING LEFT TURN N<br/>MAKING LEFT TURN N<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W</td> <td>UNRNOWN<br/>PICKUP TRUCKUTILITY VAN<br/>PICKUP TRUCKUTILITY VAN<br/>PICKUP TRUCKUTILITY VAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>TRUCK GWW &lt;= 10K LBS<br/>PASS CARVAN</td> <td>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>UNKNOWN UNKN<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE</td> <td>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>IOWN<br/>APPARENT<br/>APPARENT<br/>APPARENT</td> <td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00</td> <td>UNKNOWN<br/>GOING STRAIGHT<br/>GOING STRAIGHT<br/>GOING STRAIGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC</td>   
  | 050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9   
   
  | 1/26/2004 2350 NJ 04005476 ON<br>########## 1215 NJ 01113030 ON<br>9/28/2001 1309 PDO 01106496 ON<br>######### 1447 NJ 01113051 ON<br>6/22/2003 1600 NJ 03066036 ON<br>2/24/2004 0845 NJ 04014428 ON<br>########## 1900 PDO 04085030 ON  
   | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION  | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL  
   | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT  | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>D NONE<br>NONE   | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END   
  | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END   
   
   | REAR-ENC<br>BROADSID<br>BROADSID<br>BROADSID<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC  
   | ND         UK           NDE         W           NDE         W           ND         W           ND         W           ND         W           ND         W           ND         W  
  | UNKNOWN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN<br>PASS CAR/VAN  
  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT   | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR WAREA<br>NONE APPARENT<br>UNKNOWN<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT   | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W   | UNRNOWN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PASS CARVAN<br>PASS CARVAN<br>TRUCK GWW <= 10K LBS<br>PASS CARVAN  | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>UNKNOWN UNKN<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE  
  | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>IOWN<br>APPARENT<br>APPARENT<br>APPARENT   | UK<br>45<br>35<br>UK<br>00<br>00<br>00   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT<br>GOING STRAIGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC  |
| S01         C11000         C10000         C100000         C1000000         C1000000         C1000000         C10000000         C100000000         C1000000000         C1000000000000000000000000000000000000   
  | 050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9<br>050A 91.9   
   
  | 1/26/2004 2350 [NJ] 04005470 [ON<br>######### 1215 [NJ] 0113030 [ON<br>######## 1447 [NJ] 01113051 [ON<br>6/22/2003 1600 [NJ] 0006058 [ON<br>2/24/2004 0845 [NJ] 04014428 [ON<br>########## 1900 [PD] 04035503 [ON<br>########## 1924 [PD] 04055503 [ON  
   | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION   | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL  
  | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DARK-LIGHTE<br>DRY DARK-LIGHTE<br>DRY DAYLIGHT  | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END  
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  | UNRYOWN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN<br>PASS CARIVAN  
  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT   | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR WAREA<br>NONE APPARENT<br>UNKNOWN<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT  | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W   | UNROWN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PICKUP TRUCKUTILITY VAN<br>PASS CARVAN<br>PASS CARVAN<br>TRUCK GWW <= 10K LBS<br>PASS CARVAN<br>PASS CARVAN  | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>UNKNOWN UNKN<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE  
  | APPARENT<br>APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT   | UK<br>45<br>35<br>UK<br>00<br>00<br>00   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC  |
| Sub         Sub <td>050A         91.9           050A         91.9</td> <td>126/2004 23/5 [N. 04009476](M.<br/>######## 1215 N. 0111030 ON<br/>9/26/2001 13/9 PDO 01106466 (M.<br/>######## 14/7 N. 0111051 ON<br/>6/23/2003 16/0 N. 03060556 (M.<br/>######### 19/0 PDO 04/08/903 ON<br/>######### 19/0 PDO 04/08/903 ST<br/>######### 15/4 PDO 05453843 (M.<br/>######### 15/4 PDO 05453843 (S.<br/>########### 15/4 PDO 05453843 (S.<br/>########### 15/4 PDO 05453843 (S. )<br/>########### 15/4 PDO 05453843 (S. )<br/>########## 15/4 PDO 05453843 (S. )<br/>########### 15/4 PDO 05453843 (S. )<br/>############ 15/4 PDO 05453843 (S. )<br/>########### 15/4 PDO 05453843 (S. )<br/>################ 15/4 PDO 05453843 (S. )<br/>############### 15/4 PDO 05453843 (S. )<br/>############ 15/4 PDO 05453843 (S. )<br/>################ 15/4 PDO 05453843 (S. )<br/>################ 15/4 PDO 05453843 (S. )<br/>###################################</td> <td>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>INTERSECTION<br/>INTERSECTION</td> <td>2 STRAIGHT ON-LEVEL<br/>2 STRAIGHT ON-LEVEL<br/>3 STRAIGHT ON-LEVEL<br/>3 STRAIGHT ON-LEVEL</td> <td>DRY DARK-LIGHTE<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DARK-LIGHTE<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT</td> <td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>D NONE<br/>NONE<br/>NONE<br/>NONE</td> <td>REAR-END<br/>BROADSIDE<br/>BROADSIDE<br/>BROADSIDE<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END</td> <td>REAREND<br/>BROADSIDE<br/>BROADSIDE<br/>BROADSIDE<br/>REAREND<br/>REAREND<br/>REAREND<br/>REAREND<br/>REAREND<br/>REAREND</td> <td>REAR-ENC<br/>BROADSID<br/>BROADSID<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC</td> <td>ND UK<br/>NDE W<br/>NDE W<br/>ND W<br/>ND W<br/>ND W<br/>ND W<br/>ND W<br/>ND W<br/>ND W<br/>ND</td> <td>UNRYOWN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN</td> <td>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT</td> <td>NONE APPARENT<br/>NONE APPARENT<br/>DRIVER UNFAMILIAR WIAREA<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT</td> <td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK<br/>UK<br/>UK<br/>40</td> <td>UNKNOWN UK<br/>GOING STRAIGHT S<br/>MAKING LEFT TURN N<br/>MAKING LEFT TURN N<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W</td> <td>UNROWN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN</td> <td>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE</td> <td>APPARENT<br/>APPARENT<br/>APPARENT<br/>E APPARENT<br/>E APPARENT<br/>APPARENT<br/>APPARENT<br/>E APPARENT<br/>E APPARENT<br/>E APPARENT</td> <td>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>40</td> <td>UNKNOWN<br/>GOING STRAIGHT<br/>GOING STRAIGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC</td>   
   | 050A         91.9   
   
   | 126/2004 23/5 [N. 04009476](M.<br>######## 1215 N. 0111030 ON<br>9/26/2001 13/9 PDO 01106466 (M.<br>######## 14/7 N. 0111051 ON<br>6/23/2003 16/0 N. 03060556 (M.<br>######### 19/0 PDO 04/08/903 ON<br>######### 19/0 PDO 04/08/903 ST<br>######### 15/4 PDO 05453843 (M.<br>######### 15/4 PDO 05453843 (S.<br>########### 15/4 PDO 05453843 (S.<br>########### 15/4 PDO 05453843 (S. )<br>########### 15/4 PDO 05453843 (S. )<br>########## 15/4 PDO 05453843 (S. )<br>########### 15/4 PDO 05453843 (S. )<br>############ 15/4 PDO 05453843 (S. )<br>########### 15/4 PDO 05453843 (S. )<br>################ 15/4 PDO 05453843 (S. )<br>############### 15/4 PDO 05453843 (S. )<br>############ 15/4 PDO 05453843 (S. )<br>################ 15/4 PDO 05453843 (S. )<br>################ 15/4 PDO 05453843 (S. )<br>###################################  
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  | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>D NONE<br>NONE<br>NONE<br>NONE   | REAR-END<br>BROADSIDE<br>BROADSIDE<br>BROADSIDE<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END  
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   | UNRYOWN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT   
  | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR WIAREA<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT  | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>UK<br>40   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W   | UNROWN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN   | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE   | APPARENT<br>APPARENT<br>APPARENT<br>E APPARENT<br>E APPARENT<br>APPARENT<br>APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT  
  | 45<br>35<br>UK<br>00<br>00<br>00<br>00<br>00<br>40   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC  |
| State         State <th< td=""><td>050A 91.9<br/>050A 91.9</td><td>1/26/2004 23/25 NJ, 04/03/47/6 ON<br/>######## 1215 NJ, 0113/03 ON<br/>9/28/2001 13/9 PDO 01106496 ON<br/>62/2003 16/0 NJ, 03/06/55/6 ON<br/>62/24/2004 64/6 NJ, 04/14/28 ON<br/>######### 66/6 NJ, 04/14/28 ON<br/>######### 66/28 NJ, 05/65/55/6 ON<br/>########## 66/28 NJ, 05/65/55/6 ON<br/>########### 66/28 NJ, 05/65/55/6 ON<br/>########### 66/28 NJ, 05/65/55/6 ON<br/>########## 66/28 NJ, 05/65/55/6 ON<br/>########## 66/28 NJ, 05/65/55/6 ON<br/>########## 66/28 NJ, 05/65/55/6 ON<br/>########### 66/28 NJ, 05/65/55/6 ON<br/>########## 66/28 NJ, 05/65/55/6 ON<br/>########### 66/28 NJ, 05/65/55/6 ON<br/>############# 66/28 NJ, 05/65/55/6 ON<br/>####################################</td><td>AT INTERSECTION<br/>AT INTERSECTION</td><td>2 STRAIGHT ON-LEVEL<br/>2 STRAIGHT ON-LEVEL</td><td>DRY DARK-LIGHTE<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT</td><td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>D NONE<br/>NONE<br/>NONE<br/>SK NONE</td><td>PEAR-END           BROADSDE           <t< td=""><td>REAR END         BROADSDE           BROADSDE         BROADSDE&lt;</td><td>REAR-ENC<br/>BROADSID<br/>BROADSID<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC</td><td>ND         UK           BDE         W           BDE         W           BDE         W           ND         W</td><td>UNRYOWN<br/>PASS CARIVAN<br/>PASS CARIVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>UNKNOWN<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>NORE APPARENT<br/>NORE APPARENT<br/>DRIVER UNFAMILIAR WIAREA<br/>NORE APPARENT<br/>UNKIKUW<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT</td><td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK<br/>UK<br/>UK<br/>40</td><td>UNKNOWN UK<br/>GOING STRAIGHT S<br/>MAKING LEFT TURN N<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>MAKING LEFT TURN W</td><td>UNROWN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PASS CARVAN<br/>TASS CARVAN<br/>TASS CARVAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN</td><td>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>UNKNOWN UNKN<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE</td><td>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>IOWN<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT</td><td>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>40</td><td>UNKNOWN<br/>GOING STRAIGHT<br/>GOING STRAIGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC</td></t<></td></th<>   
   | 050A 91.9<br>050A 91.9  
   
