REDUCTION OF CONSTRUCTION PROJECT RISKS TO PEDESTRIANS, DRIVERS, AND TRANSIT PASSENGERS THROUGH ANALYSIS OF HISTORICAL ACCIDENT RECORDS

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ABSTRACT

The proposed study will use the Pareto Principle and an accident chain analysis to analyze historical accident records to develop new construction project workplace safety recommendations that will reduce active construction project risks to pedestrians, drivers, and transit passengers.

Fulfillment of this objective requires the research team to work closely with state transportation department agency staff to

- Review existing California Department of Transportation (Caltrans) contractor safety rules, regulations, and processes;

- Review informal Caltrans contractor work practices and processes;

- Collect and review Caltrans accident data (specific to injuries to the public while they are using the transportation network);

- Analyze and correlate accident data with work practices and accident conditions (using the Pareto Principle and an accident chain analysis); we will

  - Analyze whether Caltrans safety practices were followed

  - Identify areas where practices where not effective

  - Analyze of role of site conditions in accident

- Develop improved measures to Caltrans' safety processes so as to reduce crash risk and improve transit safety.

The fulfillment of this objective also requires publishing a report of findings to share lessons learned with the Caltrans local district staff, as well as and state and federal agencies.

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DISCLOSURE

INTRODUCTION

As the public agency responsible for the annual delivery of over three billion dollars in construction projec ts, the California Departm ent of Transportation (Caltrans) has a tremendous responsibility to these deliver construc tion projects using project delivery processes and procedures that create the minimum risk to pedestrians, drivers, and transit passengers while a lso maintaining a safe working environm ent for all of its employees, consultants, and contractors.

This study exams accident data from over 74 ,000 accidents th at occurred on selected highways in Southern California. The objective o f the analys is is to com pare accident data and characteristics for acciden ts which do not occur in construction zones with accidents that di d occur in construction zones. Us ing Pareto Charts to conduct this comparative analyses, recomm endations to reduce accidents in construction zones are made. Potential accident chain scenarios ba sed on the analysis are also developed as a tool to communication accident mechanisms.

Literature Review

Study of construction work zone accid ents has beco me a nationwide and statewide priority. Title 23 United St ates Code (USC) 402, enacted in 1966 and administered through Title 23 Code of Federal R egulations (CFR) 1204.4, and California Vehicle Code (CVC) Section 2900 et seq. requires the State of California to have a data collection system as part of the process to reduce the number and/or severity of accidents on roads in the S tate of Calif ornia. In response to Title 23, USC 402, the State of California developed the Traffic Collision Reports (TCR's) used by po lice agencies to collect and compile accident data. W hen the State developed the TCR' s, they also developed the acciden t database (SW ITRS) that resulted from the data collected and compiled from the traf fic collisions reports. The State also develo ped the Traffic Accident Surveillance and Analysis System (TASAS) used by the California Departm ent of Transportation (Caltrans) to an alyze accident, traffic, and highway data collected and compiled by Caltrans. The State of California has developed a process that utilizes the

TASAS data base, including the accident info rmation collected and compiled into it, to effectively reduce the num ber and sever ity of accidents on all h ighways under the jurisdiction of the Stat e. This study to date has not extensively looked at accidents as related to active construction projects.

California has also created th e Statewide Integrated Traffic Records System (SWITRS), a statewide records system. SWITRS is a centralized accumulation of data for fatal and injury motor vehicle traffic accidents. California's Department of Transportation (Caltrans), Department of Motor Vehicles (DMV), and CHP for med a committee to act as caretakers of SWITRS. Each has a special interest in the information garnered from accident investigations. CHP, Caltrans, and DMV use the statis tics to improve roadway conditions and monitor the effectiveness of enfo rcement efforts. Each uses the system in their own way to m aintain a safe motoring environment for the public. Again, however, construction related accidents are not separately considered or analyzed.

At the federal level, the Highway Safety Information System (HSIS) Laboratory offers value to FHWA's Research and Developm ent program, to other offices within FHWA and DOT, to the safety res earch community in g eneral, and to State an d local engineers/planners. HSIS m aintains a data base for which eight States (California, Illinois, Maine, Mich igan, Minnesota, North Carolina, Ut ah, and W ashington) provide crash, roadway inventory, traffic, driver, vehicle, and other information that can be linked to analysis files for a wide spectrum of sa fety studies. Te xas, in particular, has had progress in research of construction project impacts to traffic acciden ts (Fontaine 2001, Fontaine and Hawkins 2001)

Pareto Principal

The study will use the P areto Principle and an accident chain analysis to analyze historical accident records to develop new construction project workplace safety recommendations that will reduce active construction project risks to pedestrians, drivers, and transit passengers.

The Pareto Principle is based upon the observation of Vilfredo Pareto in nineteenth century Italy that 20% of the population controlled about 80% of the wealth. Researchers have applied Pareto's concept to many other topics other than wealth distribution and have found that in most cases, occurrences are distributed in a way such that a vital few make up the largest portion of the population of outcomes – but not always strictly in a 20-80 relationship (Juran 1989). The Pareto diagram is a graphic representation of this concept. The Pareto diagram itself is a histogram with the categories of data arranged in order from the largest the smallest and a cumulative curve for all outcomes. Used in research applications, Pareto diagrams graphically allow the separation of the vital few items from which the majority of occurrences are generated from the trivial many. Resources are then directed to the vital few, thus maximizing the effective use of available resources. Used in such a fashion, Pareto diagrams have been used or proposed in a number of applications such as quality control (Kuprenas and Kenney 1999), engineering management (Graves 1993), and safety (Kuprenas et al 1999, Kuprenas and Nasr, 2000).

Accident Chain Analysis

Accident chains are a simple graphical tool used to represent the condition of events that result in an accident. Each circumstance / event is illustrated through a box. Arrows connecting the boxes indicate a relationship between the circumstances / events. The final box in the chain is the accident. Items immediately preceding the accident are the direct cause of the accident, but the value of the accident chain is beyond these events. The chain identified events prior to these direct cause events that if eliminated would prevent the accident preceding event from happening. In many cases, removal or mitigation of these earlier events is significantly easier (effort, cost, time, etc.) Than removal of later events.

Accident chains within this work are used in such a fashion. When an accident causing event is eliminated, the accident is mitigated. This work will create accident chains based on data identified from the Pareto analysis. The work will also create

mitigated accident chain diagrams to assist in determining how to reduce or eliminate the construction zone accidents studies in the chain diagrams.

DATA

Accident data is pu lled from the Ca lifornia Department of Transportation (Caltrans) accident database called "Traffic Accident Surv eillance and Analysis Sy stem" (TASAS). Data used in the an alysis is all accidents in Caltrans Di strict 7 (as show n in Figure 1) for the three year period from 10/01/00 to 09/30/03 on the five state routes 005, 010, 101, 110, 405. Accidents in all dire ctions (northbound, southbound, eastbound, and westbound), all tim es of day, and all condit ions are included. The TASAS database includes several data fields. The TASAS data fields used in this study are

- Number of vehicles
- Type of vehicle / party
- Type of accident
- Movement proceeding accident
- Primary collision factor (including construction activity)
- Other associated factor
- Sobriety / drug use

The data set is subd ivided into two groups – all accid ents (including accidents in construction zones) and accidents that specifically occurred in construction zones. Table 1 below summarizes th e data to be used in the analyses. Note within column 4 of the figure the large variatio n in num ber of accident s in cons truction zones. Note that this variation is less a function of the road, but rather more a function of whether construction took place over the three year period.

Appendix 1 is the TASAS printouts used to   develop the database used in this study.   Appendix 2 is a printout of the Caltrans   **Traffic Manual**, Chapter 3   which includes information as to how the accident   data is collected by the state (Califo   rnia Department of Transportation, 2006).

FIGURE 1. Map of District Numbers

TABLE 1. Accident Data

Route	Total Number of Accidents	Number of Accidents Not in Construction Zones	Number of Accidents in Construction Zones
(1)	(2)	(3)	(4)
005	16,562	16,207	355
010	18,306	17,194	1,112
101	13,169	12,938	231
110	10,555	10,480	75
405	15,894	15,715	179
TOTAL	74,486	72,534	1,952

ANALYSIS

The analysis of this research is simple. The approach is to compare accident data and characteristics for accidents which do not occur in construction zones with accidents that did occur in construction zones. Usi ng Pareto Charts to conduct this com parative analsyses, recommendations to red uce accidents in construction zones are m ade. Potential accident chain scenarios b ased on the analysis are also dev eloped as a too l to communication accident mechanisms.

Pareto Charts

Series of figure showin g Pareto ch arts with two pieces of inform ation for each accident attribute studied. The x axis on the ch art represents the attribute outcomes and the y axes showing percentage. The left axis is the percentage of each indiv idual outcome (measured as a bar) and the right axis is and the cumulative percentage for all listed outcomes (measured as a curve). Seven charts and, he nce, seven accident

attributes, are included in the analysis. E ach charted attribute has b etween four and seventeen outcomes. Each figure also shows information on two sets of data, a dark grey set of frequency bars and curve (representing accident data for all accidents) and a ligh t grey set of frequency bars and curves (representing accidents that happ ened in construction zones).

Table 2 below summarizes the number of injuries and of the num ber of accidents per injury. Note within columns 3 and 5 of the figure a lower num ber means that the accident would be m ore likely to result in injury – a value of one would m ean every accident resulted in an injury. T he table shows a 4.2% increase in the averag e of accidents per injury.when the accident occurs in a construction zone.

TABLE 2. Accident Data – Injuries

| Route | Accidents Not in Construction Zones | | Accidents in Construction Zones | |
| | Number of Injuries | Accidents per Injury | Number of Injuries | Accidents per Injury |
(1)	(2)	(3)	(4)	(5)
005	4,098	3.95	93	3.82
010	4,418	3.89	319	3.49
101	3,584	3.61	68	3.40
110	2,722	3.85	20	3.75
405	4,475	3.51	50	3.58
Average	-	3.76	-	3.61

Table 3 below summarizes the number of fatalities and of the number of accidents per fatality. Note within colum ns 3 and 5 of the figure a lower num ber means that the accident would be m ore likely to result in fatality – a value of one hundred would m ean every one hundred accidents re sulted in a fatality. Th   e table shows a signif icant difference between the averages sho wn in columns 3 and 5. The table sh ows an increase of 37.4% in the average of accid   ents per fa tality when the accident occurs in a construction zone

TABLE 3. Accident Data – Fatalities

Route	Accidents Not in Construction Zones		Accidents in Construction Zones	
	Number of Fatalities	Accidents per Fatality	Number of Fatalities	Accidents per Fatality
(1)	(2)	(3)	(4)	(5)
005	89	182.10	3	118.33
010	55	312.62	2	556.00
101	30	431.27	4	57.75
110	38	275.79	1	75.00
405	42	374.17	1	179.00
Average	-	*315.19*	-	*197.22*

The Pareto chart showing the number of vehicles involved in each accident of the study is shown in Figure 2.   The dark bars show the non-construction zone accidents; the lighter bars are the cons truction zone accidents.   The figure shows so me increase the number of vehicles inv olved in accidents when the acciden t occurred in a construction zone – construction zon e accidents are much less likely to involve only one vehicle and more likely to involve more three or m ore cars. A com parison of averages of number of vehicles (calculated based on num ber of accidents weighted based upon number vehicles

divided by the total number of accid ents) shows a 3.04% in crease in average of vehicles when the accident takes place in a construction zone (1.973 verses 1.908).

The Pareto chart showing the type of ve hicles involved in each accident of the study is shown in Figure 3. As in the other figures, the dark bars show the non-
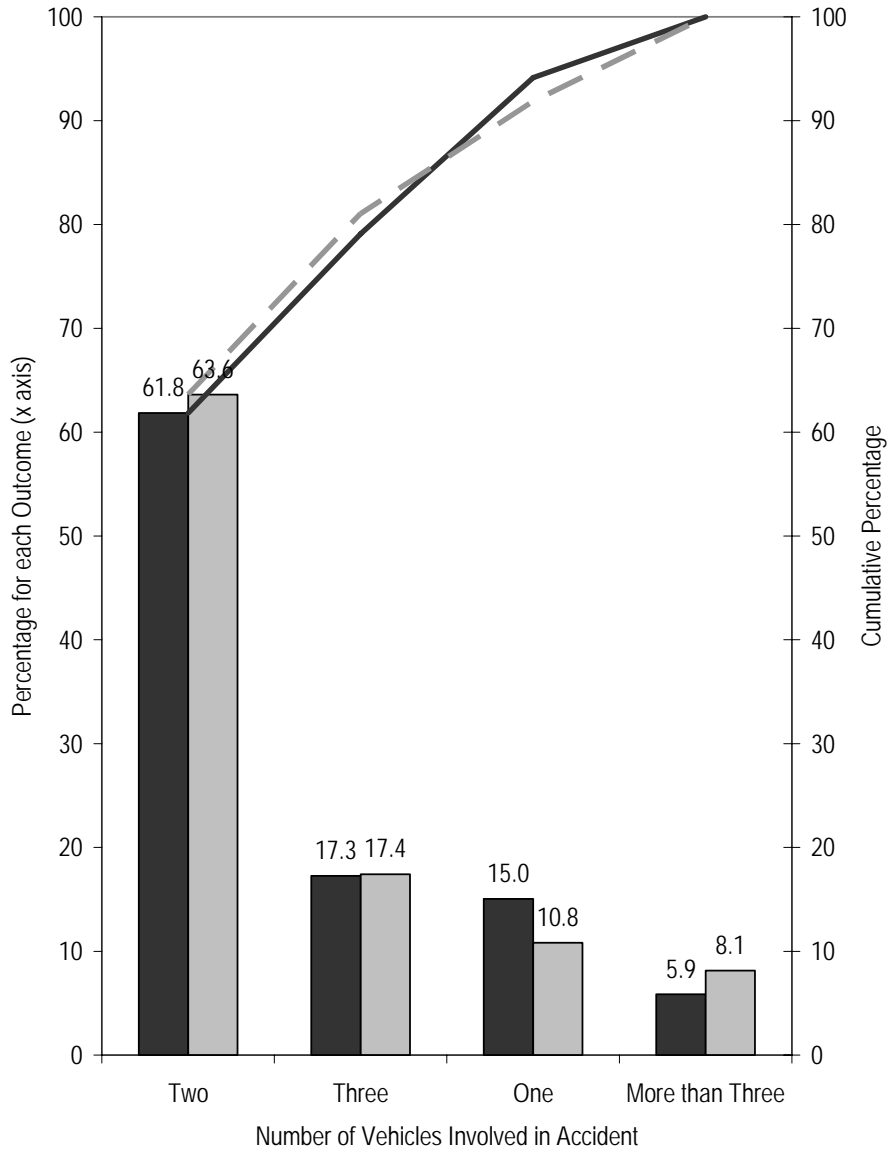
FIGURE 2. Pareto Chart – Number of Vehicles Involved in Accident