   | 1/26/2004 23/25 NJ, 04/03/47/6 ON<br>######## 1215 NJ, 0113/03 ON<br>9/28/2001 13/9 PDO 01106496 ON<br>62/2003 16/0 NJ, 03/06/55/6 ON<br>62/24/2004 64/6 NJ, 04/14/28 ON<br>######### 66/6 NJ, 04/14/28 ON<br>######### 66/28 NJ, 05/65/55/6 ON<br>########## 66/28 NJ, 05/65/55/6 ON<br>########### 66/28 NJ, 05/65/55/6 ON<br>########### 66/28 NJ, 05/65/55/6 ON<br>########## 66/28 NJ, 05/65/55/6 ON<br>########## 66/28 NJ, 05/65/55/6 ON<br>########## 66/28 NJ, 05/65/55/6 ON<br>########### 66/28 NJ, 05/65/55/6 ON<br>########## 66/28 NJ, 05/65/55/6 ON<br>########### 66/28 NJ, 05/65/55/6 ON<br>############# 66/28 NJ, 05/65/55/6 ON<br>####################################  
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   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>D NONE<br>NONE<br>NONE<br>SK NONE  | PEAR-END           BROADSDE           BROADSDE <t< td=""><td>REAR END         BROADSDE           BROADSDE         BROADSDE&lt;</td><td>REAR-ENC<br/>BROADSID<br/>BROADSID<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC</td><td>ND         UK           BDE         W           BDE         W           BDE         W           ND         W</td><td>UNRYOWN<br/>PASS CARIVAN<br/>PASS CARIVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>UNKNOWN<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>NORE APPARENT<br/>NORE APPARENT<br/>DRIVER UNFAMILIAR WIAREA<br/>NORE APPARENT<br/>UNKIKUW<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT</td><td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK<br/>UK<br/>UK<br/>40</td><td>UNKNOWN UK<br/>GOING STRAIGHT S<br/>MAKING LEFT TURN N<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>MAKING LEFT TURN W</td><td>UNROWN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PASS CARVAN<br/>TASS CARVAN<br/>TASS CARVAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN<br/>PICKUP TRUCKUTLITY VAN</td><td>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>UNKNOWN UNKN<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE<br/>NO IMPAIRMENT NONE</td><td>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>IOWN<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT</td><td>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>40</td><td>UNKNOWN<br/>GOING STRAIGHT<br/>GOING STRAIGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC</td></t<>  
   | REAR END         BROADSDE           BROADSDE         BROADSDE<  
  | REAR-ENC<br>BROADSID<br>BROADSID<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC   
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  | UNRYOWN<br>PASS CARIVAN<br>PASS CARIVAN   | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT   | NORE APPARENT<br>NORE APPARENT<br>DRIVER UNFAMILIAR WIAREA<br>NORE APPARENT<br>UNKIKUW<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT   | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>UK<br>40   | UNKNOWN UK<br>GOING STRAIGHT S<br>MAKING LEFT TURN N<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>MAKING LEFT TURN W   | UNROWN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PASS CARVAN<br>TASS CARVAN<br>TASS CARVAN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN<br>PICKUP TRUCKUTLITY VAN  
   | NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>UNKNOWN UNKN<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE<br>NO IMPAIRMENT NONE   | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>IOWN<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT   | 45<br>35<br>UK<br>00<br>00<br>00<br>00<br>00<br>40   | UNKNOWN<br>GOING STRAIGHT<br>GOING STRAIGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC  |
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   | 1/26/2004 [23:0] NJ. (MO/05/47) GN.<br>memmer 21:51 NJ. (011333) GN.<br>9/26/2001 13:09 PDO 01106/96 ON.<br>6/26/2003 16:00 NJ. 03060536 ON.<br>6/26/2003 16:00 NJ. 03060536 ON.<br>27/24/2004 06:45 NJ. 4061428 ON.<br>memmer 19:00 PDO 16065503 ON.<br>memmer 15:24 PDO 0545384 ON.<br>memmer 15:24 PDO 0545384 ON.<br>14/26/2006 17:24 NJ. 9662321 15 ON.<br>14/26/2006 17:24 NJ. 9662321 15 ON.<br>14/26/2006 19:D0 0100333 ON.   
  | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION   | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL<br>3 STRAIGHT ON-LEVEL  
  | DRY DARK-LIGHTE<br>DRY DAYLIGHT<br>DRY DAYLIGHT  | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>D NONE<br>D NONE<br>NONE<br>NONE<br>SK NONE<br>NONE  | PEAR-END         PEAR-END           BROADSIDE         BROADSIDE           BROADSIDE         PEAR-END           PEAR-END         PEAR-END           REAR-END         PEAR-END   
   | REAR END         BRQADSDE           BRQADSDE         BRQADSDE           BRQADSDE         REAR END           REAR END         REAR END   
   
  | REAR ENC<br>BROADSID<br>BROADSID<br>BROADSID<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC   
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  | UNINGOWN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN<br>PASS CAREVAN  | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT   
   | NONE APPARENT<br>KNOE APPARENT<br>DRIVER UNFAMILIAR WIAREA<br>NONE APPARENT<br>UNNOWN<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>UNNOWN  | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>UK<br>40   | UNKNOWN UK<br>GONG STRAIGHT S<br>MAKING LEFT TURN N<br>GONG STRAIGHT W<br>GONG STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>MAKING LEFT TURN W<br>MAKING LEFT TURN W  | UNROWN<br>PECKUP TRUCKUTLETY VAN<br>PECKUP TRUCKUTLETY VAN<br>PECKUP TRUCKUTLETY VAN<br>PASS CARNAN<br>PASS CARNAN<br>PASS CARNAN<br>PASS CARNAN<br>PASS CARNAN<br>PASS CARNAN<br>PASS CARNAN<br>PASS CARNAN   | NO IMPARMENT NONE<br>NO IMPARMENT NONE<br>NO IMPARMENT NONE<br>UNKNOWN UNKN<br>NO IMPARMENT NONE<br>NO IMPARMENT NONE<br>NO IMPARMENT NONE<br>NO IMPARMENT NONE<br>NO IMPARMENT NONE<br>NO IMPARMENT NONE<br>NO IMPARMENT NONE   | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT   
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  | 17020004 [230] PAJ (040547] OH<br>semanana 125 NAI (111333) OH<br>semanana 125 NAI (111333) OH<br>semanana 147 NAI (111351 OH<br>semanana 147 NAI (111351 OH<br>2202004 (085 NAI 6401425)<br>2202004 (085 NAI 6401425) OH<br>semanana 0920 PDO (640583) OH<br>semanana 0920 PDO (6405834) OH<br>42052006 1724 NAI (0612115 OH<br>1412001 1940 NAI 011352 OH<br>2110001 1940 NAI 011352 OH<br>211001 1940 NAI 011500 NA   
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   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | PEAR-END         PEAR-END           BROADSIDE         BROADSIDE  
   | REAR END         BROADSDE           BROADSDE         BROADSDE           BROADSDE         REAR END           REAR END         REAR END   
  | REAR EM<br>BROADSID<br>BROADSID<br>BROADSID<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END  
   
  | ND         UX           BDE         W           BDE         W           BDE         W           ND         W   
  | UNINGWN<br>PASS CARVAN<br>PASS CARVAN   | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN  | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAMILIAR VIAREA<br>NONE APPARENT<br>NONE APPARENT   | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>35<br>35   | UNKNOWN UK<br>GONG STRAGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GONG STRAGHT W<br>GONG STRAGHT W<br>GONG STRAGHT W<br>GONG STRAGHT
W<br>GONG STRAGHT W<br>GONG STRAGHT W<br>MAKING LEFT TURN W<br>MAKING RIGHT TURN W<br>MAKING RIGHT TURN W   | UNROWN<br>PECKUP TRUCKUTLITY VAN<br>PECKUP TRUCKUTLITY VAN<br>PECKUP TRUCKUTLITY VAN<br>PASS CARVAN<br>PASS CARVAN<br>PECKUP TRUCKUTLITY VAN<br>PECKUP TRUCKUTLITY VAN<br>PESC CARVAN<br>PESC PESC PESC CARVAN<br>PESC CARVAN<br>PESC PESC PESC PESC PESC PESC PESC PESC  | INC MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNNOWN UNNO<br>NO MPARMENT NONE<br>UNNOWN UNNO<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNNOWN UNNO   | E APPARENT<br>E APPARENT<br>E APPARENT<br>I APPARENT<br>I APPARENT<br>I APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT<br>E APPARENT<br>I APPARENT<br>I COWN<br>I COWN   | UK<br>45<br>35<br>UK<br>00<br>00<br>00<br>00<br>40<br>UK<br>00<br>35<br>35   | UNKNOWN<br>GONG STRAUGHT<br>GONG STRAUGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC   
  |
| State         State <th< td=""><td>050A         91.9           050A         91.9</td><td>17/02/0004 [23:00] PLJ 04/05/470 (0N<br/>20/20/001 13:09 PDO 11/05/46 (0N<br/>20/20/001 13:09 PDO 11/05/46 (0N<br/>20/20/001 13:09 PDO 11/05/46 (0N<br/>20/20/001 PDO 100 NI 33000586 (NN<br/>20/20/001 PDO 100 NI 33000586 (NN<br/>20/20/001 PDO 100 NI 33000586 (NN<br/>20/20/001 PDO 10/03/038 (NN<br/>4/20/2000 1000 PDO 10/03/038 (NN<br/>4/20/2000 1000 PDO 10/03/038 (NN<br/>11/12/001 1000 PDO 10/03/038 (NN<br/>11/12/001 1000 PDO 10/03/038 (NN<br/>20/13/001 PDO 10/13/001 PDO 10/03/038 (NN<br/>20/13/001 PDO 10/03/</td><td>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>NTERSECTION RELATED<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION</td><td>2 STRAIGHT ON-LEVEL<br/>2 STRAIGHT ON-LEVEL</td><td>DRY DARK-LIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT</td><td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE</td><td>ELAK E-NO           BRAAD SIDE           BRAAD SIDE           BRAAD SIDE           BRAAD SIDE           BRAAD SIDE           REAR-END           REAR-END</td><td>REAR-END<br/>BROADSDE<br/>BROADSDE<br/>BROADSDE<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END</td><td>FEAR-ENC<br/>BROADSIG<br/>BROADSIG<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC</td><td>NO         UK           IDDE         W           IDDE         W           IDDE         W           IDDE         W           NDE         W           ND         W</td><td>UNROWN PASS CARVAN PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>INCHE APPARENT<br/>NOHE APPARENT<br/>DRIVER UNFAMILIAR VIAREA<br/>NOHE APPARENT<br/>UNINGWN<br/>NOHE APPARENT<br/>NOHE APPARENT<br/>NOHE APPARENT<br/>NOHE APPARENT<br/>NOHE APPARENT<br/>NOHE APPARENT<br/>UNINGWN<br/>DRIVER PREOCCUPED<br/>DRIVER PREOCCUPED</td><td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK<br/>UK<br/>35<br/>35</td><td>INNOVIN UK<br/>CONR STRAGHT S<br/>MAKING LEFT TURN N<br/>MAKING LEFT TURN N<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>MAKING RIGHT TURN W<br/>MAKING RIGHT TURN W<br/>MAKING RIGHT TURN W<br/>MAKING RIGHT TURN W</td><td>UNINGOVIN<br/>PECKUP TRUCKUTLITY VAN<br/>PECKUP TRUCKUTLITY VAN<br/>PECKUP TRUCKUTLITY VAN<br/>PASS CARVANA<br/>PASS CARVANA<br/>PAS</td><td>INC MPARMENT NORE<br/>NO MPARMENT NORE<br/>NO MPARMENT NORE<br/>NO MPARMENT NORE<br/>UNKNOWN UNKN<br/>NO MPARMENT NORE<br/>NO MPARMENT NORE</td><td>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>IOWN<br/>IOWN<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT</td><td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>40<br/>UK<br/>00<br/>35<br/>35</td><td>UNKNOWN<br/>GONG STRAGHT<br/>GONG STRAGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>MAKING STOPPED IN TRAFFIC<br/>MAKING RIGHT TURN<br/>MAKING RIGHT TURN</td></th<>  | 050A         91.9   
   
   
   | 17/02/0004 [23:00] PLJ 04/05/470 (0N<br>20/20/001 13:09 PDO 11/05/46 (0N<br>20/20/001 13:09 PDO 11/05/46 (0N<br>20/20/001 13:09 PDO 11/05/46 (0N<br>20/20/001 PDO 100 NI 33000586 (NN<br>20/20/001 PDO 100 NI 33000586 (NN<br>20/20/001 PDO 100 NI 33000586 (NN<br>20/20/001 PDO 10/03/038 (NN<br>4/20/2000 1000 PDO 10/03/038 (NN<br>4/20/2000 1000 PDO 10/03/038 (NN<br>11/12/001 1000 PDO 10/03/038 (NN<br>11/12/001 1000 PDO 10/03/038 (NN<br>20/13/001 PDO 10/13/001 PDO 10/03/038 (NN<br>20/13/001 PDO 10/03/   | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>NTERSECTION RELATED<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION   | 2 STRAIGHT ON-LEVEL<br>2 STRAIGHT ON-LEVEL  
  | DRY DARK-LIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | ELAK E-NO           BRAAD SIDE           BRAAD SIDE           BRAAD SIDE           BRAAD SIDE           BRAAD SIDE           REAR-END  
   | REAR-END<br>BROADSDE<br>BROADSDE<br>BROADSDE<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END  
   
  | FEAR-ENC<br>BROADSIG<br>BROADSIG<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC   
  | NO         UK           IDDE         W           IDDE         W           IDDE         W           IDDE         W           NDE         W           ND         W   
  | UNROWN PASS CARVAN  | NO IMPAIRMENT<br>NO IMPAIRMENT   | INCHE APPARENT<br>NOHE APPARENT<br>DRIVER UNFAMILIAR VIAREA<br>NOHE APPARENT<br>UNINGWN<br>NOHE APPARENT<br>NOHE APPARENT<br>NOHE APPARENT<br>NOHE APPARENT<br>NOHE APPARENT<br>NOHE APPARENT<br>UNINGWN<br>DRIVER PREOCCUPED<br>DRIVER PREOCCUPED  
  | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>35<br>35   | INNOVIN UK<br>CONR STRAGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>MAKING RIGHT TURN W<br>MAKING RIGHT TURN W<br>MAKING RIGHT TURN W<br>MAKING RIGHT TURN W  | UNINGOVIN<br>PECKUP TRUCKUTLITY VAN<br>PECKUP TRUCKUTLITY VAN<br>PECKUP TRUCKUTLITY VAN<br>PASS CARVANA<br>PASS CARVANA<br>PAS                       | INC MPARMENT NORE<br>NO MPARMENT NORE<br>NO MPARMENT NORE<br>NO MPARMENT NORE<br>UNKNOWN UNKN<br>NO MPARMENT NORE<br>NO MPARMENT NORE  | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>IOWN<br>IOWN<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT   | UK<br>45<br>35<br>UK<br>00<br>00<br>00<br>00<br>40<br>UK<br>00<br>35<br>35   | UNKNOWN<br>GONG STRAGHT<br>GONG STRAGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>MAKING STOPPED IN TRAFFIC<br>MAKING RIGHT TURN<br>MAKING RIGHT TURN   
   |
| Siss         Siss <th< td=""><td>CSCA         91.9           CSCA         91.9</td><td>17020004 [2300 NJ. 0400447] 0 M<br/>17020004 [2300 NJ. 040047] 0 M<br/>1702004 [240 NJ. 04113030 O M<br/>1702004 [240 NJ. 0410420 O M<br/>1702004 [240 NJ. 0410420 O M<br/>2242004 [240 NJ. 0410420 O M<br/>2242004 [240 NJ. 040047] 0 M<br/>1703004 [240 NJ. 040047]</td><td>AT INTERSECTION<br/>AT INTERSECTION</td><td>2 STRACHT ON-LENEL<br/>2 STRACHT ON-LENEL</td><td>DRY DARK-LIGHT<br/>BRY DARUGHT<br/>BRY DARUGHT<br/>BRY DARUGHT<br/>BRY DARUGHT<br/>BRY DARUGHT<br/>BRY DARUGHT<br/>BRY DARUGHT<br/>BRY DARUGHT<br/>DRY DARUGHT<br/>DRY DARUGHT<br/>DRY DARUGHT<br/>BRY DARUGHT</td><td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE</td><td>PEAR-END           BROADSIDE           BROADSIDE</td><td>REAR-END<br/>BENADSDE<br/>BENADSDE<br/>BENADSDE<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END</td><td>PEAR-END<br/>BROADSI<br/>BROADSI<br/>BROADSI<br/>BROADSI<br/>BEAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END</td><td>NO         UK           BDE         W           BDE         W           BDE         W           BDE         W           NDE         W           ND         W</td><td>UNACIONN<br/>PASS CARVAN<br/>PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>UNKNOWN<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>NO IMPAIRMENT<br/>UNKNOWN<br/>UNKNOWN<br/>NO IMPAIRMENT</td><td>INCHE APPARENT<br/>NOHE APPARENT<br/>DRIVER UNFAMLIAR WIAREA<br/>NOHE APPARENT<br/>NOHE APPARENT</td><td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK<br/>UK<br/>35<br/>35</td><td>UNRYOWN UK<br/>GONG STRAGHT S<br/>MAKNG LEFT TURN N<br/>MAKNG LEFT TURN N<br/>GONG STRAGHT W<br/>GONG STRAGHT W<br/>GONG STRAGHT W<br/>GONG STRAGHT W<br/>GONG STRAGHT W<br/>GONG STRAGHT W<br/>MAKNG RGHT TURN W<br/>MAKNG RGHT TURN W<br/>MAKNG RGHT TURN W</td><td>UNINGOVI<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PASS CARVAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN</td><td>IO MPARMENT CONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNINO/WI<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNINO/WI<br/>UNINO/WI UNINO<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE</td><td>APPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>COWN<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>COWN<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT<br/>EAPPARENT</td><td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>40<br/>UK<br/>00<br/>35<br/>35</td><td>UNKKOWN<br/>GONG STRAGHT<br/>GONG STRAGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC</td></th<>   
   | CSCA         91.9   
   
   | 17020004 [2300 NJ. 0400447] 0 M<br>17020004 [2300 NJ. 040047] 0 M<br>1702004 [240 NJ. 04113030 O M<br>1702004 [240 NJ. 0410420 O M<br>1702004 [240 NJ. 0410420 O M<br>2242004 [240 NJ. 0410420 O M<br>2242004 [240 NJ. 040047] 0 M<br>1703004 [240 NJ. 040047]   | AT INTERSECTION<br>AT INTERSECTION   
   | 2 STRACHT ON-LENEL<br>2 STRACHT ON-LENEL  | DRY DARK-LIGHT<br>BRY DARUGHT<br>BRY DARUGHT<br>BRY DARUGHT<br>BRY DARUGHT<br>BRY DARUGHT<br>BRY DARUGHT<br>BRY DARUGHT<br>BRY DARUGHT<br>DRY DARUGHT<br>DRY DARUGHT<br>DRY DARUGHT<br>BRY DARUGHT   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | PEAR-END           BROADSIDE  
   
  | REAR-END<br>BENADSDE<br>BENADSDE<br>BENADSDE<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END   
   | PEAR-END<br>BROADSI<br>BROADSI<br>BROADSI<br>BROADSI<br>BEAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END  
   | NO         UK           BDE         W           BDE         W           BDE         W           BDE         W           NDE         W           ND         W  
   | UNACIONN<br>PASS CARVAN<br>PASS CARVAN  
   | NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>NO IMPAIRMENT<br>UNKNOWN<br>UNKNOWN<br>NO IMPAIRMENT  | INCHE APPARENT<br>NOHE APPARENT<br>DRIVER UNFAMLIAR WIAREA<br>NOHE APPARENT<br>NOHE APPARENT  | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>35<br>35   | UNRYOWN UK<br>GONG STRAGHT S<br>MAKNG LEFT TURN N<br>MAKNG LEFT TURN N<br>GONG STRAGHT W<br>GONG STRAGHT W<br>GONG STRAGHT W<br>GONG STRAGHT W<br>GONG STRAGHT W<br>GONG STRAGHT W<br>MAKNG RGHT TURN W<br>MAKNG RGHT TURN W<br>MAKNG RGHT TURN W  | UNINGOVI<br>PECKIP TRUCKUTUTY VAN<br>PECKIP TRUCKUTUTY VAN<br>PECKIP TRUCKUTUTY VAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PASS CARVAN<br>PECKIP TRUCKUTUTY VAN<br>PECKIP TRUCKUTUTY VAN   | IO MPARMENT CONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNINO/WI<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNINO/WI<br>UNINO/WI UNINO<br>NO MPARMENT NONE<br>NO MPARMENT NONE  
  | APPARENT<br>EAPPARENT<br>EAPPARENT<br>COWN<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT<br>COWN<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT<br>EAPPARENT   | UK<br>45<br>35<br>UK<br>00<br>00<br>00<br>00<br>40<br>UK<br>00<br>35<br>35   | UNKKOWN<br>GONG STRAGHT<br>GONG STRAGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC  |
| Bits         Strates         S   
  | CGGA         91.9  
   
  | 1262000         2050         PL0         90000171         ON           9420000         1500         PD0         0110000         ON           9420000         1500         PD0         011000         ON           9420000         1500         PD0         011000         ON           9420000         1500         PD0         011000         ON           9420000         1500         PD0         010000         ON           942000         1500         PD0         010000         ON           942000         1500         PD0         010000         ON           942000         1500         PD0         010000         ON           142000         1500         PD0         150000         000           142000         1500         PD0         150000         000           12152000         1500         PD0         150000         000           12152000         1500         PD0         150000         000           12152000         1500         PD0         1500000000         N           12152000         1500         PD0         1500000000         N           12152000         1500 <t< td=""><td>AT INTERSECTION<br/>AT INTERSECTION</td><td>2) STRANGHT ON-LEWEL<br/>2) STRANGHT ON-LEWEL</td><td>DRY DARK-LIGHT<br/>DRY DAYLIGHT<br/>DRY DAYLIGHT</td><td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE</td><td>REAR-END          
BROADSIDE           BROADSIDE</td><td>REAR-540         BROADSDE           BROADSDE         BROADSDE&lt;</td><td>PEAR-ENC<br/>BROADEG<br/>BROADEG<br/>BROADEG<br/>BROADEG<br/>BRAAENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC</td><td>ND         UK           DDE         W           DDE         W           DDE         W           NDE         W</td><td>UNACION<br/>PASS CARVAN<br/>PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>INCHE APPARENT<br/>NOME APPARENT<br/>DRIVER UNFAMURAEN<br/>TOME APPARENT<br/>NOME APPARENT<br/>DRIVER PRECOCUPED<br/>DRIVER PRECOCUPED</td><td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>35<br/>35<br/>07<br/>10<br/>15</td><td>UNRIGHT DIR UNRIGHT S<br/>MAKING LEFT TURN N<br/>MAKING LEFT TURN N<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>GOING STRAIGHT W<br/>MAKING REIHTTURN W<br/>MAKING REIHTTURN W<br/>MAKING REIHTTURN W<br/>MAKING REIHTTURN W</td><td>UNINGOWN<br/>PRCIAP TRUCKUTLITY WN<br/>PCRUP TRUCKUTLITY WN<br/>PCRUP TRUCKUTLITY WN<br/>PCRUP TRUCKUTLITY WN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN<br/>PRS CARWAN</td><td>IO MPARMENT ONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNINO/WI<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNINO/WI<br/>UNINO/WI<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE</td><td>E APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>COWN<br/>COWN<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT</td><td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNKNOWN<br/>GONG STRAGHT<br/>GONG STRAGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>MAKING STOPPED IN TRAFFIC<br/>MAKING RIGHT TURN<br/>MAKING RIGHT TURN</td></t<> | AT INTERSECTION<br>AT INTERSECTION   | 2) STRANGHT ON-LEWEL<br>2) STRANGHT ON-LEWEL  | DRY DARK-LIGHT<br>DRY DAYLIGHT<br>DRY DAYLIGHT   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | REAR-END           BROADSIDE   
   