construction zone accidents; the lighter bars are the construction zone accidents.   Vehicle / party types are as shown in Table 4. The figure shows a large difference in frequency of occurrence between construction and non-construction zone a ccidents for vehicle / party type "All G's" – defined in Table 4 to be truc ks with trailers. The chart and data show that accidents that involve trucks rose in frequency from 5.75% to 9.20 % (representing a 60.2% increase) for accidents that occurred in construction zones.
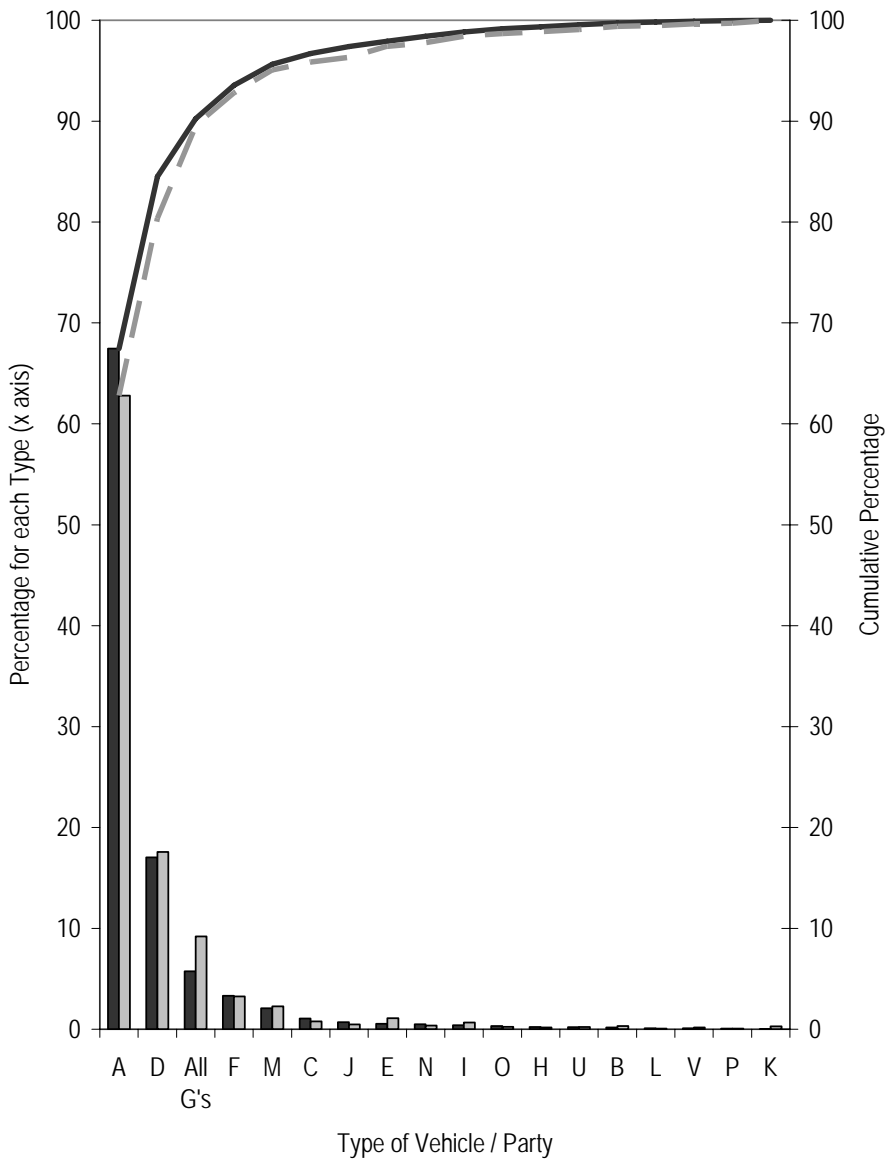
FIGURE 3. Pareto Chart – Type of Vehicle / Party

TABLE 4.   Vehicle / Party Types

Code (1)	Type of Vehicle / Party (2)
A	Passenger Car / Station Wagon
D	Pickup
All G's	Truck with Trailer
F	Truck
M	Other
C	Motorcycle
J	Emergency Vehicle
E	Pickup with Trailer
N	Other (non-motor vehicle)
I	Bus
O	Spilled Loads
H	School Bus
U	Pedistrian
B	Passenger Car with Trailer
L	Bicycle
V	Dismount Pedestrian
P	Disengaged Tow
K	Construction Equipment

The Pareto chart showing the type of   accident for each accident of the study is
shown in Figure 4.   The chart r epresents a typical, traditional Pareto chart shape. Again,
the dark b ars show the non-con   struction zone accidents; the lighter bars are the
construction zone accidents.   Not unexpected   ly given the traffic controls comm   on in
construction zones, the figure shows "rear end" and "sideswipe" are the most common
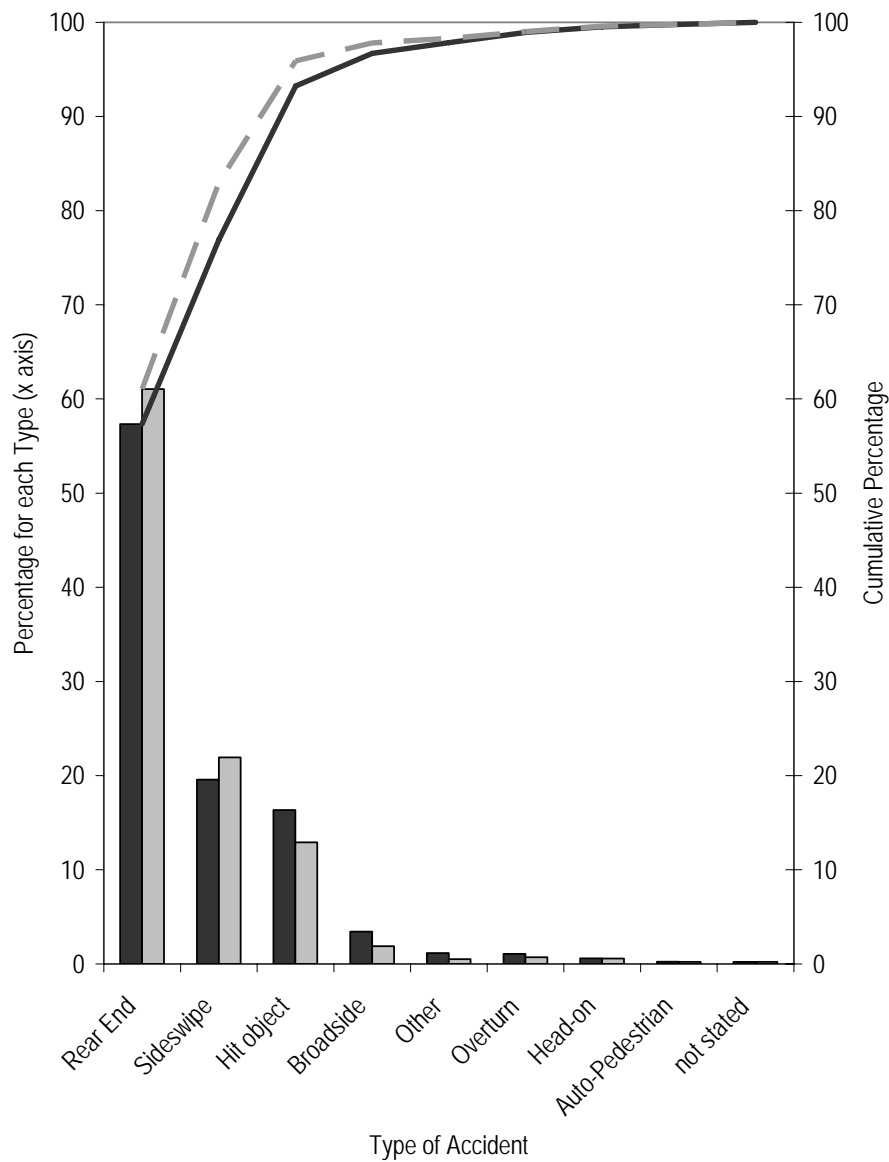
FIGURE 4. Pareto Chart – Type of Accident

type of accidents. Accidents in construction zones were slightly m ore likely for these two types of accidents (83.0% verses 76.9% cumulative percent)

Figure 5 sh ows the Pareto chart fo r the m ovement proceeding the collision   for accidents that took place in construction zones and in non-construction zones. As in the other figures, the dark bars show the non-construction zone accidents; the lighter bars are
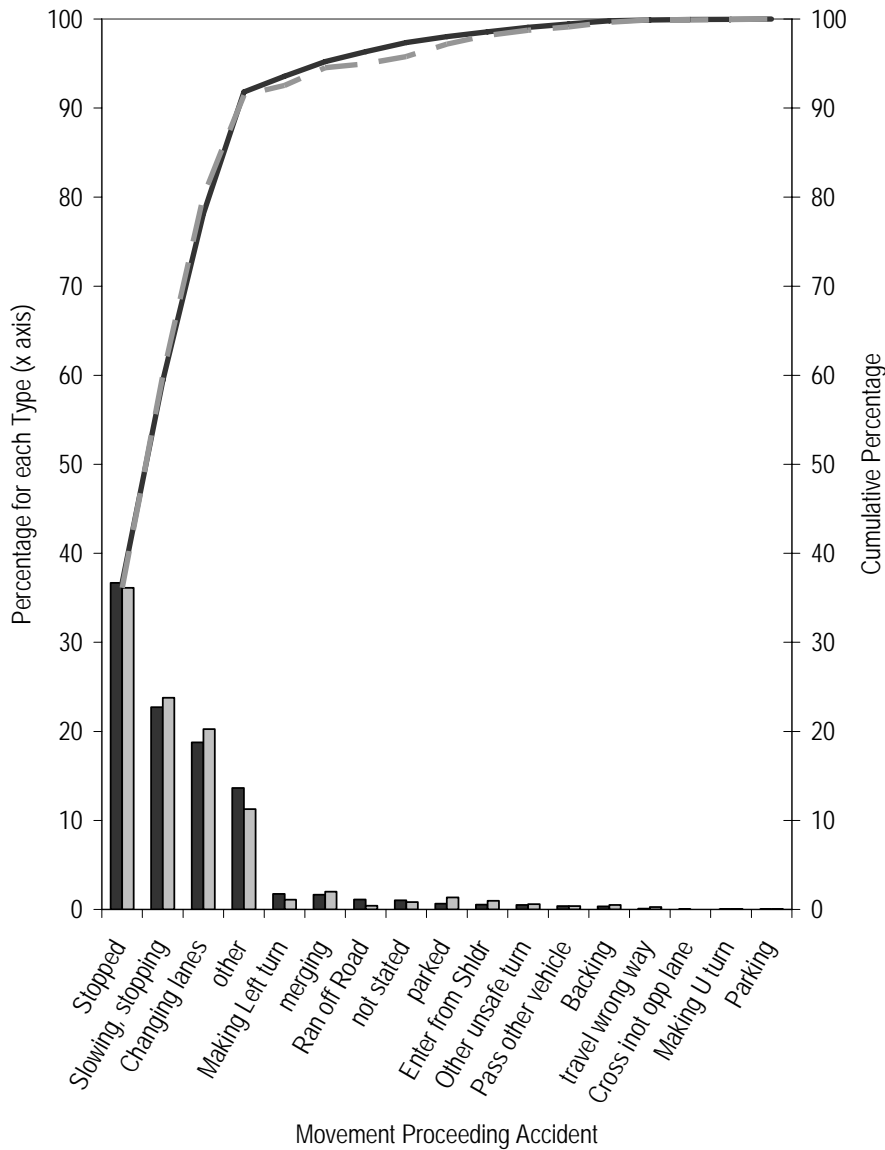
FIGURE 5. Pareto Chart – Movement Proceeding Accident

the construction zone accidents. The m ovements of "slowing, stopp ing" and "changing lanes" occur with greater frequency in accide nts in construction zones. As was the case in Figure 4 , these resu lts are not unexpected given the traffic c ontrols common in construction zones).

Within the TASAS dat abase one fundamental piece of inform ation is the primary collision factor to each accident. The Pareto chart showing the primary collision factor in each accident of the study is shown in Figure 6. The dark bars show the non-construction
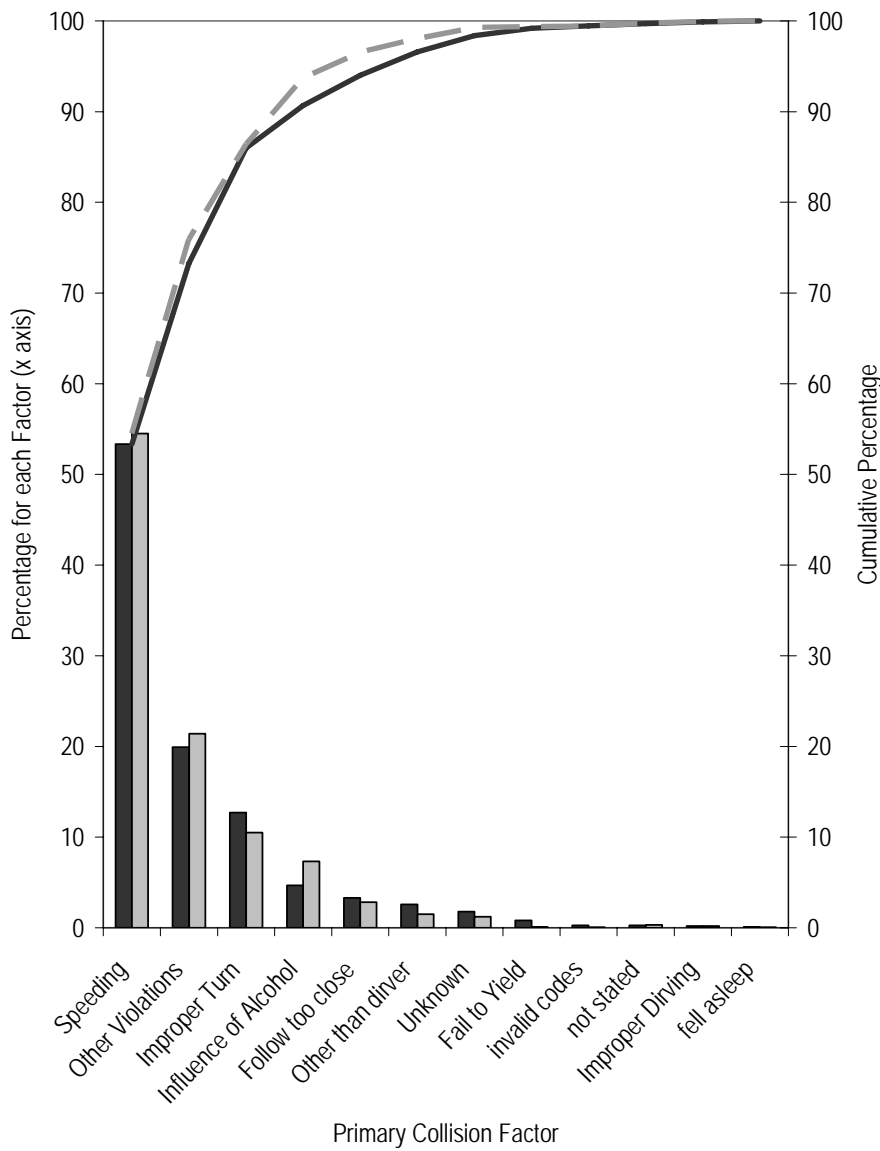
FIGURE 6. Pareto Chart – Primary Collision Factor

zone accidents; the lighter bars are the construction zone accidents. The figure shows the most common primary collision factor to be "speeding" with "other violations" and "improper turn" also relatively common factors (~20% and ~10% respectively). The figure shows differences in collision factors based on construction zone accidents.