   | REAR-540         BROADSDE           BROADSDE         BROADSDE<  
  | PEAR-ENC<br>BROADEG<br>BROADEG<br>BROADEG<br>BROADEG<br>BRAAENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC  
  | ND         UK           DDE         W           DDE         W           DDE         W           NDE         W  
   | UNACION<br>PASS
CARVAN<br>PASS CARVAN  | NO IMPAIRMENT<br>NO IMPAIRMENT  | INCHE APPARENT<br>NOME APPARENT<br>DRIVER UNFAMURAEN<br>TOME APPARENT<br>NOME APPARENT<br>DRIVER PRECOCUPED<br>DRIVER PRECOCUPED  | UK<br>UK<br>15<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>35<br>35<br>07<br>10<br>15   | UNRIGHT DIR UNRIGHT S<br>MAKING LEFT TURN N<br>MAKING LEFT TURN N<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>GOING STRAIGHT W<br>MAKING REIHTTURN W<br>MAKING REIHTTURN W<br>MAKING REIHTTURN W<br>MAKING REIHTTURN W  | UNINGOWN<br>PRCIAP TRUCKUTLITY WN<br>PCRUP TRUCKUTLITY WN<br>PCRUP TRUCKUTLITY WN<br>PCRUP TRUCKUTLITY WN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN<br>PRS CARWAN   
  | IO MPARMENT ONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNINO/WI<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNINO/WI<br>UNINO/WI<br>NO MPARMENT NONE<br>NO MPARMENT NONE  | E APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>COWN<br>COWN<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT   | UK<br>45<br>35<br>UK<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNKNOWN<br>GONG STRAGHT<br>GONG STRAGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>MAKING STOPPED IN TRAFFIC<br>MAKING RIGHT TURN<br>MAKING RIGHT TURN   |
| Solution         States         State  
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  | 10:00:001         23:00         10:00:001         00:001           memmer         21:00         01:00:00         00:00:00           memmer         21:00         01:00:00         00:00:00           memmer         10:00         00:00:00         00:00:00           memmer         10:00         00:00:00:00         00:00:00:00           memmer         10:00         00:00:00:00:00         00:00:00:00           memmer         10:00         00:00:00:00:00         00:00:00:00           memmer         10:00         00:00:00:00:00         00:00:00:00:00           10:00:00:00:00:00:00:00:00:00:00:00:00:0   
   | AT INTERSECTION<br>AT INTERSECTION  | 2) STRACHT ON-LEWEL<br>2) STRACHT ON-LEWEL   | DRY DARK-LIGHT<br>DRY DAVLIGHT<br>DRY DAVLIGHT                   
   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | REAR-END           REAR-END           RENOXSEE           RENOXSEE           RENOXSEE           REAR-END           REAR-END <t< td=""><td>REAR END<br/>REAR END<br/>RECAUSTIC<br/>RECAUSTIC<br/>RECAUSTIC<br/>REAR END<br/>REAR END<br/>REA</td><td>ERAA-ENC<br/>BROADEG<br/>BROADEG<br/>BROADEG<br/>BROADEG<br/>BRAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC<br/>REAA-ENC</td><td>vo         UK           UBE         W           UBE         W           V0         W  </td><td>UNACOMM<br/>PASS CARVAN<br/>PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>NONE APPARENT<br/>NONE APPARENT<br/>DRIVER UNFAULAR WAREA<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>NONE APPARENT<br/>DRIVER PREOCCUPED<br/>DRIVER PREOCCUPED<br/>DRIVER PREOCCUPED<br/>DRIVER PREOCCUPED<br/>DRIVER PREOCCUPED<br/>DRIVER PREOCCUPED<br/>DRIVER PREOCCUPED</td><td>UK<br/>UK<br/>15<br/>UK<br/>05<br/>UK<br/>UK<br/>40<br/>UK<br/>35<br/>35<br/>07<br/>10<br/>15<br/>UK</td><td>UNRICONNI UN<br/>GOING STRAGHT S<br/>MAKNO LEFT TURN N<br/>MAKNO LEFT TURN N<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>MAKNO RIGHT TURN W<br/>MAKNO RIGHT TURN W<br/>MAKNO RIGHT TURN W<br/>MAKNO RIGHT TURN W</td><td>UNACOVIN<br/>PROLET RESOLUTION VAN<br/>PROLET RESOLUTION VAN<br/>PROLET RESOLUTION VAN<br/>PROLET RESOLUTION VAN<br/>PROLET RESOLUTION VAN<br/>PROS CARVAN<br/>PROS CARVA</td><td>INC MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNINOVIN UNINOVI<br/>UNINOVIN UNINOVI<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNINOVIN UNINO<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE</td><td>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT<br/>APPARENT</td><td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNIKOWN<br/>GOING STRAGHT<br/>GOING STRAGHT<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>MAKING LEFT TURN<br/>MAKING STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC<br/>STOPPED IN TRAFFIC</td></t<>   
   | REAR END<br>REAR END<br>RECAUSTIC<br>RECAUSTIC<br>RECAUSTIC<br>REAR END<br>REAR END<br>REA  
  | ERAA-ENC<br>BROADEG<br>BROADEG<br>BROADEG<br>BROADEG<br>BRAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC<br>REAA-ENC   
  | vo         UK           UBE         W           UBE         W           V0         W   
  | UNACOMM<br>PASS CARVAN<br>PASS CARVAN  | NO IMPAIRMENT<br>NO IMPAIRMENT   | NONE APPARENT<br>NONE APPARENT<br>DRIVER UNFAULAR WAREA<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>NONE APPARENT<br>DRIVER PREOCCUPED<br>DRIVER PREOCCUPED<br>DRIVER PREOCCUPED<br>DRIVER PREOCCUPED<br>DRIVER PREOCCUPED<br>DRIVER PREOCCUPED<br>DRIVER PREOCCUPED   
   | UK<br>UK<br>15<br>UK<br>05<br>UK<br>UK<br>40<br>UK<br>35<br>35<br>07<br>10<br>15<br>UK                                     | UNRICONNI UN<br>GOING STRAGHT S<br>MAKNO LEFT TURN N<br>MAKNO LEFT TURN N<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>MAKNO RIGHT TURN W<br>MAKNO RIGHT TURN W<br>MAKNO RIGHT TURN W<br>MAKNO RIGHT TURN W  | UNACOVIN<br>PROLET RESOLUTION VAN<br>PROLET RESOLUTION VAN<br>PROLET RESOLUTION VAN<br>PROLET RESOLUTION VAN<br>PROLET RESOLUTION VAN<br>PROS CARVAN<br>PROS CARVA     | INC MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNINOVIN UNINOVI<br>UNINOVIN UNINOVI<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNINOVIN UNINO<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE  | APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT<br>APPARENT   | UK<br>45<br>35<br>UK<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNIKOWN<br>GOING STRAGHT<br>GOING STRAGHT<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>MAKING LEFT TURN<br>MAKING STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC<br>STOPPED IN TRAFFIC  
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| State         State <th< td=""><td>0000         013           0000         013</td><td>10:00:001         23:00         10:00:001         00:001           memory         21:00         01:00:00         01:00:00         00:00:00           memory         21:00         01:00:00         00:00:00         00:00:00         00:00:00           memory         14:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00         00:00:00:00:00         00:00:00:00:00         00:00:00:00:00         00:00:00:00:00         00:00:00:00:00:00         00:00:00:00:00         00:00:00:00:00:00         00:00:00:00:00:00         00:00:00:00:00:00:00         00:00:00:00:00:00:00:00         00:00:00:00:00:00:00:00         00:00:00:00:00:00:00:00:00:00:00:00:00:</td><td>AT INTERSECTION<br/>AT INTERSECTION</td><td>2     3TRAIGHT ON-LEWEL     3TRAIGHT ON-LEWE</td><td>DRY DARK-LIGHT<br/>DRY DAVLIGHT<br/>DRY DAVLIGHT</td><td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE</td><td>REAR-SDD           REAR-SDD           RENDADSDE           RENDADSDE           RENDADSDE           REAR-SDD           REAR-SDD</td><td>REAR # 50         I           REAR # 50         I           BENADSDE         I           BENADSDE         I           BENADSDE         I           BENADSDE         I           REAR # 50         I           REAR # 50<td>PEAR-ENC<br/>BROADSIG<br/>BROADSIG<br/>BROADSIG<br/>BROADSIG<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC</td><td>NO         UK           UBDE         W           UBDE         W           UBDE         W           V0         W      V0         W           <td< td=""><td>UNACIONA<br/>PASS CARVAN<br/>PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>INDER APPARENT<br/>NORE APPARENT<br/>DRIVER UNFAMLAR WINREA<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>UNNOEN<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT</td><td>UK<br/>UK<br/>15<br/>UK<br/>05<br/>UK<br/>UK<br/>40<br/>UK<br/>35<br/>35<br/>07<br/>10<br/>15<br/>UK</td><td>UNRIGHT DENK UNRIGHT S<br/>MAKNO LEFT TURN N<br/>MAKNO LEFT TURN N<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>MAKNO RIGHT TURN W</td><td>Unknown<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Posis Calvan<br/>Pasis Calvan<br/>Pas</td><td>IO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNNOVIN UNNOV<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE</td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNROWN<br/>GORG STRAGHT<br/>GORG STRAGHT<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>MURIC LEFT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>STOPPED N TRAFFC</td></td<></td></td></th<>   | 0000         013           0000         013           0000         013           0000         013           0000         013           0000         013           0000         013           0000         013           0000         013           0000         013           0000         013      
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   | 2     3TRAIGHT ON-LEWEL     3TRAIGHT ON-LEWE  | DRY DARK-LIGHT<br>DRY DAVLIGHT<br>DRY DAVLIGHT   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | REAR-SDD           REAR-SDD           RENDADSDE           RENDADSDE           RENDADSDE           REAR-SDD  
   | REAR # 50         I           REAR # 50         I           BENADSDE         I           BENADSDE         I           BENADSDE         I           BENADSDE         I           REAR # 50         I           REAR # 50 <td>PEAR-ENC<br/>BROADSIG<br/>BROADSIG<br/>BROADSIG<br/>BROADSIG<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC<br/>REAR-ENC</td> <td>NO         UK           UBDE         W           UBDE         W           UBDE         W           V0         W      V0         W           <td< td=""><td>UNACIONA<br/>PASS CARVAN<br/>PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>INDER APPARENT<br/>NORE APPARENT<br/>DRIVER UNFAMLAR WINREA<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>UNNOEN<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT</td><td>UK<br/>UK<br/>15<br/>UK<br/>05<br/>UK<br/>UK<br/>40<br/>UK<br/>35<br/>35<br/>07<br/>10<br/>15<br/>UK</td><td>UNRIGHT DENK UNRIGHT S<br/>MAKNO LEFT TURN N<br/>MAKNO LEFT TURN N<br/>GOING STRAGHT W<br/>GOING
STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>MAKNO RIGHT TURN W</td><td>Unknown<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Posis Calvan<br/>Pasis Calvan<br/>Pas</td><td>IO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNNOVIN UNNOV<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE</td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNROWN<br/>GORG STRAGHT<br/>GORG STRAGHT<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>MURIC LEFT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>STOPPED N TRAFFC</td></td<></td>  | PEAR-ENC<br>BROADSIG<br>BROADSIG<br>BROADSIG<br>BROADSIG<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC<br>REAR-ENC   
   
  | NO         UK           UBDE         W           UBDE         W           UBDE         W           V0         W      V0         W <td< td=""><td>UNACIONA<br/>PASS CARVAN<br/>PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>INDER APPARENT<br/>NORE APPARENT<br/>DRIVER UNFAMLAR WINREA<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>UNNOEN<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT<br/>NORE APPARENT</td><td>UK<br/>UK<br/>15<br/>UK<br/>05<br/>UK<br/>UK<br/>40<br/>UK<br/>35<br/>35<br/>07<br/>10<br/>15<br/>UK</td><td>UNRIGHT DENK UNRIGHT S<br/>MAKNO LEFT TURN N<br/>MAKNO LEFT TURN N<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>GOING STRAGHT W<br/>MAKNO RIGHT TURN W</td><td>Unknown<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Pocular Ruckotturtyr Van<br/>Posis Calvan<br/>Pasis Calvan<br/>Pas</td><td>IO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE<br/>UNNOVIN UNNOV<br/>NO MPARMENT NONE<br/>NO MPARMENT NONE</td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNROWN<br/>GORG STRAGHT<br/>GORG STRAGHT<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>MURIC LEFT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>STOPPED N TRAFFC</td></td<>  | UNACIONA<br>PASS CARVAN<br>PASS CARVAN   
   | NO IMPAIRMENT<br>NO IMPAIRMENT   | INDER APPARENT<br>NORE APPARENT<br>DRIVER UNFAMLAR WINREA<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>UNNOEN<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT<br>NORE APPARENT  | UK<br>UK<br>15<br>UK<br>05<br>UK<br>UK<br>40<br>UK<br>35<br>35<br>07<br>10<br>15<br>UK                                     | UNRIGHT DENK UNRIGHT S<br>MAKNO LEFT TURN N<br>MAKNO LEFT TURN N<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>GOING STRAGHT W<br>MAKNO RIGHT TURN W  | Unknown<br>Pocular Ruckotturtyr Van<br>Pocular Ruckotturtyr Van<br>Pocular Ruckotturtyr Van<br>Pocular Ruckotturtyr Van<br>Pocular Ruckotturtyr Van<br>Posis Calvan<br>Pasis Calvan<br>Pas                           | IO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>NO MPARMENT NONE<br>UNNOVIN UNNOV<br>NO MPARMENT NONE<br>NO MPARMENT NONE  | АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ  
  | UK<br>45<br>35<br>UK<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNROWN<br>GORG STRAGHT<br>GORG STRAGHT<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>MURIC LEFT TURN<br>MURIC RIGHT TURN<br>MURIC RIGHT TURN<br>MURIC RIGHT TURN<br>MURIC RIGHT TURN<br>STOPPED N TRAFFC  |
| Single Signed  
   | CCAA         913           CCAA         913           CCAA         913           CCAA         919           CCAA         919 <td></td> <td>AT INTERSECTION<br/>AT INTERSECTION</td> <td>2     3TRAGHT ON-LEVEL     3TR</td> <td>DRY DARKLIGHT<br/>DRY DAVIGHT<br/>DRY DAVIGHT</td> <td>D         NONE           NONE         NONE</td> <td>REAA-END           BROADSDEE           BROADSDEE</td> <td>REAR 540         BRCA0500           BRCA05000         BRCA05000           BRCA05000         BRCA05000           BRCA05000         BRCA05000           REAR 5400         REAR 5400           REAR 5400         REAR 5400</td> <td>FRAM-ENC<br/>BROADSIG<br/>BROADSIG<br/>BROADSIG<br/>BROADSIG<br/>BROADSIG<br/>BRAAENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC<br/>REAM-ENC</td> <td>No         UK           UBBE         W           UBBE         W      &lt;</td> <td>UNDOWN<br/>PASS CARVAN<br/>PASS CARVA</td> <td>INC IMPAIRMENT<br/>NO IMPAIRMENT</td> <td>NORE APPARENT<br/>NORE APPARENT<br/>DHIGH URFAULAR WAREA<br/>UNNORM<br/>NORE APPARENT<br/>NORE APPARENT</td> <td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>35<br/>35<br/>07<br/>10<br/>5<br/>35<br/>35</td> <td>UNRICHWIN UR<br/>GORIG STRAGGHT S<br/>MAKNOL GEFT TURN N<br/>MAKNOL GEFT TURN N<br/>GORIG STRAGGHT W<br/>GORIG STRAGGHT W<br/>GORIG STRAGGHT W<br/>GORIG STRAGGHT W<br/>GORIG STRAGGHT URN W<br/>MAKNOL GRGHT TURN W<br/>MAKNOL RGHT TURN W</td> <td>Undersonn<br/>PROLET RELOCATION VAN<br/>PROLET RELO</td> <td>IO MPARMENT NORE<br/>NO MPARMENT NORE<br/>NO MPARMENT NORE<br/>UN MPARMENT NORE<br/>UN MPARMENT NORE<br/>NO MPARMENT NORE</td> <td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td> <td>UK<br/>45<br/>35<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td> <td>UNROWN<br/>GONG STRAGHT<br/>GONG STRAGHT<br/>STOPPED N TRAFR<br/>STOPPED N TRAFR<br/>MAKING RIGHT TURN<br/>MAKING RIGHT TURN<br/>MAKING RIGHT TURN<br/>MAKING RIGHT TURN<br/>STOPPED N TRAFR<br/>STOPPED N TRAFR<br/>STOPPED N TRAFR<br/>STOPPED N TRAFR<br/>STOPPED N TRAFR<br/>STOPPED N TRAFR</td>  
   |   
  | AT INTERSECTION<br>AT INTERSECTION  | 2     3TRAGHT ON-LEVEL     3TR  | DRY DARKLIGHT<br>DRY DAVIGHT<br>DRY DAVIGHT   | D         NONE           NONE         NONE   | REAA-END           BROADSDEE  
   
  | REAR 540         BRCA0500           BRCA05000         BRCA05000           BRCA05000         BRCA05000           BRCA05000         BRCA05000           REAR 5400         REAR 5400  
   | FRAM-ENC<br>BROADSIG<br>BROADSIG<br>BROADSIG<br>BROADSIG<br>BROADSIG<br>BRAAENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC<br>REAM-ENC   
   | No         UK           UBBE         W           UBBE         W      <  
   
   | UNDOWN<br>PASS CARVAN<br>PASS CARVA  | INC IMPAIRMENT<br>NO IMPAIRMENT  | NORE APPARENT<br>NORE APPARENT<br>DHIGH URFAULAR WAREA<br>UNNORM<br>NORE APPARENT<br>NORE APPARENT   | UK<br>UK<br>15<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>35<br>35<br>07<br>10<br>5<br>35<br>35                          | UNRICHWIN UR<br>GORIG STRAGGHT S<br>MAKNOL GEFT TURN N<br>MAKNOL GEFT TURN N<br>GORIG STRAGGHT W<br>GORIG STRAGGHT W<br>GORIG STRAGGHT W<br>GORIG STRAGGHT W<br>GORIG STRAGGHT URN W<br>MAKNOL GRGHT TURN W<br>MAKNOL RGHT TURN W  | Undersonn<br>PROLET RELOCATION VAN<br>PROLET RELO   | IO MPARMENT NORE<br>NO MPARMENT NORE<br>NO MPARMENT NORE<br>UN MPARMENT NORE<br>UN MPARMENT NORE<br>NO MPARMENT NORE   | АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ  
  | UK<br>45<br>35<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNROWN<br>GONG STRAGHT<br>GONG STRAGHT<br>STOPPED N TRAFR<br>STOPPED N TRAFR<br>MAKING RIGHT TURN<br>MAKING RIGHT TURN<br>MAKING RIGHT TURN<br>MAKING RIGHT TURN<br>STOPPED N TRAFR<br>STOPPED N TRAFR<br>STOPPED N TRAFR<br>STOPPED N TRAFR<br>STOPPED N TRAFR<br>STOPPED N TRAFR   |
| Stars         Stars <th< td=""><td>0000         010           0000         010</td><td></td><td>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION<br/>INTERSECTION<br/>AT INTERSECTION<br/>AT INTERSECTION HEATED</td><td>2 3 TRANCH TONLEWEL 3 3 TRANCH TONLEWEL 3 3 TRANCH TONLEWEL 3 3 TRANCH TONLEWEL 3 STRANCH STRANCH STRANCH STRANCH STRANCH STRAN</td><td>DRY DAVLGHT<br/>DRY DAVLGHT</td><td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE</td><td>RALA-450           RALA-450           RALA-450</td><td>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID<br/>IRAARSID</td><td>REAR-END<br/>BROADSI<br/>BROADSI<br/>BROADSI<br/>BROADSI<br/>BROADSI<br/>BRAAEN<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END<br/>REAR-END</td><td>No.         UK           UK         W           UK         W</td><td>UNACOMM<br/>PASS CARVAN<br/>PASS CARVAN</td><td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td><td>NORE APPARENT<br/>NORE APPARENT<br/>DEVICE RESOLUTED<br/>DEVICE RESOLUTED</td><td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK<br/>UK<br/>05<br/>35<br/>35<br/>07<br/>10<br/>15<br/>UK</td><td>UNROCKIVINI UK<br/>GORIG STRANGHT S<br/>MACKIG LEFT TURN N<br/>MACKIG LEFT TURN N<br/>GORIG STRANGHT W<br/>GORIG STRANGHT W<br/>GORIG STRANGHT W<br/>GORIG STRANGHT W<br/>GORIG STRANGHT W<br/>MACKIG REGHT TURN W</td><td>UNANOWN<br/>PROLET RECORDERING WAN<br/>PROLET RECORDERING WAN<br/>PROLET RECORDERING<br/>PROLET RECORDERING<br/>PROLETARY AND<br/>PROSE CARVAN<br/>PASS CARVAN</td><td>IND IMPARTMENT INCIDENT<br/>IND IMPARTMENT NORE<br/>IND IMPARTMENT NORE</td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>35<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNROWN<br/>GORG STRAGHT<br/>GORG STRAGHT<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>MURIC LEFT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>MURIC RIGHT TURN<br/>STOPPED N TRAFFC</td></th<>  
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  | AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION<br>INTERSECTION<br>AT INTERSECTION<br>AT INTERSECTION HEATED  | 2 3 TRANCH TONLEWEL 3 3 TRANCH TONLEWEL 3 3 TRANCH TONLEWEL 3 3 TRANCH TONLEWEL 3 STRANCH STRANCH STRANCH STRANCH STRANCH STRAN  | DRY DAVLGHT<br>DRY DAVLGHT   | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | RALA-450  
   
            | IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID<br>IRAARSID   
   | REAR-END<br>BROADSI<br>BROADSI<br>BROADSI<br>BROADSI<br>BROADSI<br>BRAAEN<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END<br>REAR-END   
   | No.         UK           UK         W   
   | UNACOMM<br>PASS CARVAN<br>PASS CARVAN   | NO IMPAIRMENT<br>NO IMPAIRMENT  
   | NORE APPARENT<br>NORE APPARENT<br>DEVICE RESOLUTED<br>DEVICE RESOLUTED  | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>05<br>35<br>35<br>07<br>10<br>15<br>UK                                     | UNROCKIVINI UK<br>GORIG STRANGHT S<br>MACKIG LEFT TURN N<br>MACKIG LEFT TURN N<br>GORIG STRANGHT W<br>GORIG STRANGHT W<br>GORIG STRANGHT W<br>GORIG STRANGHT W<br>GORIG STRANGHT W<br>MACKIG REGHT TURN W   | UNANOWN<br>PROLET RECORDERING WAN<br>PROLET RECORDERING WAN<br>PROLET RECORDERING<br>PROLET RECORDERING<br>PROLETARY AND<br>PROSE CARVAN<br>PASS CARVAN  | IND IMPARTMENT INCIDENT<br>IND IMPARTMENT NORE<br>IND IMPARTMENT NORE  | АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ   
   | UK<br>45<br>35<br>35<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNROWN<br>GORG STRAGHT<br>GORG STRAGHT<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>MURIC LEFT TURN<br>MURIC RIGHT TURN<br>MURIC RIGHT TURN<br>MURIC RIGHT TURN<br>MURIC RIGHT TURN<br>STOPPED N TRAFFC  |
| State         State <th< td=""><td>COAD         015           COAD         913           COAD         913</td><td></td><td>AT INTERSECTION<br/>AT INTERSECTIO</td><td>2 (STRANGH ON-LEVEL<br/>2 STRANGH ON-LEVEL</td><td>DRY DAVLEGHT<br/>DRY DAVLEGHT</td><td>D         NONE           NONE         NONE</td><td></td><td>IRGARESIO IRGARESIO IRGARE</td><td>REAF AIR<br/>BROADSD<br/>BROADSD<br/>BROADSD<br/>REAGAIN<br/>REAF<br/>REAF<br/>REAF<br/>REAF<br/>REAF<br/>REAF<br/>REAF<br/>REAF</td><td>No         UK           UK         W           UK         W</td><td>UnixXXVM           PASE CAVINA           PASE CAVINA</td><td>IND IMPAIRMENT<br/>NO IMPAIRMENT</td><td>INCRE APPARENT<br/>NORE APPARENT<br/>DIVISITUO INFANLAR WAREA<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN<br/>UNINCOVIN</td><td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>35<br/>35<br/>07<br/>115<br/>UK<br/>35<br/>35<br/>UK</td><td>UNINGNIA UNINGNIA UNIN UNINYYYYYYYYYYYYYYYYYYYYYYYYYYYYYY</td><td>(Junction)     (Junction)     (Junction)</td><td>INC IMPARTMENT NONE<br/>NO IMPARTMENT NONE<br/>UNNOCIVIN UNNO<br/>NO IMPARTMENT NONE<br/>NO IMPARTMENT NONE</td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>35<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNROCKIWN<br/>GOING STRAUGHT<br/>GOING STRAUGHT<br/>GOING STRAUGHT<br/>STORPED NI TAAFFC<br/>STOPPED NI TAAFFC</td></th<> | COAD         015           COAD         913  
   
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  | AT INTERSECTION<br>AT INTERSECTIO | 2 (STRANGH ON-LEVEL<br>2 STRANGH ON-LEVEL   | DRY DAVLEGHT<br>DRY DAVLEGHT   | D         NONE           NONE         NONE   |  
   
   | IRGARESIO IRGARE  
  | REAF AIR<br>BROADSD<br>BROADSD<br>BROADSD<br>REAGAIN<br>REAF<br>REAF<br>REAF<br>REAF<br>REAF<br>REAF<br>REAF<br>REAF   
  | No         UK           UK         W   
  | UnixXXVM           PASE CAVINA  | IND IMPAIRMENT<br>NO IMPAIRMENT  | INCRE APPARENT<br>NORE APPARENT<br>DIVISITUO INFANLAR
WAREA<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN<br>UNINCOVIN | UK<br>UK<br>15<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>35<br>35<br>07<br>115<br>UK<br>35<br>35<br>UK            | UNINGNIA UNIN UNINYYYYYYYYYYYYYYYYYYYYYYYYYYYYYY  | (Junction)  | INC IMPARTMENT NONE<br>NO IMPARTMENT NONE<br>UNNOCIVIN UNNO<br>NO IMPARTMENT NONE<br>NO IMPARTMENT NONE  | АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ   | UK<br>45<br>35<br>35<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNROCKIWN<br>GOING STRAUGHT<br>GOING STRAUGHT<br>GOING STRAUGHT<br>STORPED NI TAAFFC<br>STOPPED NI TAAFFC   
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| Siss         94/2002         121         POCUSPERIATION         2         STRANTICINAL FOR LONG         POSTAL   
   | COA         915           COA         913   
   
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   | DRY DAVLGHT<br>DRY DAVLGHT  | D NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE   | REAL         REAL           REAL <td>REARED         REARED           REARED         REARED           REARED</td> <td>BRAARD<br/>BROADSD<br/>BROADSD<br/>BROADSD<br/>BRAARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD<br/>REARDARD</td> <td>NO         UK           UBLE         W           UBLE         W      &lt;</td> <td>UNIXON<br/>PASC DAVIN<br/>PASC DAVIN</td> <td>NO IMPAIRMENT<br/>NO IMPAIRMENT</td> <td>ICOM APPARENT<br/>NORE APPARENT</td> <td>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>05<br/>UK<br/>UK<br/>05<br/>35<br/>35<br/>07<br/>10<br/>15<br/>UK<br/>05<br/>35<br/>35<br/>UK<br/>UK<br/>35</td> <td>UNENCOME UNDER TURN W<br/>GOND STRAGT S<br/>MAXING LEFT TURN M<br/>GOND STRAGT W<br/>GOND STRAGT W<br/>GOND STRAGT W<br/>GOND STRAGT W<br/>GOND STRAGT W<br/>MANNG GONT TURN W</td> <td>UNANOWN<br/>POLIP RUCKUTLITY VAN<br/>POLIP RUCKUTLITY VAN<br/>POLIP RUCKUTLITY VAN<br/>PRSC CARVAN<br/>PASC CAR</td> <td>INC MERIAGEST (NORM<br/>NO MERIAGEST NORM<br/>NO MERIAGEST NORM</td> <td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td> <td>UK<br/>45<br/>35<br/>UK<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td> <td>UNROCKINN<br/>GOING STRAUGHT<br/>GOING STRAUGHT<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>MAXING RIGHT TURN<br/>STOPPED N TRAFFC<br/>MAXING RIGHT TURN<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC</td>   
   | REARED         REARED           REARED  
  | BRAARD<br>BROADSD<br>BROADSD<br>BROADSD<br>BRAARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD<br>REARDARD  
  | NO         UK           UBLE         W           UBLE         W      <   
  | UNIXON<br>PASC DAVIN<br>PASC DAVIN  | NO IMPAIRMENT<br>NO IMPAIRMENT   
   | ICOM APPARENT<br>NORE APPARENT  | UK<br>UK<br>15<br>UK<br>UK<br>05<br>UK<br>UK<br>05<br>35<br>35<br>07<br>10<br>15<br>UK<br>05<br>35<br>35<br>UK<br>UK<br>35 | UNENCOME UNDER TURN W<br>GOND STRAGT S<br>MAXING LEFT TURN M<br>GOND STRAGT W<br>GOND STRAGT W<br>GOND STRAGT W<br>GOND STRAGT W<br>GOND STRAGT W<br>MANNG GONT TURN W  | UNANOWN<br>POLIP RUCKUTLITY VAN<br>POLIP RUCKUTLITY VAN<br>POLIP RUCKUTLITY VAN<br>PRSC CARVAN<br>PASC CAR | INC MERIAGEST (NORM<br>NO MERIAGEST NORM<br>NO MERIAGEST NORM  | АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ   | UK<br>45<br>35<br>UK<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNROCKINN<br>GOING STRAUGHT<br>GOING STRAUGHT<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC<br>MAXING RIGHT TURN<br>STOPPED N TRAFFC<br>MAXING RIGHT TURN<br>STOPPED N TRAFFC<br>STOPPED N TRAFFC  
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| State         State <th< td=""><td>COAD         015           COAD         913           COAD         913      Interret         Interret  <!--</td--><td></td><td>AT INTERSECTION<br/>AT INTERSECTION</td><td>2 (TRANGH ONLIVE)<br/>2 (TRANGH ONL</td><td>DRY DAVLGHT<br/>DRY DAVLGHT</td><td>D 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  | AT INTERSECTION<br>AT INTERSECTION   | 2) STRAGOT ONLAUKI<br>STRAGOT ONLAUKI<br>2) STRAGOT ONLAUKI<br>3) STRAGOT ONLAUKI<br>4) STRAGO  | DRY DAVLEGHT<br>DRY DAVLEGHT  
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   | REAA ENC           BROADSD           BROADSD           BROADSD           BROADSD           BROADSD           REAA ENC           REA   
   