Figure 7 is a Pareto chart primary collision factors but with the "speeding" and "other violations" factors removed and the chart recalculated. The figure is of value

Primary Collision Factor (without speeding, other violations)
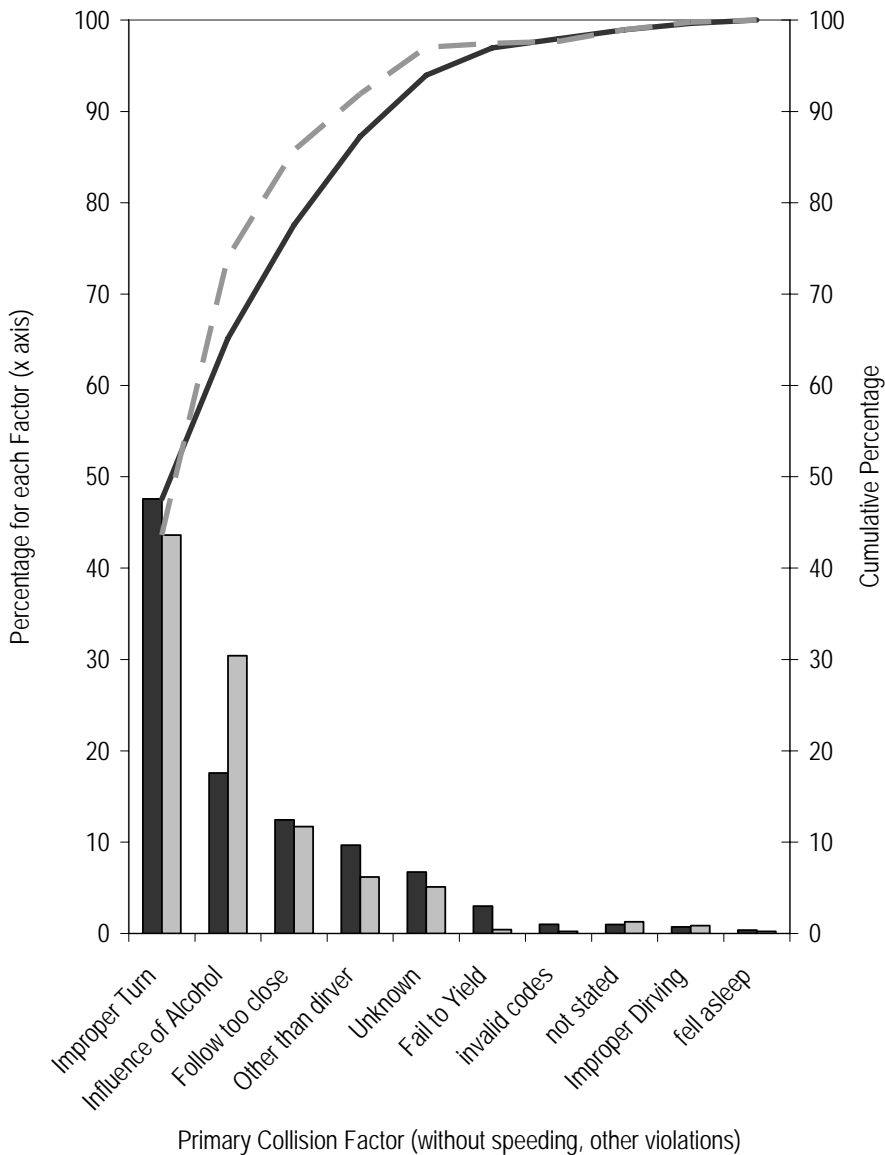
FIGURE 7. Pareto Chart – Primary Collision Factor With "Speeding" and "Other Violations" Removed

because it clearly shows a substantial difference in collision factors based on construction zone accidents – th e most str iking in the co llision factor of "influence of alcohol". Based on figure 6 (all factors) the data shows alcohol to be the primary collision factor in 7.3% of accidents in construc tion zones and only 4.7% in accidents in non construction zones. This 56% increase for construction z one accidents due to the influence of alcohol is a key finding repres enting about 150 additional accidents in District 7, resulting in 40 injuries and 1.3 fatalities over the three years of the study.

The TASAS database collections collision factors other than the primary collision factor. This field is called "Other Associated Factor", and Pareto chart for these other asso ciated factors is shown in Figure 8. As in the other figures, the dark bars show the non-construction zone accidents; the lighter bars are the construction zone accidents. Many of these factors are common to the factors show n in Figures 6 and 7. L ike Figure 6, the figure shows the increased influence of sp eeding on accidents in construction zones, however, in Figure 8, the difference is even m ore pronounced. Speeding is identified as another associated collision factor in 16.6% of a ccidents in non-construction zones and 22.4% of accidents in construction zones.

The Pareto chart showing the influence of sobriety / drug use on frequency of accidents in construction and non-construction zones is sho wn in Figure 9. As in the other figures, the dark bars show the non-constr uction zone accidents; the lighter bars are the construction zone accidents. On the x-ax is of the fig ure the letters "HBD" are a TASAS abbreviation for "Had Been Drinking". The figure shows the striking increase in accident frequency on all HBD subcatego ries. The three HBD subcategories ("under influence", "not under influence", and "im pairment unknown"), increase in frequency by 69.8% in construction zone accidents (from 5.19% to 8.82%).
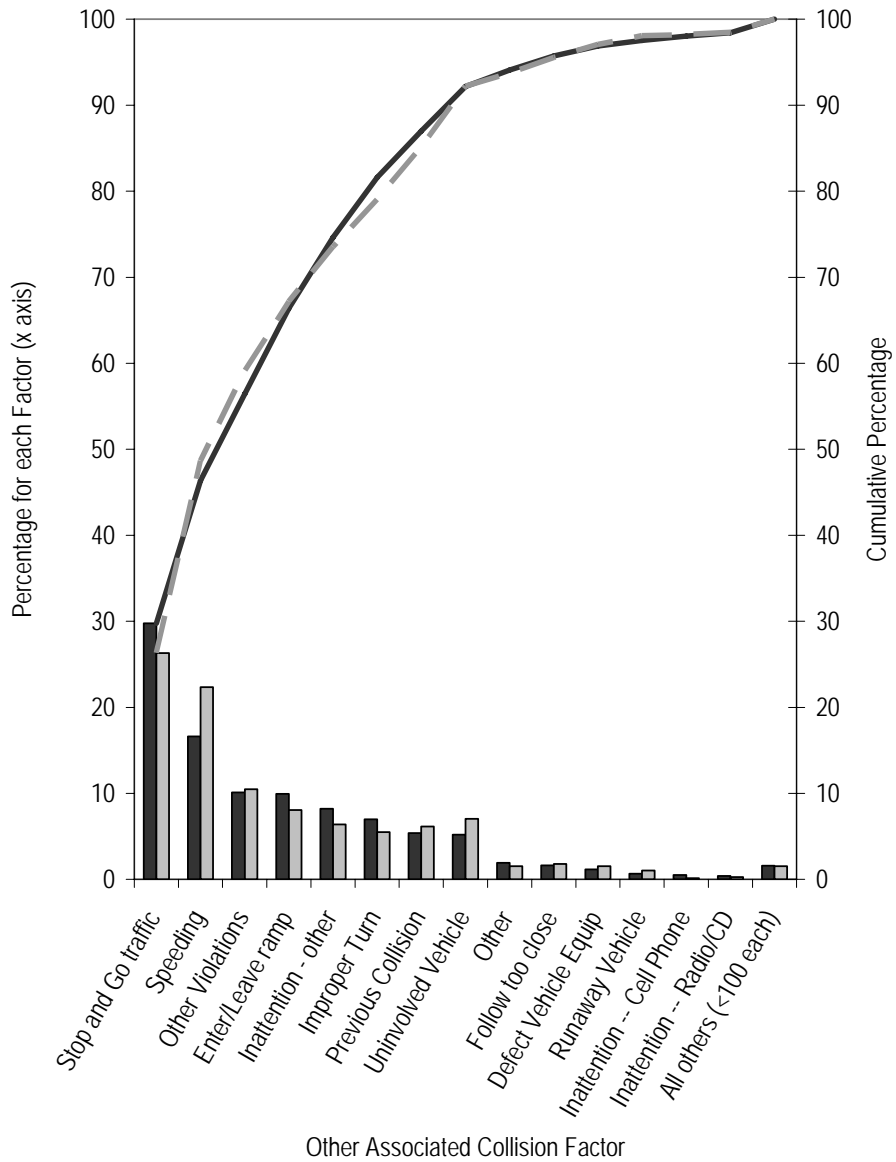
FIGURE 8. Pareto Chart – Other Associated Factor
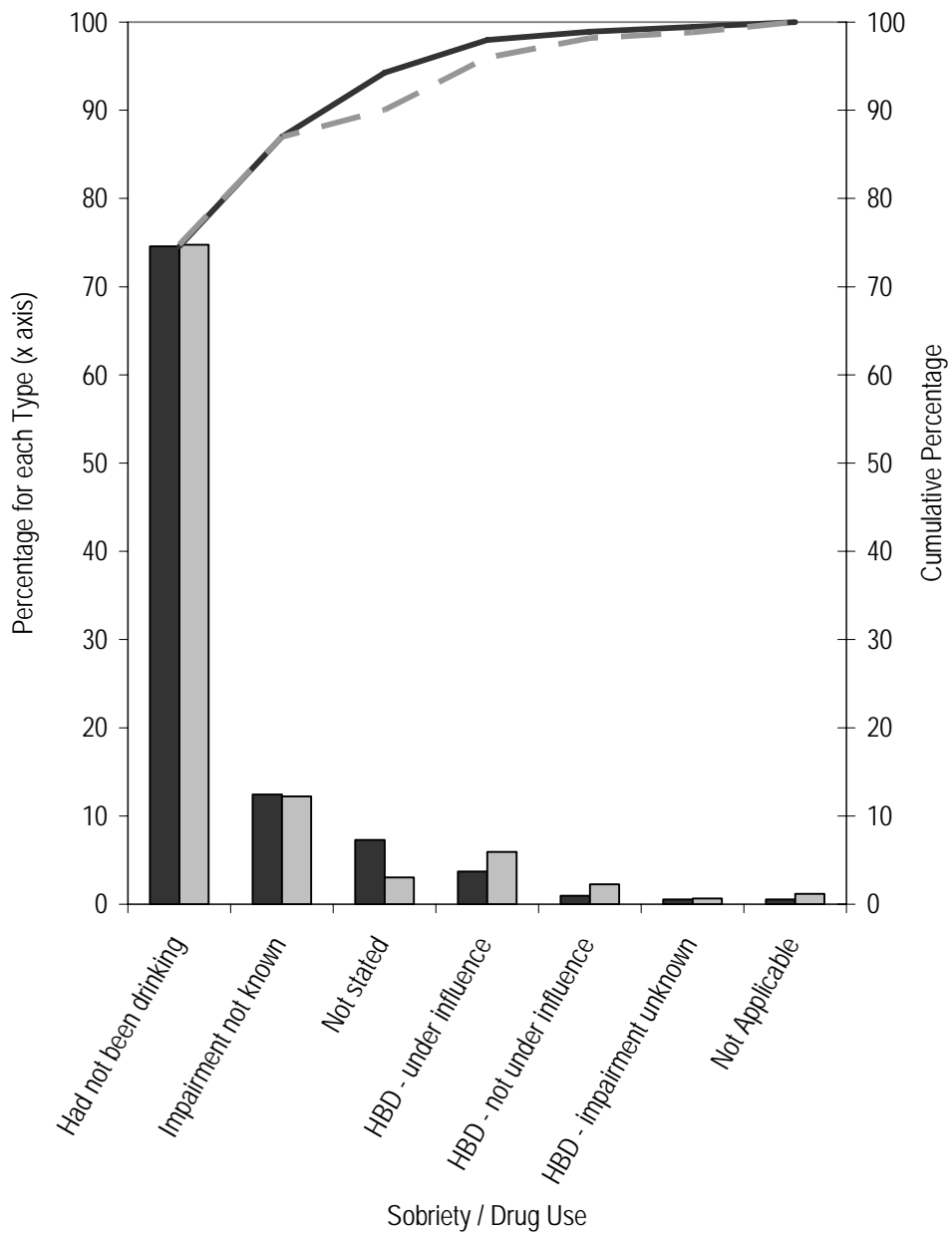
FIGURE 9. Pareto Chart – Sobriety / Drug Use

Accident Chains

Accident chain analysis will focus on construction zone accident scenarios identified through the Pareto chart analyses.   Accident chains will illustrate how

- Sideswipe accidents

- Rear end accidents

- Loaded truck rear end

accidents could have been created.   Mitigated accident chains are also created for each scenario in order to understand how to eliminate these types of accidents.

Figure 10 shows the accident chain for one finding from the analysis of the TSAS Construction Zone data analysis. The figure shows how the hypothetical Construction

Accident Chain

Construction Project Requirements

Construction Zone → Center Median Improvements → Traffic Controls Needed → Lane Traffic Controls Needed

Driver Condition

Vehicle Driver had been Drinking

→ Sideswipe Accident
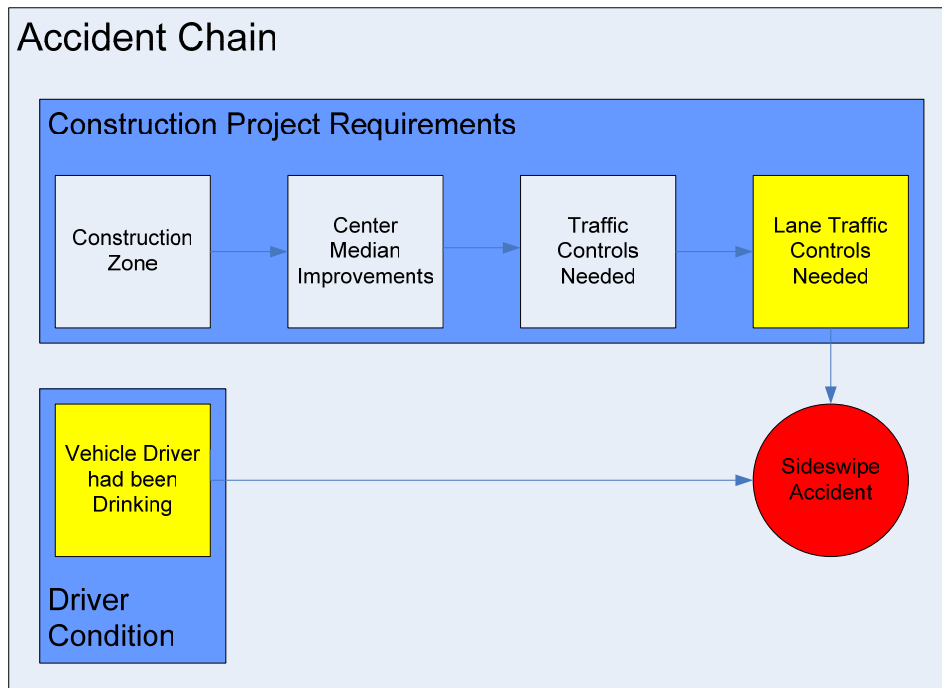
FIGURE 10. Accident Chain – Sideswipe / Drinking

Project of a center median improvement project requires traffic controls, specifically lane traffic controls. The fi gure also shows the hypothetical case of a driver who had been drinking arrived at the area wi th lane traffic controls. Th e combination of these two events results in a sides wipe accident (shown in Figure 4 to be 12% more likely   in a construction zone).