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  | UnixCovm           PRES_CAVINA           PRES_CAVIN   | NO INFARMATION<br>NO INFARMANT<br>NO INFARMANT   | Inclus Appendix Inclusion Provided Inclusion I   | UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>U  | UNENCOME UNDER TURN IN<br>GOODS STRAGHT S<br>MARKED LEFT TURN IN<br>GOODS STRAGHT W<br>GOND STRAGHT W<br>GOND STRAGHT W<br>GOND STRAGHT W<br>GOND STRAGHT W<br>MARKED GENT TURN W  | Undersonn<br>Peccar Proceedings of the second  | INC IMPARTMENT NORMALINA (NORMANIA) NORMANIA NOR |
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   | 000A         919           050A         919 <td></td> <td>AT INTERACTION<br/>AT INTERACTION</td> <td>2) (TRANSIT ONLINE)<br/>2) (TRANS</td> <td>DRY DAVLEGHT<br/>DRY DAVLEGHT</td> <td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE</td> <td>REAL         REAL         <td< td=""><td>REAR-EXD           REAR-EXD           <t< td=""><td>REAA ENC           BROADESC           BROADESC           BROADESC           BROADESC           BROADESC           BROADESC           BROADESC           REAA ENC           <t< td=""><td>NO         UK           UBLE         W           UBLE         W      &lt;</td><td>UniXXXVI<br/>PASE CAVAN<br/>PASE CAV</td><td>NO INPARIMENT<br/>NO INPARIMENT</td><td>I CORE APPARENT<br/>I CORE</td><td>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>U</td><td>JANCOWN UK OCCONSTRUCTION UK OKONSTUTION UK OKONSTUKU</td><td>UNANOWN POCIET PRUCKUTUTY VAN POCIET PRUCKUTUTY VAN POCIET PRUCKUTUTY VAN POCIET PRUCKUTUTY VAN POSIC CANVAN PASIC CANVAN</td><td>INC IMPARTMENT NONE<br/>NO IMPARTMENT NONE</td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>ОКМ<br/>ОКМ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>36<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>40<br/>UK<br/>00<br/>35<br/>35<br/>35<br/>UK<br/>UK<br/>35<br/>35<br/>UK<br/>UK<br/>35<br/>UK</td><td>UNINGKIMN<br/>GOING STRAGHT<br/>GOING STRAGHT<br/>STOPPED IN TRAFFI<br/>STOPPED IN TRAFFI<br/>STOPPED IN TRAFFI<br/>STOPPED IN TRAFFI<br/>STOPPED IN TRAFFI<br/>MANNO RIGHT TURN<br/>MANNO RIGHT TURN</td></t<></td></t<></td></td<></td>  
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ENCODE      ENC</td> <td>REAL CONTRACTOR CONTRA</td> <td>O         OX           BEE         W           BEE         W           BEE         W           BEE         W           W         W           BEE         W           W         <t< td=""><td>United with the second second</td><td></td><td>NOVE APPARENT<br/>NOVE APPARENT</td><td>UK<br/>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK</td><td>UNINCOME STRATEGY S<br/>CONSISTRACING S<br/>CONSISTRACING S<br/>MANAGE LEFT TURN I<br/>CONSISTRACING WITH<br/>CONSISTRACING WITH<br/>CONSISTRACING WITH<br/>CONSISTRACING WITH<br/>CONSISTRACING WITH<br/>MANNER GRATTURN WITH<br/>MANNER GRAT</td><td>Undersonn<br/>PROLET FRUCKUTLETY VAN<br/>PROLET FRUCKUTLETY VAN<br/>PROLET FRUCKUTLETY VAN<br/>PROLET FRUCKUTLETY VAN<br/>PROLET FRUCKUTLETY VAN<br/>PROLET FRUCKUTLETY VAN<br/>PROLET RUCKUTLETY VAN<br/>PROLET RUCKUTLETY VAN<br/>PROLET RUCKUTLETY VAN<br/>PROSE CRAVAN<br/>PROSE CRAVAN<br/>PR</td><td></td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>ОКОМ<br/>ОКОМ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNINGKYNN<br/>GONG STRAUGHT<br/>GONG STRAUGHT<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>MAGNOR GRUT TUR<br/>MAGNOR GRUT TUR</td></t<></td>   |   
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W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H         W H           W H</td><td>UNIXON         PARS CANNA           PARS CANNA         PARS CANNA           PA</td><td></td><td>Includ AppendixY<br/>Includ AppendixY<br/>Including Applications<br/>Including Applicat</td><td>UK<br/>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK</td><td>UNINGOUS BETTUEN UNING BETUEN UNING BETTUEN UNING BETTUEN UNING BETTUEN UNING BETTUEN</td><td>UnderSort<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PESKI CANANA<br/>PESKI PESKI PESKI</td><td></td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNINGKYNN<br/>GONG STRAUGHT<br/>GONG STRAUGHT<br/>STOPPED N TRAFFC<br/>STOPPED N TRAFFC<br/>MAGNOR GRUT TUR<br/>MAGNOR GRUT TUR</td></t<>  | O         OX           W H         W H           BEE         W H           W H         W H           BEE         W H           W H   
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  | SCAL         019           SCAL         019 <td></td> <td>AT INTERSECTION<br/>AT INTERSECTION</td> <td>2) TITALOUT COLLINE,<br/>2) TITALOUT COLLINE,<br/>3) TITALOUT COLLINE,</td> <td>DRY DARKLIGHT<br/>DRY DAVIGHT<br/>DRY DAVIGHT</td> <td>D NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE<br/>NONE</td> <td>BLALK-NO         BLALK-NO           BLALK-NO         BLALK-NO&lt;</td> <td>IndAkabo IndAkabo Ind</td> <td>REAA 610           BRAA 610           BRAA 610           BRAA 610           REAA 610           <t< td=""><td>00         00           00         00           000         00</td><td>United with the second second</td><td></td><td>Includ AppendixY<br/>Includ AppendixY<br/>Including Applications<br/>Including
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Applicat</td><td>UK<br/>UK<br/>UK<br/>15<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK<br/>UK</td><td>UNINGOUS BETTUEN UNING BETUEN UNING BETTUEN UNING BETTUEN UNING BETTUEN UNING BETTUEN</td><td>UnderSort<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PECKIP TRUCKUTUTY VAN<br/>PESKI CANANA<br/>PESKI PESKI PESKI</td><td></td><td>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ<br/>АРРАКЕНТ</td><td>UK<br/>45<br/>35<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00<br/>00</td><td>UNINGKYIN<br/>GOING STRANGHT<br/>GOING STRANGHT<br/>STOPPED IN THAFFE<br/>STOPPED IN THAFFE<br/>STOPPED IN THAFFE<br/>STOPPED IN THAFFE<br/>STOPPED IN THAFFE<br/>STOPPED IN THAFFE<br/>MANNOR RGHT TURN<br/>MANNOR RGHT</td></t<></td> |  | AT INTERSECTION<br>AT INTERSECTION  
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   | United with the second   |  | Includ AppendixY<br>Includ AppendixY<br>Including Applications<br>Including Applicat   | UK<br>UK<br>UK<br>15<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK<br>UK                         | UNINGOUS BETTUEN UNING BETUEN UNING BETTUEN UNING BETTUEN UNING BETTUEN UNING BETTUEN  | UnderSort<br>PECKIP TRUCKUTUTY VAN<br>PECKIP TRUCKUTUTY VAN<br>PECKIP TRUCKUTUTY VAN<br>PECKIP TRUCKUTUTY VAN<br>PECKIP TRUCKUTUTY VAN<br>PESKI CANANA<br>PESKI PESKI  |  | АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ<br>АРРАКЕНТ   | UK<br>45<br>35<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00   | UNINGKYIN<br>GOING STRANGHT<br>GOING STRANGHT<br>STOPPED IN THAFFE<br>STOPPED IN THAFFE<br>STOPPED IN THAFFE<br>STOPPED IN THAFFE<br>STOPPED IN THAFFE<br>STOPPED IN THAFFE<br>MANNOR RGHT TURN<br>MANNOR RGHT                     |

hwy mp	date	time	e sev serial	location	road desc	vehicles contour	condition	lighting	weather	ram	p acctype	dir 1	vehicle 1	alcohol	1 drugs 1	factor 1	speed	l veh move 1
050A 91.88	6/3/	/2008 090	3 INJ 08042	355 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	BICYCLE	E	BICYCLE	N	N	NONE APPARENT	15	GOING STRAIGHT
050A 91.87	3/9/	/2007 160	0 PDO 07004	697 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	BROADSIDE	E	VEH COMBO (10,001 LBS AND OVER)	) N	N	NONE APPARENT	20	MAKING LEFT TURN
050A 91.88	5/26/	/2007 153	31 PDO 07038	967 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	BROADSIDE	E	PASSENGER CAR/VAN	N	N	DISTRACTED/OTHER	20	GOING STRAIGHT
050A 91.88	3/17/	/2008 100	04 PDO 08020	312 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	WET	DAYLIGHT	SNOW/SLEET/H/	AIL N	BROADSIDE	E	PASSENGER CAR/VAN	N	N	DRIVER UNFAMILIAR W/AREA	30	GOING STRAIGHT
050A 91.88	1/11/	/2007 084	0 PDO 07011	536 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	E	PASSENGER CAR/VAN	N	N	NONE APPARENT	UK	GOING STRAIGHT
050A 91.88	1/15/	/2007 073	35 INJ 07013	601 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE	N	REAR END	NW	PASSENGER CAR/VAN	N	N	OTHER FACTOR	10	MAKING RIGHT TURN
050A 91.88	2/9/	/2007 100	0 PDO 07021	694 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	NW	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	UK	GOING STRAIGHT
050A 91.88	5/9/	/2008 100	0 PDO 08036	920 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	NW	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	15	GOING STRAIGHT
050A 91.88	3/20/	/2008 130	3 PDO 08020	314 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	REAR END	NW	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	15	MAKING RIGHT TURN
050A 91.88	9/8/	/2008 132	21 PDO 08023	305 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	APPROACH TURN	S	VEH COMBO (10,001 LBS AND OVER)	) N	N	DRIVER UNFAMILIAR W/AREA	UK	MAKING LEFT TURN
050A 91.88	12/8/	/2007 120	2 PDO 07080	637 OFF RIGH	T AT INTERSECTION	1 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	CURB	S	PASSENGER CAR/VAN	N	N	DISTRACTED/PASSENGER	25	MAKING LEFT TURN
050A 91.88	3/19/	/2007 140	6 PDO 07027	086 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	S	SUV	N	N	NONE APPARENT	05	MAKING LEFT TURN
050A 91.88	6/18/	/2008 164	5 PDO 08042	357 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	S	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	UK	MAKING LEFT TURN
050A 91.88	7/23/	/2008 182	26 PDO 08022	920 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	SIDESWIPE (SAME DIRECTION)	S	VEH COMBO (10,001 LBS AND OVER)	) N	N	DRIVER INEXPERIENCE	15	MAKING LEFT TURN
050A 91.87	8/18/	/2007 150	03 PDO 07056	196 ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	REAR END	SE	PASSENGER CAR/VAN	N	N	NONE APPARENT	40	GOING STRAIGHT
050A 91.87	12/29/	/2007 160	00 PDO 07086	111 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	BROADSIDE	w	PICKUP TRUCK/UTILITY VAN	N	N	DISTRACTED/OTHER	30	GOING STRAIGHT
050A 91.88			25 PDO 07028		AT INTERSECTION	2 STRAIGHT ON-LEVEL		DAYLIGHT	NONE	N	BROADSIDE	w	PICKUP TRUCK/UTILITY VAN	N	N	DISTRACTED/OTHER	10	MAKING LEFT TURN
050A 91.87	10/15/	/2007 164	13 PDO 07002	579 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	w	HIT & RUN - UNKNOWN	N	N	OTHER FACTOR	UK	GOING STRAIGHT
050A 91.88	1/15/	/2007 063	30 PDO 07013	602 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	NONE	N	REAR END	w	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	UK	GOING STRAIGHT
050A 91.88	2/8/	/2007 144	7 PDO 07021	692 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	w	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	UK	MAKING RIGHT TURN
050A 91.88	11/24/	/2007 162	29 PDO 07075	430 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	w	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	05	MAKING RIGHT TURN
050A 91.88	12/23/	/2007 175	50 PDO 07086	064 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	REAR END	w	HIT & RUN - UNKNOWN	N	N	NONE APPARENT	UK	GOING STRAIGHT
050A 91.88	5/14/	/2008 170	06 PDO 08036	952 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	W	PICKUP TRUCK/UTILITY VAN	N	N	NONE APPARENT	UK	GOING STRAIGHT
050A 91.88	10/13/	/2008 100	00 PDO 08065	760 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	REAR END	W	PASSENGER CAR/VAN	N	N	OTHER FACTOR	UK	GOING STRAIGHT
050A 91.88	12/17/	/2008 131	3 PDO 08078	380 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	REAR END	W	PASSENGER CAR/VAN	N	N	OTHER FACTOR	15	GOING STRAIGHT
050A 91.88	12/8/	/2007 122	23 PDO 07080	643 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	REAR END	W	SUV	N	N	NONE APPARENT	05	GOING STRAIGHT
050A 91.88	8/6/	/2008 102	23 PDO 08053	354 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	N	N	NONE APPARENT	UK	MAKING RIGHT TURN

Transpo	orado Department of T ortation Safety and Tra etailed Accident Sumn	affic Engine	ering	<b>01/10/2011</b> 20110110161727
Highway: 50A	Begin: 91.87	End: 91.90	From:01/01/2001 T	o:12/31/2006
Severity	_ <mark>Multi-Vehicle</mark>	Location		
PDO:       59         INJ:       19       24 : Injured         FAT:       0       0 :Killed         Total:       78	One Vehicle: 2 Two Vehicles: 74 Three or More: 2 Unknown: 0 Total: 78	On Roa Off Road Lo Off Road Rig Off Road at To	eft: 0 Unkr ht: 0	edian: 0 nown: 0 Fotal: 78
Accident Type				
Overturning:       0         Other Non Collision:       2         School Age Peds:       0         Other Pedestrians:       0         Broadside:       9         Head On:       0         Rear End:       59         Sideswipe (Same):       5         Sideswipe (Opposite):       1         Approach Turn:       1         Overtaking Turn:       0         Parked Motor Vehicle:       0         Bicycle:       1         Motorized Bicycle:       0         Lighting Conditions       72         Dawn or Dusk:       72         Dark - Lighted:       5         Dark - Unlighted:       0	1	0 0 0 0 0 Weather C	Large Bo Rocks in Roar Barri Wall/Bui Crash Cus Ma Other Fixed O Involving Other O oad Maintenance Equip Unkr Total Fixed Ob Total Other Ob Conditions None: 74 Rain: 0 et/Hail: 2 Unkr	dway:       0         cade:       0         iding:       0         shion:       0         bilox:       0         bject:       0         bject:       0         ment:       0         nown:       0         Fotal:       78         ojjects:       0         Dust:       0         Wind:       2         nown:       0
Unknown:	)			Fotal: 78
Total: 78	Road Conditions		<mark>Mainline/Ramps</mark>	
Road Description       At Intersection:       68         At Driveway Access:       0         Intersection Related:       10         Non Intersection Urban:       0         In Alley:       0         Non Intersection Rural:       0         Ramp:       0	) ) ) Foreign M With Road Trea	itment: 0	Ma Crossroad (Ran Frontag B: 0 C: 0 D: 0 E: 0 F: 0	
Unknown: C Total: 78 Accident Rates	Wet w/lcy Road Trea Snowy w/lcy Road Trea Icy w/lcy Road Trea Slushy w/lcy Road Trea	atment:0atment:0atment:0atment:0	G: 0 - Intsx Frontage/F M: 0 O: 0	
PDO:         1.36         MVMT         Total:         1.80         MVM           Injury:         0.44         MVMT         Fatal:         0.00         100         MVMT	AT Uni	known: 0 <mark>Total: 78</mark>	HOV L	



## **Colorado Department of Transportation** Transportation Safety and Traffic Engineering **Detailed Accident Summary Report**

01/10/2011

20110110161727 Job #:

Highway: 50A			Begin	91.87 End: 91.90 From:0	1/01/2001	To:12/3	31/2006
Vehicle Type	Veh 1	<mark>Veh 2</mark>	Veh 3	Vehicle Movement	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	42	55	1	Going Straight:	28	15	(
Passenger Car/Van w/Trl:	2	0	0	Slowing:	3	2	(
Pickup Truck/Utility Van:	24	14	0	Stopped in Traffic:	3	38	
Pickup Truck/Utility Van w/Trl:	5	1	0	Making Right Turn:	23	14	(
Truck 10k lbs or Less:	2	2	2 0 Making Left Turn		12	5	C
Trucks > 10k lbs/Bus > 15 People:	0	1	0	Making U-Turn:	0	0	(
School Bus < 15 People:	0	0	0	Passing:	0	0	C
Non School Bus < 15 People:	0	0	0	Backing:	1	0	(
Motorhome:	0	0	0	Enter/Leave Parked Position:	0	0	C
Motorcycle:	0	0	0	Starting in Traffic:	3	0	(
Bicycle:	0	1	0	Parked:	0	0	(
Motorized Bicycle:	0	0	0	Changing Lanes:	2	0	(
Farm Equipment:	0	0	0	Avoiding Object in Road:	0	0	C
Hit and Run - Unknown:	1	0	0	Weaving:	0	0	(
Other:	0	0	0	Other:	2	1	C
Unknown:	2	2	1	Unknown:	1	1	
Total:	78	76	2	Total:	78	76	2
Contributing Factor	<mark>Veh 1</mark>	_ <mark>Veh 2</mark> _	_ <mark>Veh 3</mark> _				
No Apparent Contributing Factor:	49	68	1				
Asleep at the Wheel:		0	0				
Illness:		0	0				
Distracted by Passenger:	1	0	0				
Driver Inexperience:		0	0				
Driver Fatigue:		0	0				
Driver Preoccupied:		0	0				
Driver Unfamilar with Area:		0	0				
Driver Emotionally Upset:		1	0				
Evading Law Enforcement Officier:		0	0				
Physical Disability:		0	0				
Unknown:		7	1				
Total:	78	76	2				

Veh 1	_ Veh 2	_ Veh 3 _
14	16	0
1	2	0
3	1	0
1	0	0
21	20	1
0	0	0
32	31	0
4	4	0
2	2	1
78	76	2
	14 1 3 1 21 0 32 4 2	$\begin{array}{ccccc} 14 & 16 \\ 1 & 2 \\ 3 & 1 \\ 1 & 0 \\ 21 & 20 \\ 0 & 0 \\ 32 & 31 \\ 4 & 4 \\ 2 & 2 \end{array}$

Condition of Driver	Veh 1	_ <mark>Veh 2</mark> _	_ <mark>Veh 3</mark> _
No Impairment Suspected:	67	68	1
Alcohol Involved:	1	0	0
RX Drugs or Medication Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	1	0	0
Driver/Pedestrian not Observed:	0	0	0
Unknown:	9	8	1
Total:	78	76	2

	lorado Department of 1 Safety and Traffic En Detailed Accident Sumi	gineering	Microsoft Vis	sual FoxPro 9 SP2 05/19/2011 20110519135850
Highway: 50A	Begin: 91.87	End: 91.88	From:01/01/2007	To:12/31/2008
_ Severity	Multi-Vehicle	Location		
PDO: 25	One Vehicle: 1	On Road:	26 Off in M	edian: 0
INJ: 2 3 :Injured	Two Vehicles: 23	Off Road Left:	0 Private Pro	
FAT: 0 0 :Killed	Three or More: 3	Off Road Right:		nown: 0
Total: 27	Unknown: 0	Off Road at Tee:	0 .	Total: 27
	Total: 27			
Accident Type	L			
Overturning: 0	Road Maintenance Equipment:	0	F	ence: 0
Other Non Collision: 0	Domestic Animal:	0		Tree: 0
School Age Peds: 0	Wild Animal:	0	Large Rocks or Bo	
Ped on Toy Motorized Vehicle: 0	Light/Utility Pole:		road Crossing Equip	
Other Pedestrians: 0 Head On: 0	Traffic Signal Pole:	0	Barr Wall/Bu	icade: 0 ilding: 0
Rear End: 17	Sign: Guard Rail:	0 0 Cra	ash Cushion/Traffic I	•
Broadside: 5	Cable Rail:	0		ailbox: 0
Approach Turn: 1	Concrete Highway Barrier:	0	Other Fixed C	
Overtaking Turn: 0	Bridge Structure:	0	Involving Other C	•
Sideswipe (Same): 2	Vehicle Debris/Cargo:	0		nown: 0
Sideswipe (Opposite): 0	Culvert/Headwall:	0		Total: 27
Parked Motor Vehicle: 0	Embankment:	0		
Railway Vehicle: 0	Curb:	1	Total Fixed Ol	
Bicycle: 1	Delineator Post:	0	Total Other Ol	ojects: 0
Lighting Conditions		Weather Co	nditions	
Daylight:	25	No	one: 23	Dust: 0
Dawn or Dusk:	0	R	ain: 2	Wind: 1
Dark - Lighted:	2	Snow/Sleet/H	Hail: 1 Unk	nown: 0
Dark - Unlighted:	0	F	og: 0	Total: 27
Unknown:	0 Decid Canditiana		Mainline /Dame	o/Enorte no Delo
Total:	27 Road Conditions			s/Frontage Rds
Road Description		Dry: 20	Crossroad (Rai	mp A): 27
	23 M	Wet: 5 uddy: 0	Frontag	
At Driveway Access:		uddy: 0 nowy: 0	Ramps	-
Intersection Related:	4	lcy: 1		0 H: 0
Non Intersection:	0 S	lushy: 0		0 I: 0
Alley Related:	0 Foreign Ma	-		0 J: 0
Roundabout:	0 Dry w/Icy Road Treat			0 K: 0
Ramp:	0 Wet w/Icy Road Treat			0 T: 0 0
Parking Lot:	0 Snowy w/Icy Road Treat			-
Unknown:	0 Icy w/Icy Road Treat		Intsx Frontage	/Ramps
Total:	27 Slushy w/lcy Road Treat			0 N: 0
Accident Rates		nown: 0	O:	0 P: 0
		Fotal: 27	HOVI	_anes: 0
PDO: 1.58 MVMT Total: 1.70 MV	MII			lknwn: 0
Injury: 0.13 MVMT Fatal: 0.00 100 MVMT				Total: 27