Figure 11 shows one simple m itigation for the accident shown in Figure 10. Again , the figure shows how the hypothetical Construction Project of a center median improvement project requires traffic controls, specifically lane traffic controls. Again, the figure also shows the hypothetical case of a driver who had been drinki ng arrived at the area with lane traffic controls. Figure 11 shows an external influence in the accident chain – law
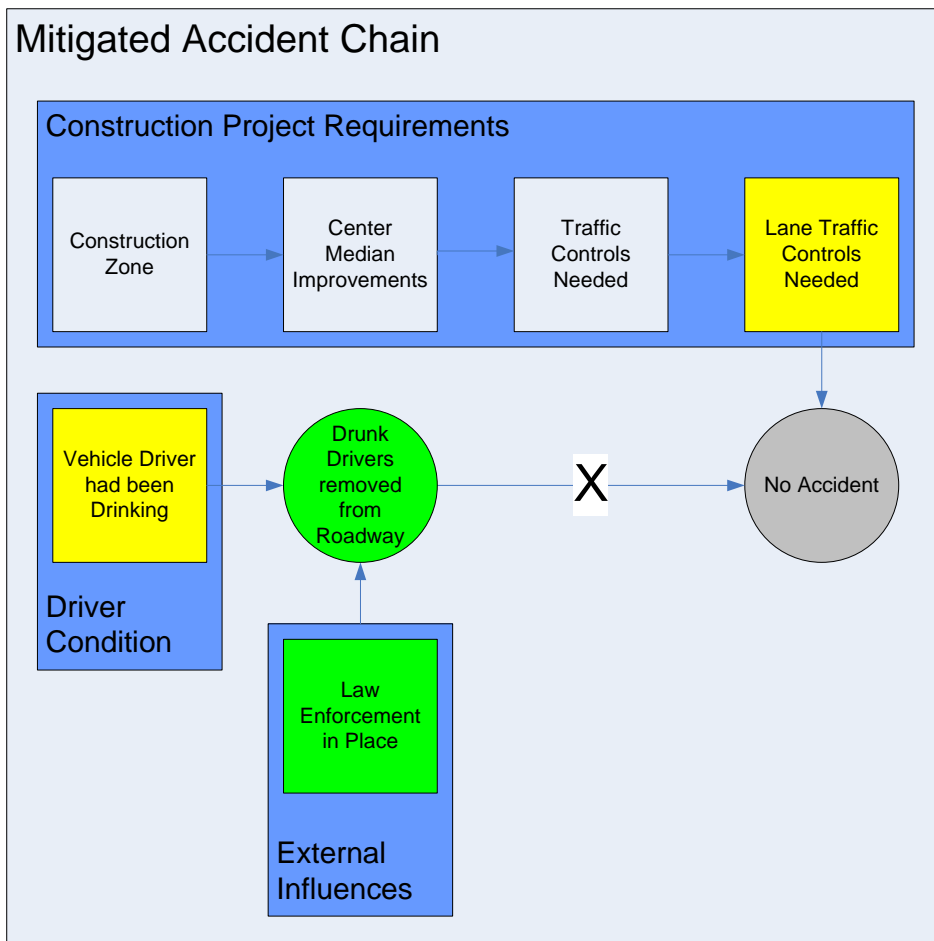
FIGURE 11. Accident Chain – Sideswipe / Drinking – Mitigated

enforcement in place. The additio n of th e law enforcem ent removes the drunk drivers from the roadway and eliminates the combination of the two cr itical events that resulted in a sideswipe accident.

Figure 12 shows the accident chain for a secon d finding from the analysis of the TSAS Construction Zone data analysis. The figure shows how t he hypothetical Construction Project of parkway im provements project re quires traffic construction zone signage (signage to reduce speed). The figure also shows the case of two drivers approaching the construction zone with the reduced traffic sp eed. Driver #1 is shown not to recognize the construction zone signage, while driver #2 is shown to recognize the signage and slow down. The combination of these three events results in a rear end accident with driver #1 running into driver #2 who slowed down (shown in F igure 4 to be 6.5% more likely in a construction zone).
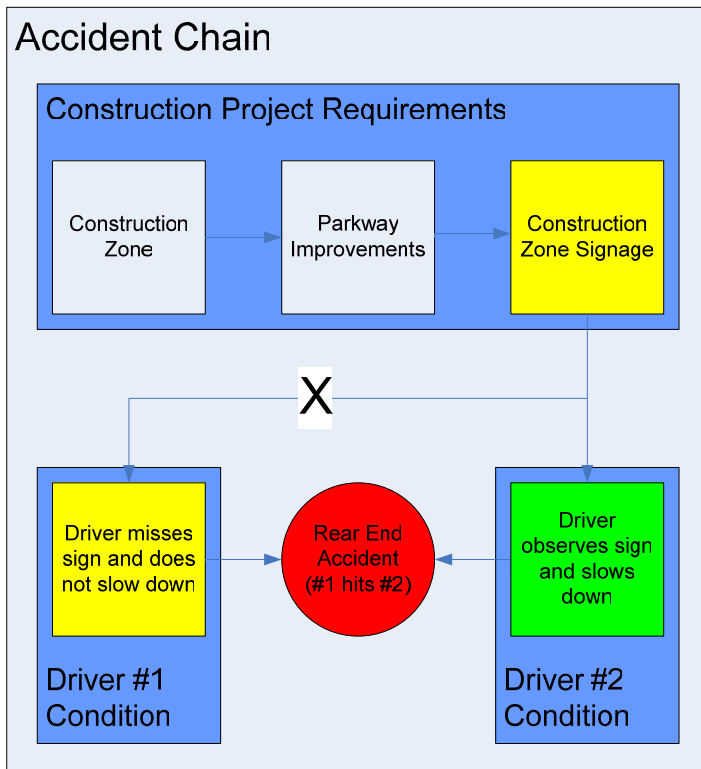
FIGURE 12. Accident Chain – Rear End Accident / Follow Too Close

Figure 13 s hows one simple m itigation for ac cident shown in Figure 12. Again, the figure shows how the hypothetical Construc tion Project of parkway im provements project requires traffi c construction zone sign age (signage to reduce speed). Again, the figure also shows the case of two drivers approaching the construction zone with the reduced traffic speed. Figure 13 s hows an a dditional influence to the accident chain of Figure 12. The figure shows the utilization of additional construction traffic zone signage prior to the parkway improvem ents. In this mitigate chain figure, Driver #1 now recognizes the construction zone signage and slows down. Driver #2 is shown to continue to recognize the signage and slow dow n. The elimination of the Driver #1 error prevents the rear end accident since both drivers have slowed down (shown in Figure 4 to be 6.5% more likely in a construction zone).
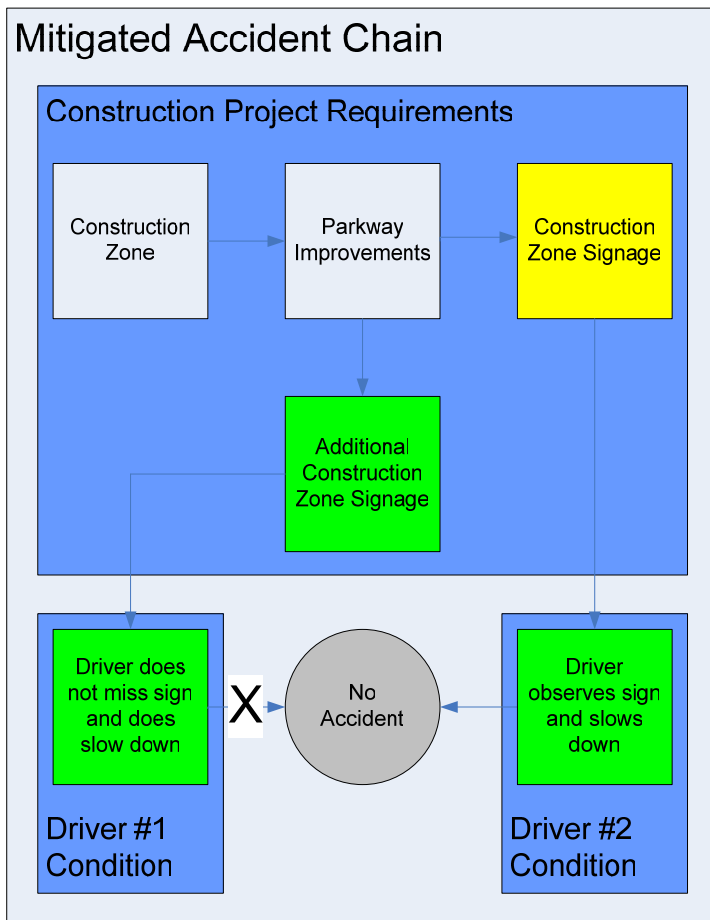
FIGURE 13. Accident Chain – Rear End Accident / Follow Too Close - Mitigated

Figure 14 shows a second accid ent chain fo r the rear end accid ent problem in construction zones. The figur e also shows the involvem ent of a loaded sem i-truck and trailer in th e accident (shown in Figure 3 to b e 60% m ore likely to b e involved in an accident in a construction zone th an not in a construction zone). The f igure shows how the hypothetical Construction Project of road way resurfacing project that requires one traffic lane to be clo sed and requires traffic to merge. In this cas e, a loaded tru ck has reduced braking ability. The combination of these two events (reduce ability to brake and merging traffic) results in a rear end accident.

Figure 15 s hows a m itigated accident chain for Figure 14. Using the same mitigation measure of additional traffic control signage in the construction zone (as was also used in the mitigated accident chain shown in Figure 13), the loaded semi-truck and trailer has adequate time to brake and avoids a rear end accident with merging traffic.
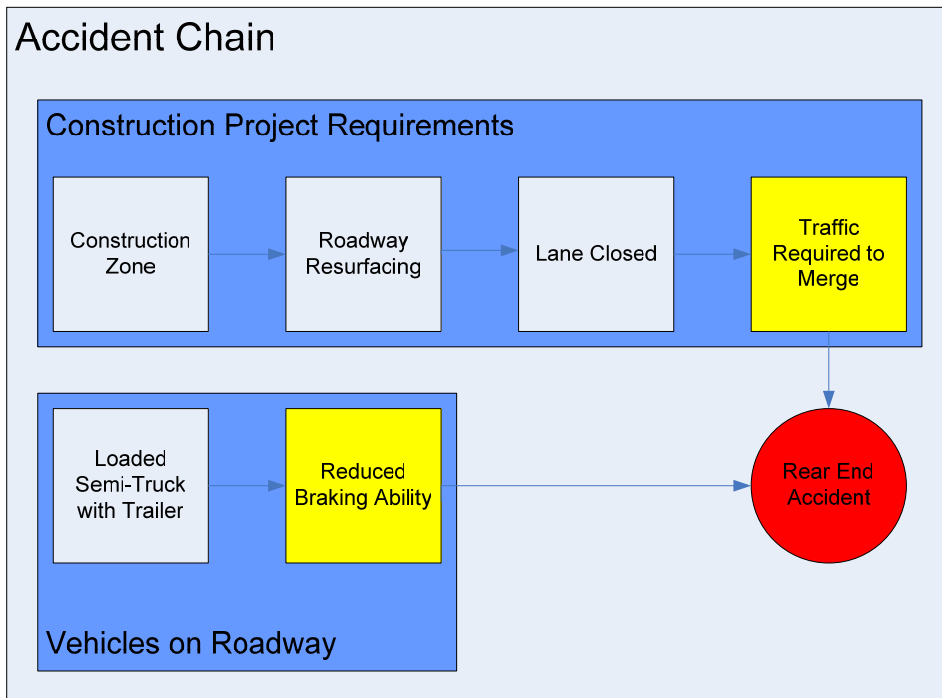
FIGURE 14. Accident Chain – Rear End Accident / Truck
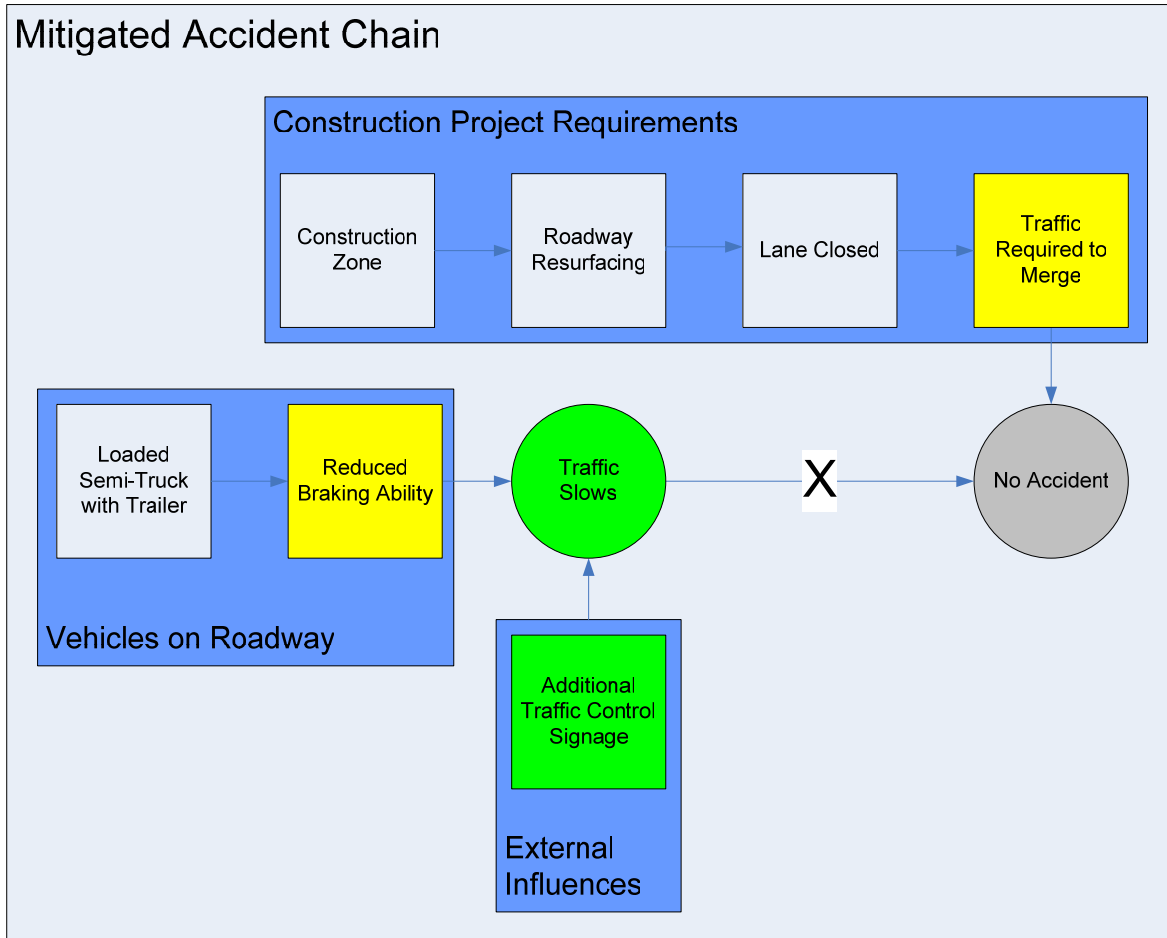
FIGURE 15. Accident Chain – Rear End Accident / Truck – Mitigated

Figure 16 s hows the s cenario of a failed m itigation. The figure s hows the mitigated chain of Figure 15, but in this case, the additional traffic control signage in the construction zone was ignored by the truck driv er. The combination of the three events (reduced ability to brak e, ignored signage, and m erging traffic) results in a rear end accident. Figure 17 sh ows the failed m itigation scenario of Figure 16 corre cted by the addition of an additional external in fluence – law enforcement in p lace. The addition of the law enforcement eliminates the critical ev ent of the truck driver ign oring the traffic control signage in the cons truction zone by reducing speeding the construction zone, by creating an enforcement presence, and by monitoring trucks as they enter the construction zone. This enforcement creates an accident chain in which one event is removed
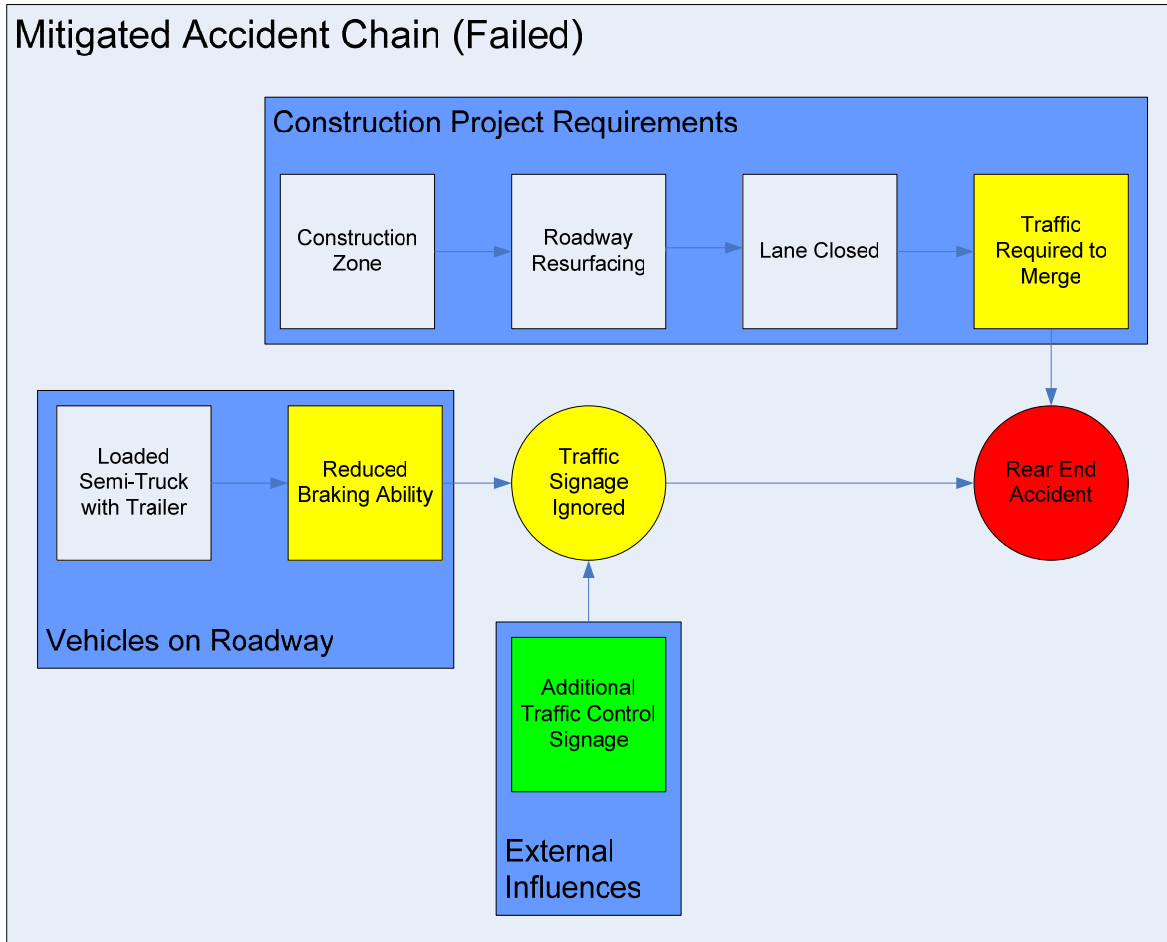
FIGURE 16. Accident Chain – Rear End Accident / Truck – Mitigated - Failed

(ignored signage), thereby elim inating the accident despite two events st ill remaining (reduced ability to brake and merging traffic).

These eight accident chain analyses demonstrate the ability of the tool to id entify key actions to reduce accid ents. Even with the hypothetical cases as analyzed abo ve, construction zone accident reduction strategies of

1. Additional signage

    ✓ Reduction in "missed" signage

    ✓ Greater time for drivers to react and adjust
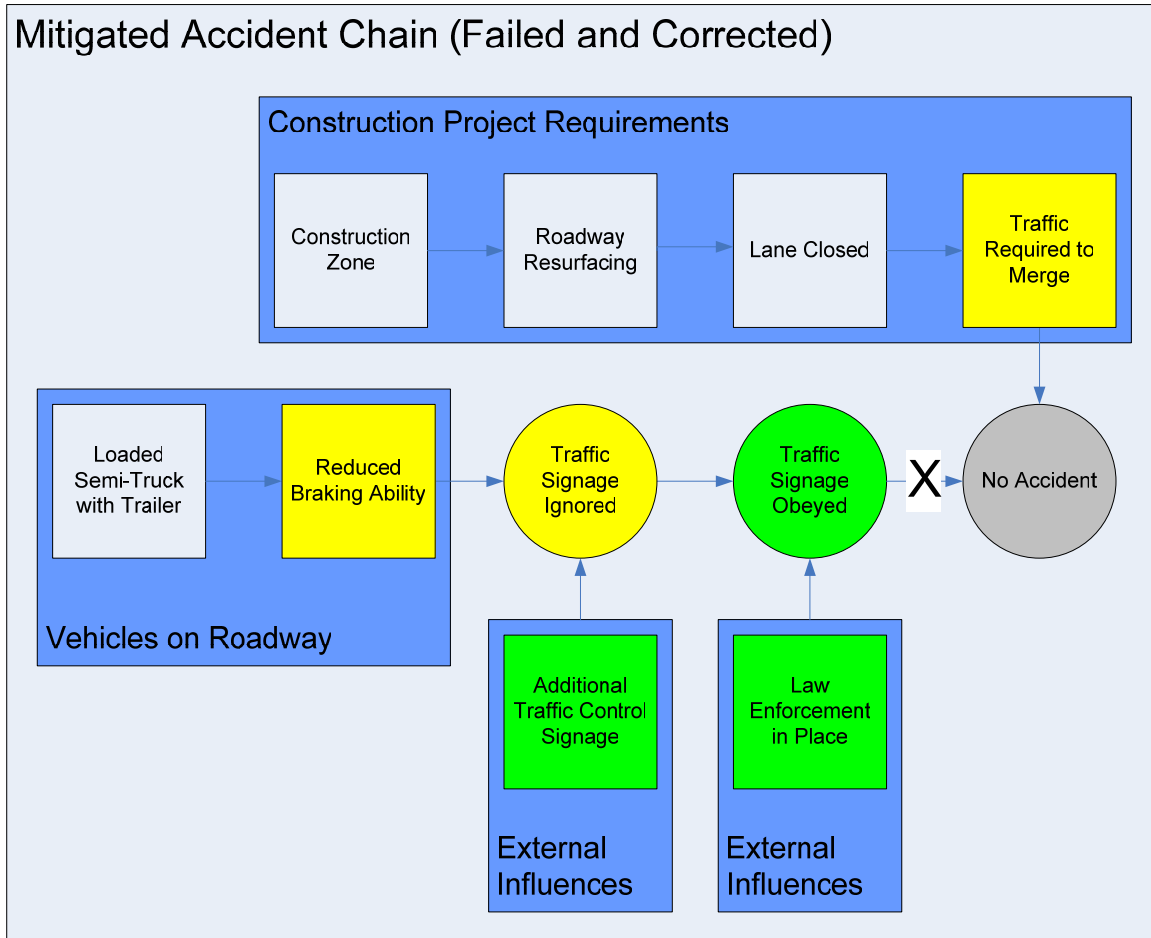
FIGURE 17. Accident Chain – Rear End Accident / Truck – Mitigated – Failed – Corrected

2. Additional Law enforcement

  ✓ Heightened driver awareness of traffic signage

  ✓ Removal of drunk drivers

  ✓ Reduction in speeding

have been identified th rough the ch ains. A dditional chains using actual accid ent data would result in many more potential construction zone accident reduction strategies.

CONCLUSIONS AND RECOMMENDATIONS

As the public agency responsible for the annual delivery of over three billion dollars in construction projec ts, the California Departm ent of Transportation (Caltrans) has a tremendous responsibility to these deliver construc tion projects using project delivery processes and procedures that create the minimum risk to pedestrians, drivers, and transit passengers while a lso maintaining a safe working environm ent for all of its employees, consultants, and contractors. This study has introduced a m ethodology that uses the Pareto Princip le and an accident ch ain analysis to analyze historical accident records.

This study has exam ined accident d ata from over 74,000 acciden ts pulled from the TASAS database that occurred on selected highways in S outhern California between 10/01/00 to 09/30/03 on the five state ro utes 005, 010, 101, 110, 405. The analysis has compared accident data and characteris tics for acciden ts which d o not o ccur in construction zones with accidents that did o ccur in con struction zones. Using P areto Charts to conduct these com parative analyses, recommendations to reduce accidents in construction zones are made. Potential accident chain scenarios based on the analysis are also developed as a tool to communication accident mechanisms.

Specific findings of the analysis were found to be

- A large variation exists in the number of accidents in construction zones. Note that this variation is less a function of the road, but rather more a function of whether construction took place over the research period

- There is a 4.2% increase in the average of accidents per injury, when the accident occurs in a construction zone.

- There is an increase of 37.4% in the average o f accidents per fatality when the accident occurs in a construction zone.

- There is some increase the num ber of ve hicles involved in accidents when the accident occurred in a construction zone – construction zone accidents are much

less likely to involve only one vehicle a nd more likely to involve m ore three or more cars.

- A 3.04% increase in average of vehicles was found when the acciden t takes place in a construction zone (1.973 verses 1.908).

- Accidents that involve trucks rose in freque ncy from 5.75% to 9.20 % (representing a 60.2% increase) for accidents that occurred in construction zones.

- The historical accident da ta shows "rear end" and "sides wipe" are the m ost common type of accidents in construction zones (likely as a consequ ence of the traffic controls common in construction zones).

- Accidents in construction zones are slightly more likely for these "rear end" and "sideswipe" types of accidents (83.0% verses 76.9% cumulative percent)

- The movements of "slowing, stopping" a nd "changing lanes" o ccur with greater frequency in accidents in construction z ones. These results are not unexpected given the traffic controls common in construction zones.

- The historical data shows the most common primary collision factor in construction zone accidents is "speeding" with "other violations" and "improper turn" also relatively common factors (~20% and ~10% respectively).

- When the "speeding" and "other viola tions" factors rem oved, "alcohol" is the primary collision factor in 7.3% of acci dents in construction zones and only 4.7% in accidents in non construction zones.

- This 56% increase for constr uction zone accidents due to the influence of alcohol is a key finding representing about 150 additional accidents in District 7, resulting in 40 injuries and 1.3 fatalities over the three years of the study.

- Speeding is identified as another associat ed collision factor in 16.6% of acciden ts in non-construction zones and 22.4% of accidents in construction zones.

- The three "Had Been Drinking" subcat egories ("under in fluence", "not under influence", and "im pairment unknown"), increase in freq uency by 6 9.8% in construction zone accidents (from 5.19% to 8.82%).

IMPLEMENTATION

Future California Departm ent of Transpor tation construction sa fety research should focus on two approaches – breadth and depth.   Breath means to expand the data set. The TASAS database is a significant res earch resource for dozens of purposes. W ith respect to construction safety, future research shou ld duplicate the analyses of this wor k but include all freeways within the state. This analysis would

1. Confirm the findings of this work

2. Allow comparison of findings across Caltrans Districts

3. Identify relationships between variables that were not identified in this work

4. Allow statistical verification of result

Depth means to dig deeper into the curren t data. Every record in the TASAS database has a specific accident reco rd associated with it.   The acc ident records are only summarized in the database. Future research could make use of these records and would

1. Allow specific understanding of conditions (roadway, traffic, construction, etc.) at time of accidents

2. Allow specific understanding of drivers' thoughts at the time of the accident

3. Enhance accident ch ain analyses b y using actual case s tudies (as op posed to hypothetical cases)

It must be noted, however, that privacy issues associated wi th use of the records would need to overcome.

Future Caltrans construction zone rese arch beyond the TASAS database can be accomplished. Rather than focus on the accident after it happens, future research should also look at near m isses. Through docum ented records of near m isses and / or through the use of stationary video cam eras over cons truction zones, Pareto analysis of near misses and their root causes can be identified and accidents reduced.

The implementation of the research findings could be imm ediate value. It is recommended that Caltrans u se the results of the Pareto charts presented to create additional accident chain diagram s to supplem ent the initial diagram s presented in this work. Based on these diagram s, Caltrans ca n review existing cons truction work zone policies with respect to law enforcement, signage, work hours, etc. and determ ine if any additional accident mitigations beyond their current system s are potentially poss ible. Timeframes for this implementation could be immediate. Implementation cost would be expected to negligible since safety analysis of projects and policies is a routine element of Caltran's business.