## Colorado Department of Transportation Safety and Traffic Engineering Detailed Accident Summary Report

Job #: 20110519135850

Highway: 50A	vay: 50A Begin:		in: 91.87	End: 91.88 From	1:01/01/200	7 <b>To:</b> 12/3	1/2008
Vehicle Types	<mark>Veh 1</mark>	<mark>Veh 2</mark>	_ <mark>Veh 3</mark> _	Direction	Veh 1	Veh 2	_ <mark>Veh 3</mark> _
Vehicle/Vehicle Combo (> 10k Lbs	): 3	0	0	North:	0	3	0
School Bus (All School Busses	·	0	0	Northeast:	0	0	0
Non-School Bus (> 8) in Commerce	·	0	0	East:	5	2	0
Transit Bu		0	0	Southeast:	1	1	0
Passenger Car/Va	n: 9	13	2	South:	5	6	2
Passenger Car/Van w/Traile	er: 0	0	0	Southwest:	0	0	0
Pickup Truck/Utility Va	n: 10	9	1	West:	12	10	1
Pickup Truck/Utility Van w/Traile	er: 0	0	0	Northwest:	4	4	0
SUV	/: 2	4	0	Unknown:	0	0	0
SUV w/Traile	r: 0	0	0	Total:	27	26	3
Motor Home	e: 0	0	0		21	20	5
Motorcycl	e: 0	0	0				
Bicycle	e: 1	0	0				
Motorized Bicycl	e: 0	0	0				
Farm Equipmen		0	0				
Hit and Run - Unknow		0	0				
Light Ra		0	0				
Othe		0	0				
Unknow	n: 0	0	0				
Commercial Vehicle Tota	ıl: 27	26	3				
	<mark>h 1 Veh 2</mark>	2 <mark>— Veh 3</mark>	<mark>8</mark> ⊣ <mark>_ Vel</mark>	nicle Movement	Veh 1	Veh 2	_ <mark>Veh 3</mark> _
No Apparent Contributing Factor:	16 2	<b>^</b>	.		45	2	4
	10 2	ю,	3	Going Straight:	15	3	1
Asleep at the Wheel:			3 D	Going Straight: Slowing:		3	1
	0	0			0		
Asleep at the Wheel:	0 0	0	D	Slowing:	0 0	3	1
Asleep at the Wheel: Driver Fatigue:	0 0 0	0 0 0	D   D	Slowing: Stopped in Traffic:	0 0 5	3 13	1 1
Asleep at the Wheel: Driver Fatigue: Illness/Medical:	0 0 0 1	0 0 0 0	D   D   D	Slowing: Stopped in Traffic: Making Right Turn:	0 0 5 7	3 13 2	1 1 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience:	0 0 1 0	0 0 0 0	D   D   D   D	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn:	0 0 5 7 0	3 13 2 5	1 1 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving:	0 0 1 0 2	0 0 0 0 0 0	D   D   D   D   D	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn:	0 0 5 7 0 0	3 13 2 5 0	1 1 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area:	0 0 1 0 2 0	0 0 0 0 0 0 0	D   D   D   D   D   D   D	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing:	0 0 5 7 0 0 0	3 13 2 5 0 0	1 1 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset:	0 0 1 0 2 0 0	0 0 0 0 0 0 0 0 0	D   D   D   D   D   D   D	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked:	0 0 5 7 0 0 0 0 0 0	3 13 2 5 0 0 0	1 1 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier:	0 0 1 0 2 0 0 0	0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos:	0 0 5 7 0 0 0 0 0 0	3 13 2 5 0 0 0 0	1 1 0 0 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability:	0 0 1 0 2 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked:	0 0 5 7 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0	1 1 0 0 0 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger: Distracted/Cell Phone:	0 0 1 0 2 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger:	0 0 1 0 2 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving: Spun Out of Control:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger: Distracted/Cell Phone: Distracted/Radio: Distracted/Radio:	0 0 1 0 2 0 0 0 0 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving: Spun Out of Control: Drove Wrong Way:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger: Distracted/Cell Phone: Distracted/Radio: Distracted/Chter: Other Factor:	0 0 1 0 2 0 0 0 0 0 0 1 0 0 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving: Spun Out of Control:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0
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Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger: Distracted/Cell Phone: Distracted/Cell Phone: Distracted/Cher: Other Factor: Unknown:	0 0 1 0 2 0 0 0 0 0 1 0 0 1 0 0 3 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving: Spun Out of Control: Drove Wrong Way: Other: Unknown:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger: Distracted/Cell Phone: Distracted/Cell Phone: Distracted/Cher: Other Factor: Unknown:	0 0 1 0 2 0 0 0 0 0 1 0 0 1 0 0 3 4 0 2 7 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving: Spun Out of Control: Drove Wrong Way: Other: Unknown:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger: Distracted/Cell Phone: Distracted/Cell Phone: Distracted/Cher: Other Factor: Unknown: Total: No Alcohol Suspected:	0 0 1 0 2 0 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0 0 2 2 0 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving: Spun Out of Control: Drove Wrong Way: Other: Unknown: <b>Total:</b> ver Condition (Drugs No Drugs Suspected:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Asleep at the Wheel: Driver Fatigue: Illness/Medical: Driver Inexperience: Agressive Driving: Driver Unfamilar with Area: Driver Emotionally Upset: Evading Law Enforcement Officier: Physical Disability: DUI, DWAI, DUID: Distracted/Passenger: Distracted/Cell Phone: Distracted/Cell Phone: Distracted/Cell Phone: Distracted/Other: Other Factor: Unknown: <b>Total:</b> No Alcohol Suspected: Alcohol Suspected:	0 0 1 0 2 0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 2 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	Slowing: Stopped in Traffic: Making Right Turn: Making Left Turn: Making U-Turn: Passing: Backing: Backing: ter/Leave Parked Pos: Parked: Changing Lanes: oiding Object in Road: Weaving: Spun Out of Control: Drove Wrong Way: Other: Unknown: <b>Total:</b> ver Condition (Drugs No Drugs Suspected: Drugs Suspected:	0 0 5 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 13 2 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0

ADT: 21,700 Length: 1.00

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	lorado Department of Safety and Traffic Er Detailed Accident Sum	ngineering		<b>01/13/2011</b> 10113111802
Highway: 50A	Begin: 91.87	<b>End:</b> 91.90	From:01/01/2007 To:12/	/31/2008
Severity	Multi-Vehicle	_ Location		
PDO: 10	One Vehicle: 0	On Road:	10 Off in Median:	0
INJ: 0 0 :Injured	Two Vehicles: 8	Off Road Left:	0 Private Property:	
FAT: 0 0 :Killed	Three or More: 2	Off Road Right: Off Road at Tee:	0 Unknown:	0
Total: 10	Unknown: 0	Oli Road at Tee.	0 Total:	10
	Total: 10			
Accident Type	<b>D</b> 111	0	_	
Overturning: 0 Other Non Collision: 0	Road Maintenance Equipment: Domestic Animal:		Fence: Tree:	-
School Age Peds: 0	Wild Animal:		Large Rocks or Boulder:	-
Ped on Toy Motorized Vehicle: 0	Light/Utility Pole:		ilroad Crossing Equipment:	
Other Pedestrians: 0	Traffic Signal Pole:	0	Barricade:	0
Head On: 0	Sign:		Wall/Building:	
Rear End: 6	Guard Rail:		ash Cushion/Traffic Barrel:	
Broadside: 3 Approach Turn: 1	Cable Rail: Concrete Highway Barrier:		Mailbox: Other Fixed Object:	-
Overtaking Turn: 0	Bridge Structure:		Involving Other Object:	
Sideswipe (Same): 0	Vehicle Debris/Cargo:		Unknown:	
Sideswipe (Opposite): 0	Culvert/Headwall:		Total:	10
Parked Motor Vehicle: 0	Embankment:	0		
Railway Vehicle: 0	Curb:		Total Fixed Objects:	
Bicycle: 0	Delineator Post:		Total Other Objects:	0
Lighting Conditions		Weather Co	onditions	
	10		one: 8 Dust	-
Dawn or Dusk:	0		Rain: 0 Wind	
Dark - Lighted:	0	Snow/Sleet/		: 0
Dark - Unlighted: Unknown:	0		Fog: 0 <mark>Total</mark> :	10
	10 Road Conditions		┐┌─ <mark>─ Mainline/Ramps/Fro</mark>	ntage Rds_
		Dry: 9	Mainline	-
Road Description		Wet: 1	Crossroad (Ramp A)	
At Intersection:		luddy: 0	Frontage Rd	. 0
At Driveway Access: Intersection Related:	0 s	Snowy: 0	B: 0 H:	0
Non Intersection:		lcy: 0 Slushy: 0	C: 0 I	
Alley Related:	0 Foreign Ma	•	D: 0 J:	
Roundabout:	0 Dry w/Icy Road Trea		E: 0 K	
Ramp:	0 Wet w/Icy Road Trea		F: 0 T:	: 0
Parking Lot:	0 Snowy w/lcy Road Trea		G: 0	
Unknown:	0 Icy w/Icy Road Trea		Intsx Frontage/Ramp	<mark>os</mark>
Total:	Slushy w/Icy Road Trea	tment: 0 nown: 0	M: 0 N	
Accident Rates			O: 0 P:	0
PDO: 0.64 MVMT Total: 0.64 MV		Total: 10	HOV Lanes	: 0
Injury: 0.00 MVMT			Uknwn:	0
Fatal: 0.00 100 MVMT			Total	10



## Colorado Department of Transportation Safety and Traffic Engineering Detailed Accident Summary Report

01/13/2011

Job #: 20110113111802

Highway: 50A			Begir	n: 91.87	End: 91.90 From	n:01/01/2007	7 <b>To:</b> 12/3	1/2008
<mark>Vehicle Types</mark>		Veh 1	Veh 2	Veh 3	Direction	_ <mark>Veh 1</mark>	Veh 2	Veh 3
Vehicle/Vehicle Combo (> 10k L	_bs):	2	0	0	North:	1	2	0
School Bus (All School Buss	· · · · · · · · · · · · · · · · · · ·	0	0	0	Northeast:	0	0	0
Non-School Bus (> 8) in Comme	erce:	0	0	0	East:	3	1	0
Transit I	Bus:	0	0	0	Southeast:	0	0	0
Passenger Car/	Van:	4	5	1	South:	2	3	2
Passenger Car/Van w/Tra	ailer:	0	0	0	Southwest:	0	0	0
Pickup Truck/Utility	Van:	4	3	1	West:	2	2	0
Pickup Truck/Utility Van w/Tra	ailer:	0	0	0	Northwest:	2	2	0
S	SUV:	0	2	0	Unknown:	0	0	0
SUV w/Tra	ailer:	0	0	0	Total:	10	10	2
Motor Ho	ome:	0	0	0	- Total.	10	10	2
Motorcy	ycle:	0	0	0				
Bicy	ycle:	0	0	0				
Motorized Bicy	ycle:	0	0	0				
Farm Equipm	ient:	0	0	0				
Hit and Run - Unkno		0	0	0				
Light I		0	0	0				
	ther:	0	0	0				
Unkno	own:	0	0	0				
Commercial Vehicle	otal:	10	10	2				
Contributing Factor	Veh 1	<mark>Veh 2</mark> _	Veh 3	_ <mark>Veł</mark>	nicle Movement	Veh 1	<mark>Veh 2</mark>	_ <mark>Veh 3</mark> _
No Apparent Contributing Factor:	6	10	2		Going Straight:	: 6	3	1
Asleep at the Wheel:	0	0	0		Slowing	: 0	1	0
Driver Fatigue:	0	0	0		Stopped in Traffic:	: 0	6	1
Illness/Medical:	0	0	0		Making Right Turn:	: 1	0	0
Driver Inexperience:	0	0	0		Making Left Turn:	: 3	0	0
Agressive Driving:	0	0	0		Making U-Turn:	: 0	0	0
Driver Unfamilar with Area:	2	0	0		Passing:	: 0	0	0
Driver Emotionally Upset:	0	0	0		Backing		0	0
Evading Law Enforcement Officier:	0	0	0	Ent	er/Leave Parked Pos	: 0	0	0
Physical Disability:	0	0	0		Parked	: 0	0	0
DUI, DWAI, DUID:	0	0	0		Changing Lanes:		0	0
Distracted/Passenger:	0	0	0	Av	oiding Object in Road	: 0	0	0
Distracted/Cell Phone:	0	0	0		Weaving		0	0
Distracted/Radio:	0	0	0		Spun Out of Control:		0	0
Distracted/Other:	1	0	0		Drove Wrong Way		0	0
Other Factor:	1	0	0		Other		0	0
		•	0	11	Unknown	: 0	0	0
Unknown:	0	0	0			· · ·		
	0 10	0 10	2		Total		10	2
Unknown: Total:		-	-	] <mark>Driv</mark>		: 10	-	2 Veh 3
Unknown: Total: Driver Condition (Alcohol)	10 Veh 1 _	10 Veh 2	2 Veh 3	] <b>Dri</b> y	Total: ver Condition (Drugs	: 10 s) <mark>Veh 1</mark>	10 Veh 2	_ <mark>Veh 3</mark> _
Unknown: Total: Driver Condition (Alcohol) Alcohol Suspected:	<mark>10</mark> Veh 1 _ 9	10 <mark>Veh 2</mark> 10	2 <mark>Veh 3</mark> 2		Total: ver Condition (Drugs Drugs Suspected:	: 10 <b>s)Veh 1</b> : 9	10 <mark>Veh 2</mark> 10	_ <mark>Veh 3</mark> _ 0
Unknown: Total: Driver Condition (Alcohol)	10 Veh 1 _	10 Veh 2	2 Veh 3		Total: ver Condition (Drugs Drugs Suspected: No Drugs Suspected:	: 10 5) <mark>Veh 1</mark> : 9 : 0	10 Veh 2	- <mark>Veh 3</mark> - 0 0
Unknown: Total: Driver Condition (Alcohol) Alcohol Suspected: No Alcohol Suspected:	<mark>10</mark> Veh 1 _ 9 0	10 Veh 2 10 0	2 <b>Veh 3</b> 2 0		Total: ver Condition (Drugs Drugs Suspected:	<mark>: 10</mark> 5) <mark>Veh 1</mark> : 9 : 0 : 1	10 	_ <mark>Veh 3</mark> _ 0

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