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APPENDIX 1

Raw Accident Data from TSAS

Accident Data - All Accidents - 005 Freeway

10/01/00thru 09/30/03

5 pages

- MESSAGES -

SUBMITTORS DISTRICT 72

SUBMITTORS NAME   YUEH-S

ACCIDENTS SELECTED   16562

LOCATION CRITERIA -

DISTRICT 07   POSTMILE   FROM   TO
ROUTE   005   OR FROM   TO
COUNTY LA   OR FROM   TO

                AND   DATE RANGE   FROM 10-01-00   TO 09-30-03
                                   OR FROM   TO
                                   OR FROM   TO

ACCIDENT AND HIGHWAY CRITERIA - NONE

AXR3V0 ACC-SUMMARY
REQ NO 7097

TASAS SELECTIVE RECORD RETRIEVAL
ALL ALL   ACCIDENTS   LA-005

11-04-04   PAGE .2
10/01/00 THRU 09/30/03

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	INJURED
16,562	92	4,191	12,279	104	6,771

WITHOUT DETAIL 0

MOTOR VEHICLES INVOLVED

NUMBER	PCT	CODE
2,748	16.5	1
10,104	61.0	2
2,770	16.1	3
940	5.6	> 3

LINES CODED

NUMBER	PCT	CODE
2,712	16.3	1
9,958	60.1	2
2,908	17.5	3
741	4.4	4
178	1.0	5
44	0.2	6
15	0.0	7
	0.0	8
5	0.0	9

<------- HOUR OF DAY ------->

NUMBER	PCT	CODE
300	1.8	00- 12 MID.
271	1.6	01- 1 A.M.
290	1.7	02- 2 A.M.
263	1.5	03- 3 A.M.
257	1.5	04- 4 A.M.
402	2.4	05- 5 A.M.
609	3.6	06- 6 A.M.
943	5.6	07- 7 A.M.
940	5.6	08- 8 A.M.
912	5.5	09- 9 A.M.
1,016	6.1	10- 10 A.M.
1,111	6.7	11- 11 A.M.
986	5.9	12- 12 NOON
942	5.6	13- 1 P.M.
1,005	6.0	14- 2 P.M.
1,118	6.7	15- 3 P.M.
1,097	6.6	16- 4 P.M.
967	5.8	17- 5 P.M.
920	5.5	18- 6 P.M.
618	3.7	19- 7 P.M.
442	2.6	20- 8 P.M.
379	2.2	21- 9 P.M.
374	2.2	22- 10 P.M.
382	2.3	23- 11 P.M.
15	0.0	25- UNKNOWN

<------- ACCESS CONTROL ------->

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
16,562	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<------- YEAR ------->

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
1,362	8.2	2000
5,478	33.0	2001
5,396	32.5	2002
4,326	26.1	2003
0	0.0	2004

<------- SIDE OF HIGHWAY ------->

NUMBER	PCT	CODE
7,949	47.9	N-NORTHBOUND
8,613	52.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<------- MONTH ------->

NUMBER	PCT	CODE
1,280	7.7	01-JANUARY
1,239	7.4	02-FEBRUARY
1,347	8.1	03-MARCH
1,365	8.2	04-APRIL
1,294	7.8	05-MAY
1,483	8.9	06-JUNE
1,514	9.1	07-JULY
1,621	9.7	08-AUGUST
1,276	7.7	09-SEPTEMBER
1,397	8.4	10-OCTOBER
1,415	8.5	11-NOVEMBER
1,331	8.0	12-DECEMBER

<------- DAY OF WEEK ------->

NUMBER	PCT	CODE
2,142	12.9	1-SUNDAY
2,347	14.1	2-MONDAY
2,151	12.9	3-TUESDAY
2,232	13.4	4-WEDNESDAY
2,261	13.6	5-THURSDAY
2,920	17.6	6-FRIDAY
2,509	15.1	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
LA-005

ALL ALL ACCIDENTS

10/01/00 THRU 09/30/03

11-04-04

PAGE 3

- - - ACCIDENT SUMMARY - - -

<-----PRIMARY COLLISION FACTOR----->

NUMBER	PCT	CODE
747	4.5	1-INFLUENCE ALCOHOL
707	4.2	2-FOLLOW TOO CLOSE
159	0.9	3-FAILURE TO YIELD
2,178	13.1	4-IMPROPER TURN
8,317	50.2	5-SPEEDING
3,527	21.2	6-OTHER VIOLATIONS
13	0.0	B-IMPROPER DRIVING
513	3.0	C-OTHER THAN DRIVER
290	1.7	D-UNKNOWN
29	0.1	E-FELL ASLEEP
45	0.2	<-NOT STATED
37	0.2	-INVALID CODES

<-----TYPE OF COLLISION----->

NUMBER	PCT	CODE
83	0.5	A-HEAD-ON
3,503	21.1	B-SIDESWIPE
8,945	54.0	C-REAR END
545	3.2	D-BROADSIDE
2,962	17.8	E-HIT OBJECT
232	1.4	F-OVERTURN
31	0.1	G-AUTO-PEDESTRIAN
221	1.3	H-OTHER
40	0.2	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROADWAY CONDITION----->

NUMBER	PCT	CODE
39	0.2	A-HOLES, RUTS
39	0.2	B-LOOSE MATERIAL
104	0.6	C-OBSTRUCTION ON ROAD
355	2.1	D-CONSTRUCT-REPAIR-ZONE
4	0.0	E-REDUCED ROAD WIDTH
22	0.1	F-FLOODED
49	0.2	G-OTHER
15,780	95.2	H-NO UNUSUAL CONDITION
170	1.0	<-NOT STATED

<-----WEATHER----->

NUMBER	PCT	CODE
13,522	81.6	A-CLEAR
2,248	13.5	B-CLOUDY
604	3.6	C-RAINING
9	0.0	D-SNOWING
16	0.0	E-FOG
6	0.0	F-OTHER
5	0.0	G-WIND
152	0.9	<-NOT STATED

<-----LIGHTING----->

NUMBER	PCT	CODE
11,737	70.8	A-DAYLIGHT
547	3.3	B-DUSK/DAWN
2,482	14.9	C-DARK-STREET LIGHT
1,656	9.9	D-DARK-NO STREET LIGHT
8	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
132	0.7	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROAD SURFACE----->

NUMBER	PCT	CODE
15,053	90.8	A-DRY
1,218	7.3	B-WET
53	0.3	C-SNOWY, ICY
43	0.2	D-SLIPPERY
195	1.1	<-NOT STATED
0	0.0	-INVALID CODES

<-----RIGHT OF WAY CONTROL----->

NUMBER	PCT	CODE
866	5.2	A-CONTROL FUNCTIONING
10	0.0	B-CONTROL NOT FUNCTIONING
10	0.0	C-CONTROLS OBSCURED
15,576	94.0	D-NO CONTROLS PRESENT
100	0.6	<-NOT STATED

<-----HIGHWAY GROUP----->

NUMBER	PCT	CODE
86	0.5	R-IND. ALIGN-RIGHT
98	0.5	L-IND. ALIGN-LEFT
16,378	98.8	D-DIVIDED
0	0.0	U-UNDIVIDED

<---INTERSECTION OR RAMP ACCIDENT LOCATION---->

NUMBER	PCT	CODE
658	3.9	1-RAMP INTERSECTION (EXIT)
845	5.1	2-RAMP
170	1.0	3-RAMP ENTRY
534	3.2	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
14,355	86.6	-DOES NOT APPLY

AXR330 ACC-SUMMARY
REQ NO 7097

TASAS SELECTIVE RECORD RETRIEVAL
LA-005

ALL ALL ACCIDENTS

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10/01/00 THRU 09/30/03   PAGE   4

- - - PARTY SUMMARY - - -

PARTY TYPE

NUMBER	PCT	CODE
14,904	89.9	A-PASNGR CAR/STA WAGON
75	0.4	B-PASNGR CAR W/TRALR
179	1.0	C-MOTORCYCLE
4,322	26.0	D-PICKUP/PANEL TRUCK
183	1.1	E-PICKUP/PANEL W/TRALR
1,013	6.1	F-TRUCK/TRUCK TRACTOR
2,396	14.4	G-TRK/TRACTOR & 1 TRALR
161	0.9	2-TRK/TRACTOR & 2 TRALR
2	0.0	3-TRK/TRACTOR & 3 TRALR
10		4-SINGLE UNIT TANKER
16	0.0	5-TRK/TRA & 1 TANK TRLR
2	0.0	6-TRK/TRA & 2 TANK TRLR
35	0.2	H-SCHOOL BUS
94	0.5	I-OTHER BUS
143	0.8	J-EMERGENCY VEHICLE
5	0.0	K-HIGHWAY CONST EQUIP
13	0.0	L-BICYCLE
335	2.0	M-OTHER-MOTOR VEH
146	0.8	N-OTHER-NON-MOTOR VEH
85	0.5	O-SPILLED LOADS
28	0.1	P-DISENGAGED TOW
2	0.0	Q-UNINVOLVED VEHICLE
1	0.0	R-MOPED
0	0.0	T-TRAIN
33	0.1	U-PEDESTRIAN
27	0.1	V-DISMOUNT PEDESTRIAN
1	0.0	W-ANIMAL - LIVESTOCK
4	0.0	X-ANIMAL - DEER
3	0.0	Z-ANIMAL - OTHER

MOVEMENT PRECEDING COLLISION

NUMBER	PCT	CODE
5,022	30.3	A-STOPPED
13,357	80.6	B-PROCEEDED STRAIGHT
271	1.6	C-RAN OFF ROAD
98	0.5	D-MAKING RIGHT TURN
259	1.5	E-MAKING LEFT TURN
5	0.0	F-MAKING U TURN
77	0.4	G-BACKING
3,470	20.9	H-SLOWING, STOPPING
76	0.4	I-PASS OTHER VEHICLE
3,100	18.7	J-CHANGING LANES
2	0.0	K-PARKING
97	0.5	L-ENTER FROM SHLDR
89	0.5	M-OTHER UNSAFE TURN
4	0.0	N-CROSS INTO OPP LN
137	0.8	O-PARKED
254	1.5	P-MERGING
13	0.0	Q-TRVL WRONG WAY
2,064	12.4	R-OTHER
167	1.0	<-NOT STATED
		PEDESTRIAN
11	0.0	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
5	0.0	4-XING NOT XWALK
39	0.2	5-ROADWAY-INCL SHLDR
2	0.0	6-NOT IN ROADWAY
3	0.0	7-APRH-LEAVE SCHL BUS
13	0.0	-INVALID CODES

OTHER ASSOCIATED FACTOR

# 1	PCT	# 2	PCT	CODE
19	0.1	1	0.0	1-INFLUENCE ALCOHOL
131	0.7	0	0.0	2-FOLLOW TOO CLOSE
6	0.0	0	0.0	3-FAILURE TO YIELD
416	2.5	4	0.0	4-IMPROPER TURN
896	5.4	2	0.0	5-SPEEDING
604	3.6	5	0.0	6-OTHER VIOLATIONS
27	0.1	3	0.0	A-CELL PHONE* (INATTN)
3	0.0	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
30	0.1	2	0.0	C-RADIO/CD/READPHN* (INATTN)
3	0.0	1	0.0	D-SMOKING* (INATTN)
26	0.1	0	0.0	E-VISION OBSCUREMENT
468	2.8	43	0.2	F-INATTENTION - OTHER
1,467	8.8	149	0.8	G-STOP & GO TRAFFIC
412	2.4	95	0.5	H-ENTER/LEAVE RAMP
291	1.7	47	0.2	I-PREVIOUS COLLISION
17	0.1	2	0.0	J-UNFAMILIAR WITH ROAD
68	0.4	10	0.0	K-DEFECT VEHICLE EQUIP
351	2.1	40	0.2	L-UNINVOLVED VEHICLE
102	0.6	10	0.0	M-OTHER
13,573	81.9	126	0.7	N-NONE APPARENT
49	0.2	1	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
51	0.3	0	0.0	S-RUNAWAY VEHICLE
11	0.0	3	0.0	T-EATING* (INATTN)
4	0.0	0	0.0	U-CHILDREN* (INATTN)
1	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSONAL HYGIENE* (INATTN)
1	0.0	0	0.0	X-READING* (INATTN)
655	3.9	16,416	99.1	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

DIRECTION OF TRAVEL

NUMBER	PCT	CODE
7,897	47.6	N-N, NE, NW BOUND
8,448	51.0	S-S, SE, SW BOUND
307	1.8	E-EASTBOUND
402	2.4	W-WESTBOUND
252	1.5	<-NOT STATED
11	0.0	--DOES NOT APPLY

SPECIAL INFORMATION

NUMBER	PCT	CODE
20	0.1	A-HAZARDOUS MATERIALS
269	1.6	B-CELL PHONE IN USE*
6,761	40.8	C-CELL PHONE NOT IN USE*
8,861	53.5	D-CELL PHONE NONE/UNKNOWN*
3,843	23.2	<-NOT STATED
0	0.0	--DOES NOT APPLY
2	0.0	--INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
ALL ALL   ACCIDENTS   LA-005

11-04-04
10/01/00 THRU 09/30/03   PAGE 5

- - - PARTY SUMMARY - - -

OBJECT STRUCK

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	
44	0.2	47	0.2	01-SIDE OF BRIDGE RAILING
2	0.0	2	0.0	02-END OF BRIDGE RAILING
8	0.0	18	0.1	03-PIER,COLUMN,ABUTMENT
7	0.0	4	0.0	04-BOTTOM OF STRUCTURE
2	0.0	0	0.0	05-BRIDGE END POST IN GORE
16	0.0	30	0.1	06-END OF GUARD RAIL
7	0.0	3	0.0	07-BRIDGE APPROACH GRD RAIL
56	0.3	96	0.5	10-LIGHT OR SIGNAL POLE
2	0.0	15	0.0	11-UTILITY POLE
1	0.0	7	0.0	12-POLE (TYPE NOT STATED)
52	0.3	105	0.6	13-TRAFFIC SIGN/SIGN POST
2	0.0	5	0.0	14-OTHER SIGNS NOT TRAFFIC
408	2.4	360	2.1	15-GUARDRAIL
915	5.5	837	5.0	16-MEDIAN BARRIER
109	0.6	129	0.7	17-WALL(EXCEPT SOUND WALL)
599	3.6	272	1.6	18-DIKE OR CURB
4	0.0	2	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	6	0.0	21-CONCRETE OBJ(BEWL,D.I.)
5	0.0	14	0.0	22-GUIDEPOST,CULVERT,PM
88	0.5	215	1.2	23-CUT SLOPE OR EMBANKMENT
74	0.4	269	1.6	24-OVER EMBANKMENT
0	0.0	1	0.0	25-IN WATER
9	0.0	24	0.1	26-DRAINAGE DITCH
65	0.3	182	1.0	27-FENCE
20	0.1	112	0.6	28-TREES
29	0.1	74	0.4	29-PLANTS
66	0.3	97	0.5	30-SOUND WALL
2	0.0	1	0.0	40-NATURAL NATRL ON ROAD
11	0.0	2	0.0	41-TEMP BARRICADES, CONES
319	1.9	10	0.0	42-OTHER OBJECT ON ROAD
11	0.0	52	0.3	43-OTHER OBJECT OFF ROAD
190	1.1	789	4.7	44-OVERTURNED
11	0.0	4	0.0	45-CRASH CUSHION(SAND)
23	0.1	11	0.0	46-CRASH CUSHION(OTHER)
25	0.1	24	0.1	51-CALL BOX
8	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
66	0.3	25	0.1	99-NO OBJECT INVOLVED
13,304	80.3	3,939	23.7	V1 THRU V9-VEHICLE 1 TO 9
0	0.0	0	0.0	<<-NOT STATED
4,296	25.9	16,418	99.1	--DOES NOT APPLY
0	0.0	1	0.0	-INVALID CODES

LOCATION OF COLLISION

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
92	0.5	42	0.2	A-BEYOND MEDIAN OR STRIPE-LFT
1,484	8.9	1,248	7.5	B-BEYOND SHLDER DRIVERS LEFT
58	0.3	47	0.2	C-LEFT SHOULDER AREA
4,736	28.5	1,788	10.7	D-LEFT LANE
6,812	41.1	1,811	10.9	E-INTERIOR LANES
4,196	25.3	907	5.4	F-RIGHT LANE
185	1.1	109	0.6	G-RIGHT SHOULDER AREA
1,226	7.4	1,330	8.0	H-BEYOND SHLDER DRIVERS RIGHT
40	0.2	9	0.0	I-GORE AREA
257	1.5	41	0.2	J-OTHER
9	0.0	3	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
4,322	26.0	16,418	99.1	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

SOBRIETY / DRUG/PHYSICAL

SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT	CODE
15,742	95.0	0	0.0	A-HAD NOT BEEN DRINKING
733	4.4	0	0.0	B-HBD - UNDER INFLUENCE
161	0.9	0	0.0	C-HBD - NOT UNDER INFLUENCE
117	0.7	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	58	0.3	E-UNDER DRUG INFLUENCE
0	0.0	34	0.2	F-OTHER PHYSICAL IMPAIRMENT
2,421	14.6	4	0.0	G-IMPAIRMENT NOT KNOWN
123	0.7	1	0.0	H-NOT APPLICABLE
0	0.0	103	0.6	I-FATIGUE
718	4.3	16,486	99.5	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

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Accident Data - All Accidents - 010 Freeway

10/01/00thru 09/30/03

5 pages

AXR33D-CONTROLS   TASAS SELECTIVE RECORD RETRIEVAL   11-04-24   PAGE 1
REQ NO 7097   ALL ALL ACCIDENTS   LA-005   10/01/00 THRU 09/30/03

                        - MESSAGES -

    SUBMITTORS DISTRICT 72

    SUBMITTORS NAME   YUEH-S

    ACCIDENTS SELECTED 16562

LOCATION CRITERIA -

    DISTRICT 07   POSTMILE FROM   TO   AND   DATE RANGE FROM 10-01-00 TO 09-30-03
    ROUTE   005   OR FROM   TO   OR FROM   TO
    COUNTY   LA   OR FROM   TO   OR FROM   TO

ACCIDENT AND HIGHWAY CRITERIA - NONE

TASAS SELECTIVE RECORD RETRIEVAL
ALL ALL ACCIDENTS   LA-010

11-04-04
10/01/00 THRU 09/30/03

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
18,306	57	4,737	13,512	61	7,410

WITHOUT DETAIL 0

MOTOR VEHICLES INVOLVED		
NUMBER	PCT	CODE
2,602	14.2	1
11,722	64.0	2
2,986	16.3	3
996	5.4	>3

LINES CODED		
NUMBER	PCT	CODE
2,589	14.1	1
11,609	63.4	2
3,071	16.7	3
807	4.4	4
165	0.9	5
48	0.2	6
11	0.1	7
4	0.0	8
2	0.0	9

HOUR OF DAY		
NUMBER	PCT	CODE
371	2.0	00- 12 MID.
429	2.3	01- 1 A.M.
402	2.1	02- 2 A.M.
259	1.4	03- 3 A.M.
219	1.1	04- 4 A.M.
359	1.9	05- 5 A.M.
580	3.1	06- 6 A.M.
918	5.0	07- 7 A.M.
1,005	5.4	08- 8 A.M.
879	4.8	09- 9 A.M.
843	4.6	10- 10 A.M.
818	4.4	11- 11 A.M.
1,010	5.5	12- 12 NOON
957	5.2	13- 1 P.M.
1,184	6.4	14- 2 P.M.
1,399	7.6	15- 3 P.M.
1,222	6.6	16- 4 P.M.
1,265	6.9	17- 5 P.M.
1,116	6.0	18- 6 P.M.
802	4.3	19- 7 P.M.
648	3.5	20- 8 P.M.
548	2.9	21- 9 P.M.
592	3.2	22- 10 P.M.
466	2.5	23- 11 P.M.
12	0.0	25- UNKNOWN

ACCESS CONTROL		
NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
18,306	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

SIDE OF HIGHWAY		
NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
8,814	48.1	E-EASTBOUND
9,492	51.8	W-WESTBOUND

YEAR		
NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
1,446	7.8	2000
6,134	33.5	2001
6,299	34.4	2002
4,427	24.1	2003
0	0.0	2004

MONTH		
NUMBER	PCT	CODE
1,500	8.1	01-JANUARY
1,424	7.7	02-FEBRUARY
1,505	8.2	03-MARCH
1,525	8.3	04-APRIL
1,545	8.4	05-MAY
1,599	8.7	06-JUNE
1,576	8.6	07-JULY
1,594	8.7	08-AUGUST
1,530	8.3	09-SEPTEMBER
1,630	8.9	10-OCTOBER
1,516	8.2	11-NOVEMBER
1,362	7.4	12-DECEMBER

DAY OF WEEK		
NUMBER	PCT	CODE
2,264	12.3	1-SUNDAY
2,483	13.5	2-MONDAY
2,584	14.1	3-TUESDAY
2,524	13.7	4-WEDNESDAY
2,597	14.1	5-THURSDAY
3,060	16.7	6-FRIDAY
2,794	15.2	7-SATURDAY

- - - ACCIDENT SUMMARY - - -

<-------PRIMARY COLLISION FACTOR------->

NUMBER	PCT	CODE
879	4.8	1-INFLUENCE ALCOHOL
971	5.3	2-FOLLOW TOO CLOSE
170	0.9	3-FAILURE TO YIELD
2,352	12.8	4-IMPROPER TURN
9,432	51.5	5-SPEEDING
3,863	21.1	6-OTHER VIOLATIONS
10	0.0	B-IMPROPER DRIVING
338	1.8	C-OTHER THAN DRIVER
191	1.0	D-UNKNOWN
6	0.0	E-FELL ASLEEP
42	0.2	<-NOT STATED
52	0.2	-INVALID CODES

<-------TYPE OF COLLISION------->

NUMBER	PCT	CODE
116	0.6	A-HEAD-ON
3,507	19.1	B-SIDESWIPE
10,713	58.5	C-REAR END
630	3.4	D-BROADSIDE
2,892	15.7	E-HIT OBJECT
166	0.9	F-OVERTURN
46	0.2	G-AUTO-PEDESTRIAN
201	1.0	H-OTHER
35	0.1	<-NOT STATED
0	0.0	-INVALID CODES

<-------ROADWAY CONDITION------->

NUMBER	PCT	CODE
23	0.1	A-HOLES, RUTS
20	0.1	B-LOOSE MATERIAL
173	0.9	C-OBSTRUCTION ON ROAD
1,112	6.0	D-CONSTRUCT-REPAIR-ZONE
17	0.0	E-REDUCED ROAD WIDTH
22	0.1	F-FLOODED
36	0.1	G-OTHER
16,763	91.5	H-NO UNUSUAL CONDITION
140	0.7	<-NOT STATED

<-------WEATHER------->

NUMBER	PCT	CODE
14,834	81.0	A-CLEAR
2,668	14.5	B-CLOUDY
665	3.6	C-RAINING
4	0.0	D-SNOWING
21	0.1	E-FOG
5	0.0	F-OTHER
0	0.0	G-WIND
109	0.5	<-NOT STATED

<-------LIGHTING------->

NUMBER	PCT	CODE
12,319	67.2	A-DAYLIGHT
548	2.9	B-DUSK/DAWN
3,732	20.3	C-DARK-STREET LIGHT
1,638	8.9	D-DARK-NO STREET LIGHT
11	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
58	0.3	<-NOT STATED
0	0.0	-INVALID CODES

<-------ROAD SURFACE------->

NUMBER	PCT	CODE
16,756	91.5	A-DRY
1,327	7.2	B-WET
37	0.2	C-SNOWY, ICY
43	0.2	D-SLIPPERY
141	0.7	<-NOT STATED
0	0.0	-INVALID CODES

<-------RIGHT OF WAY CONTROL------->

NUMBER	PCT	CODE
1,531	8.3	A-CONTROL FUNCTIONING
15	0.0	B-CONTROL NOT FUNCTIONING
14	0.0	C-CONTROLS OBSCURED
16,647	90.9	D-NO CONTROLS PRESENT
99	0.5	<-NOT STATED

<-------HIGHWAY GROUP------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN-RIGHT
0	0.0	L-IND. ALIGN-LEFT
18,306	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<-------INTERSECTION OR RAMP ACCIDENT LOCATION------->

NUMBER	PCT	CODE
1,430	7.8	1-RAMP INTERSECTION (EXIT)
1,480	8.0	2-RAMP
325	1.7	3-RAMP ENTRY
706	3.8	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
14,365	78.4	--DOES NOT APPLY

- - - PARTY SUMMARY - - -

PARTY TYPE

NUMBER	PCT	CODE
17,143	93.6	A-PASNGR CAR/STA WAGON
27	0.1	B-PASNGR CAR W/TRALR
254	1.3	C-MOTORCYCLE
4,386	23.9	D-PICKUP/PANEL TRUCK
133	0.7	E-PICKUP/PANEL W/TRALR
773	4.2	F-TRUCK/TRUCK TRACTOR
1,261	6.8	G-TRK/TRACTOR & 1 TRALR
99	0.5	2-TRK/TRACTOR & 2 TRALR
64	0.3	3-TRK/TRACTOR & 3 TRALR
0	0.0	4-SINGLE UNIT TANKER
10	0.0	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
44	0.2	H-SCHOOL BUS
128	0.6	I-OTHER BUS
157	0.8	J-EMERGENCY VEHICLE
6	0.0	K-HIGHWAY CONST EQUIP
10	0.1	L-BICYCLE
354	1.9	M-OTHER-MOTOR VEH
119	0.6	N-OTHER-NON-MOTOR VEH
64	0.3	O-SPILLED LOADS
12	0.1	P-DISENGAGED TOW
1	0.0	Q-UNINVOLVED VEHICLE
2	0.0	R-MOPED
0	0.0	T-TRAIN
59	0.3	U-PEDESTRIAN
21	0.1	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
8	0.0	Z-ANIMAL - OTHER

MOVEMENT PRECEDING COLLISION

NUMBER	PCT	CODE
6,465	35.3	A-STOPPED
15,290	83.5	B-PROCEEDED STRAIGHT
130	0.7	C-RAN OFF ROAD
110	0.6	D-MAKING RIGHT TURN
266	1.4	E-MAKING LEFT TURN
3	0.0	F-MAKING U TURN
50	0.2	G-BACKING
3,653	19.9	H-SLOWING, STOPPING
64	0.3	I-PASS OTHER VEHICLE
3,077	16.8	J-CHANGING LANES
0	0.0	K-PARKING
86	0.4	L-ENTER FROM SHLDR
92	0.5	M-OTHER UNSAFE TURN
11	0.0	N-CROSS INTO OPP LN
93	0.5	O-PARKED
391	2.1	P-MERGING
10	0.0	Q-TRVL WRONG WAY
2,385	13.0	R-OTHER
148	0.8	<-NOT STATED

OTHER ASSOCIATED FACTOR

# 1	PCT	# 2	PCT	CODE
12	0.0	0	0.0	1-INFLUENCE ALCOHOL
138	0.7	0	0.0	2-FOLLOW TOO CLOSE
9	0.0	0	0.0	3-FAILURE TO YIELD
380	2.0	0	0.0	4-IMPROPER TURN
888	4.8	1	0.0	5-SPEEDING
674	3.6	1	0.0	6-OTHER VIOLATIONS
38	0.2	10	0.0	A-CELL PHONE* (INATTN)
0	0.0	2	0.0	B-ELECTRONIC EQUIP* (INATTN)
21	0.1	3	0.0	C-RADIO/CD/HEADPHN* (INATTN)
5	0.0	0	0.0	D-SMOKING* (INATTN)
23	0.1	2	0.0	E-VISION OBSCUREMENT
475	2.5	34	0.1	F-INATTENTION - OTHER
2,613	14.2	251	1.3	G-STOP & GO TRAFFIC
1,414	7.7	164	0.8	H-ENTER/LEAVE RAMP
430	2.3	48	0.2	I-PREVIOUS COLLISION
17	0.0	7	0.0	J-UNFAMILIAR WITH ROAD
73	0.3	11	0.0	K-DEFECT VEHICLE EQUIP
413	2.2	58	0.3	L-UNINVOLVED VEHICLE
92	0.5	12	0.0	M-OTHER
13,110	71.6	115	0.6	N-NONE APPARENT
2	0.0	0	0.0	P-MIND
0	0.0	0	0.0	R-RAMP ACCIDENT
38	0.2	0	0.0	S-RUNAWAY VEHICLE
6	0.0	4	0.0	T-EATING* (INATTN)
10	0.0	2	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
2	0.0	0	0.0	W-PERSONAL HYGIENE* (INATTN)
10	0.0	0	0.0	X-READING* (INATTN)
576	3.1	18,116	98.9	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

PEDESTRIAN

NUMBER	PCT	CODE
20	0.1	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
5	0.0	4-XING NOT XWALK
48	0.2	5-ROADWAY-INCL SHLDR
4	0.0	6-NOT IN ROADWAY
1	0.0	7-APRH-LEAVE SCHL BUS
8	0.0	-INVALID CODES

DIRECTION OF TRAVEL

NUMBER	PCT	CODE
564	3.0	N-N, NE, NW BOUND
544	2.9	S-S, SE, SW BOUND
8,488	46.3	E-EASTBOUND
9,293	50.7	W-WESTBOUND
189	1.0	<-NOT STATED
5	0.0	--DOES NOT APPLY

SPECIAL INFORMATION

NUMBER	PCT	CODE
19	0.1	A-HAZARDOUS MATERIALS
608	3.3	B-CELL PHONE IN USE*
6,893	37.6	C-CELL PHONE NOT IN USE*
9,728	53.1	D-CELL PHONE NONE/UNKNOWN*
4,455	24.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
2	0.0	-INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
ALL ALL ACCIDENTS LA-010

11-04-04
10/01/00 THRU 09/30/03 PAGE 5

- - - PARTY SUMMARY - - -

OBJECT STRUCK

Code	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
01-SIDE OF BRIDGE RAILING	119	0.6	98	0.5
02-END OF BRIDGE RAILING	0	0.0	0	0.0
03-PIER,COLUMN,ABUTMENT	3	0.0	7	0.0
04-BOTTOM OF STRUCTURE	2	0.0	2	0.0
05-BRIDGE END POST IN GORE	2	0.0	0	0.0
06-END OF GUARD RAIL	19	0.1	15	0.0
07-BRIDGE APPROACH GRD RAIL	6	0.0	1	0.0
10-LIGHT OR SIGNAL POLE	47	0.2	116	0.6
11-UTILITY POLE	3	0.0	4	0.0
12-POLE (TYPE NOT STATED)	4	0.0	5	0.0
13-TRAFFIC SIGN/SIGN POST	46	0.2	168	0.9
14-OTHER SIGNS NOT TRAFFIC	1	0.0	5	0.0
15-GUARDRAIL	362	1.9	387	2.1
16-MEDIAN BARRIER	912	4.9	851	4.6
17-WALL(EXCEPT SOUND WALL)	130	0.7	169	0.9
18-DIKE OR CURB	746	4.0	384	2.0
19-TRAFFIC ISLAND	21	0.1	2	0.0
20-RAISED BARS	0	0.0	1	0.0
21-CONCRETE OBJ(HENL,D.I.)	0	0.0	6	0.0
22-GUIDEPOST,CULVERT,PM	38	0.2	143	0.7
23-CUT SLOPE OR EMBANKMENT	35	0.1	199	1.0
24-OVER EMBANKMENT	1	0.0	0	0.0
25-IN WATER	29	0.1	7	0.0
26-DRAINAGE DITCH	6	0.0	137	0.7
27-FENCE	22	0.1	99	0.5
28-TREES	65	0.3	68	0.4
29-PLANTS	1	0.0	101	0.5
30-SOUND WALL	31	0.1	0	0.0
40-NATURAL NATRL ON ROAD	216	1.1	27	0.1
41-TEMP BARRICADES,CONES	9	0.0	11	0.0
42-OTHER OBJECT ON ROAD	152	0.8	34	0.0
43-OTHER OBJECT OFF ROAD	11	0.0	809	4.4
44-OVERTURNED	41	0.2	9	0.0
45-CRASH CUSHION(SAND)	9	0.0	12	0.0
46-CRASH CUSHION(OTHER)	12	0.0	31	0.1
51-CALL BOX	36	0.1	6	0.0
98-UNKNOWN OBJECT STRUCK	15,167	82.8	4,251	23.2
99-NO OBJECT INVOLVED	0	0.0	0	0.0
V1 THRU V9-VEHICLE 1 TO 9	4,541	24.8	18,171	99.2
<<-NOT STATED	0	0.0	0	0.0
---DOES NOT APPLY				
-INVALID CODES				

LOCATION OF COLLISION

Code	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
A-BEYOND MEDIAN OR STRIPE-LFT	113	0.6	55	0.3
B-BEYOND SHLDER DRIVERS LEFT	1,522	8.3	1,264	6.9
C-LEFT SHOULDER AREA	27	0.1	42	0.2
D-LEFT LANE	4,664	25.4	1,639	8.9
E-INTERIOR LANES	6,719	36.7	1,871	10.2
F-RIGHT LANE	5,846	31.9	1,374	7.5
G-RIGHT SHOULDER AREA	143	0.7	86	0.4
H-BEYOND SHLDER DRIVERS RIGHT	1,218	6.6	1,387	7.5
I-GORE AREA	37	0.2	20	0.1
J-OTHER	503	2.7	80	0.4
V-HOV LANE(S)	151	0.8	44	0.2
N-HOV LANE BUFFER AREA	20	0.1	8	0.0
<<-NOT STATED	0	0.0	0	0.0
---DOES NOT APPLY	4,503	25.0	18,171	99.2
-INVALID CODES	0	0.0	1	0.0

SOBRIETY / DRUG/PHYSICAL

Code	SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT
A-HAD NOT BEEN DRINKING	17,384	94.9	0	0.0
B-HBD - UNDER INFLUENCE	878	4.7	0	0.0
C-HBD - NOT UNDER INFLUENCE	242	1.3	0	0.0
D-HBD - IMPAIRMENT UNKNOWN	119	0.6	0	0.0
E-UNDER DRUG INFLUENCE	0	0.0	44	0.2
F-OTHER PHYSICAL IMPAIRMENT	0	0.0	23	0.1
G-IMPAIRMENT NOT KNOWN	2,829	15.4	5	0.0
H-NOT APPLICABLE	135	0.7	2	0.0
I-FATIGUE	0	0.0	67	0.3
<<-NOT STATED	638	3.4	18,276	99.8
---DOES NOT APPLY	0	0.0	0	0.0
-INVALID CODES	0	0.0	0	0.0

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Accident Data - All Accidents - 101 Freeway

10/01/00thru 09/30/03

5 pages

AXR330-CONTROLS
REQ NO 7130

ALL ALL ACCIDENTS

TASAS SELECTIVE RECORD RETRIEVAL
LA-101

11-04-04
10/01/00 THRU 09/30/03

PAGE   1

- MESSAGES -

SUBMITTORS DISTRICT 72

SUBMITTORS NAME   YUEH-S

ACCIDENTS SELECTED   11169

LOCATION CRITERIA   -

DISTRICT 07	POSTMILE	FROM		TO		DATE RANGE	FROM	10-01-00	TO	09-30-03
ROUTE 101		OR FROM		TO	AND		OR FROM		TO	
COUNTY LA		OR FROM		TO			OR FROM		TO	

ACCIDENT AND HIGHWAY CRITERIA - NONE

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AXR330 ACC-SUMMARY   TASAS SELECTIVE RECORD RETRIEVAL   11-04-04   PAGE 2
REQ NO 7130   LA-101
ALL ALL   ACCIDENTS   10/01/00 THRU 09/30/03

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
13,169	34	3,652	9,483	37	5,528

WITHOUT DETAIL   0

<----HOUR OF DAY---->				<----MOTOR VEHICLES INVOLVED---->			<----LINES CODED---->		
NUMBER	PCT	CODE		NUMBER	PCT	CODE	NUMBER	PCT	CODE
304	2.3	00- 12 MID.		1,651	12.5	1	1,637	12.4	1
299	2.2	01- 1 A.M.		8,220	62.4	2	8,134	61.7	2
364	2.7	02- 2 A.M.		2,468	18.7	3	2,539	19.2	3
166	1.2	03- 3 A.M.		830	6.3	>3	659	5.0	4
145	1.1	04- 4 A.M.					149	1.1	5
233	1.7	05- 5 A.M.					35	0.2	6
437	3.3	06- 6 A.M.					13	0.1	7
669	5.0	07- 7 A.M.					3	0.0	8
845	6.4	08- 8 A.M.					0	0.0	9
764	5.8	09- 9 A.M.							
688	5.2	10- 10 A.M.							
631	4.8	11- 11 A.M.							
691	5.2	12- 12 NOON							
641	4.8	13- 1 P.M.							
744	5.6	14- 2 P.M.							
920	6.9	15- 3 P.M.							
880	6.6	16- 4 P.M.							
883	6.7	17- 5 P.M.							
780	5.9	18- 6 P.M.							
562	4.2	19- 7 P.M.							
344	2.6	20- 8 P.M.							
347	2.6	21- 9 P.M.							
431	3.2	22- 10 P.M.							
394	2.9	23- 11 P.M.							
5	0.0	25- UNKNOWN							

<----ACCESS CONTROL---->			<----SIDE OF HIGHWAY---->		
NUMBER	PCT	CODE	NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL	5,973	45.3	N-NORTHBOUND
0	0.0	E-EXPRESSWAY	7,196	54.6	S-SOUTHBOUND
13,169	100.0	F-FREEWAY	0	0.0	E-EASTBOUND
0	0.0	S-1-WAY CITY ST	0	0.0	W-WESTBOUND
0	0.0	--INVALID DATA			
0	0.0	+NO DATA			

<----YEAR---->			<----MONTH---->			<----DAY OF WEEK---->		
NUMBER	PCT	CODE	NUMBER	PCT	CODE	NUMBER	PCT	CODE
0	0.0	1994	1,068	8.1	01-JANUARY	1,502	11.4	1-SUNDAY
0	0.0	1995	1,065	8.0	02-FEBRUARY	1,758	13.3	2-MONDAY
0	0.0	1996	1,175	8.9	03-MARCH	1,871	14.2	3-TUESDAY
0	0.0	1997	1,070	8.1	04-APRIL	1,913	14.5	4-WEDNESDAY
0	0.0	1998	1,078	8.1	05-MAY	1,922	14.5	5-THURSDAY
0	0.0	1999	1,115	8.4	06-JUNE	2,277	17.2	6-FRIDAY
1,074	8.1	2000	1,080	8.2	07-JULY	1,926	14.6	7-SATURDAY
4,276	32.4	2001	1,160	8.8	08-AUGUST			
4,382	33.2	2002	1,067	8.1	09-SEPTEMBER			
3,437	26.0	2003	1,184	8.9	10-OCTOBER			
0	0.0	2004	1,094	8.3	11-NOVEMBER			
			1,013	7.6	12-DECEMBER			

- - - ACCIDENT SUMMARY - - -

PRIMARY COLLISION FACTOR

NUMBER	PCT	CODE
668	5.0	1-INFLUENCE ALCOHOL
440	3.3	2-FOLLOW TOO CLOSE
108	0.8	3-FAILURE TO YIELD
1,536	11.6	4-IMPROPER TURN
7,270	55.2	5-SPEEDING
2,362	17.9	6-OTHER VIOLATIONS
36	0.2	B-IMPROPER DRIVING
277	2.1	C-OTHER THAN DRIVER
366	2.7	D-UNKNOWN
25	0.1	E-FELL ASLEEP
40	0.3	<-NOT STATED
41	0.3	-INVALID CODES

TYPE OF COLLISION

NUMBER	PCT	CODE
71	0.5	A-HEAD-ON
2,503	19.0	B-SIDESWIPE
7,961	60.4	C-REAR END
430	3.2	D-BROADSIDE
1,887	14.3	E-HIT OBJECT
109	0.8	F-OVERTURN
42	0.3	G-AUTO-PEDESTRIAN
136	1.0	H-OTHER
30	0.2	<-NOT STATED
0	0.0	-INVALID CODES

ROADWAY CONDITION

NUMBER	PCT	CODE
9	0.0	A-HOLES, RUTS
12	0.0	B-LOOSE MATERIAL
107	0.8	C-OBSTRUCTION ON ROAD
231	1.7	D-CONSTRUCT-REPAIR-ZONE
11	0.0	E-REDUCED ROAD WIDTH
9	0.0	F-FLOODED
20	0.1	G-OTHER
12,656	96.1	H-NO UNUSUAL CONDITION
114	0.8	<-NOT STATED

WEATHER

NUMBER	PCT	CODE
10,866	82.5	A-CLEAR
1,775	13.4	B-CLOUDY
413	3.1	C-RAINING
1	0.0	D-SNOWING
14	0.1	E-FOG
8	0.0	F-OTHER
3	0.0	G-WIND
89	0.6	<-NOT STATED

LIGHTING

NUMBER	PCT	CODE
8,871	67.3	A-DAYLIGHT
387	2.9	B-DUSK/DAWN
2,496	18.9	C-DARK-STREET LIGHT
1,342	10.1	D-DARK-NO STREET LIGHT
7	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	-INVALID CODES

ROAD SURFACE

NUMBER	PCT	CODE
12,125	92.0	A-DRY
866	6.5	B-WET
31	0.2	C-SNOWY, ICY
25	0.1	D-SLIPPERY
122	0.9	<-NOT STATED
0	0.0	-INVALID CODES

RIGHT OF WAY CONTROL

NUMBER	PCT	CODE
980	7.4	A-CONTROL FUNCTIONING
13	0.0	B-CONTROL NOT FUNCTIONING
11	0.0	C-CONTROLS OBSCURED
12,071	91.6	D-NO CONTROLS PRESENT
94	0.7	<-NOT STATED

HIGHWAY GROUP

NUMBER	PCT	CODE
423	3.2	R-IND. ALIGN-RIGHT
377	2.8	L-IND. ALIGN-LEFT
12,369	93.9	D-DIVIDED
0	0.0	U-UNDIVIDED

INTERSECTION OR RAMP ACCIDENT LOCATION

NUMBER	PCT	CODE
590	4.4	1-RAMP INTERSECTION (EXIT)
474	3.5	2-RAMP
125	0.9	3-RAMP ENTRY
502	3.8	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
11,478	87.1	--DOES NOT APPLY

- - - PARTY SUMMARY - - -

<------- PARTY TYPE ------->

NUMBER	PCT	CODE
12,577	95.5	A-PASNGR CAR/STA WAGON
32	0.2	B-PASNER CAR W/TRALR
189	1.4	C-MOTORCYCLE
2,984	22.6	D-PICKUP/PANEL TRUCK
67	0.6	E-PICKUP/PANEL W/TRALR
572	4.3	F-TRUCK/TRUCK TRACTOR
579	4.3	G-TRK/TRACTOR & 1 TRALR
30	0.2	2-TRK/TRACTOR & 2 TRALR
1	0.0	3-TRK/TRACTOR & 3 TRALR
7	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
53	0.4	H-SCHOOL BUS
80	0.6	I-OTHER BUS
135	1.0	J-EMERGENCY VEHICLE
3	0.0	K-HIGHWAY CONST EQUIP
15	0.1	L-BICYCLE
399	3.0	M-OTHER-MOTOR VEH
81	0.6	N-OTHER-NON-MOTOR VEH
57	0.4	O-SPILLED LOADS
9	0.0	P-DISENGAGED TOW
1	0.0	Q-UNINVOLVED VEHICLE
1	0.0	R-MOPED
0	0.0	T-TRAIN
49	0.3	U-PEDESTRIAN
15	0.1	V-DISMOUNT PEDESTRIAN
1	0.0	W-ANIMAL - LIVESTOCK
1	0.0	X-ANIMAL - DEER
6	0.0	Z-ANIMAL - OTHER

<------- MOVEMENT PRECEDING COLLISION ------->

NUMBER	PCT	CODE
4,500	34.1	A-STOPPED
10,915	82.8	B-PROCEEDED STRAIGHT
115	0.8	C-RAN OFF ROAD
106	0.8	D-MAKING RIGHT TURN
245	1.8	E-MAKING LEFT TURN
7	0.0	F-MAKING U TURN
21	0.1	G-BACKING
2,918	22.1	H-SLOWING, STOPPING
32	0.2	I-PASS OTHER VEHICLE
2,091	15.8	J-CHANGING LANES
3	0.0	K-PARKING
56	0.4	L-ENTER FROM SHLDR
25	0.1	M-OTHER UNSAFE TURN
5	0.0	N-CROSS INTO OPP LN
73	0.5	O-PARKED
141	1.0	P-MERGING
13	0.0	Q-TRVL WRONG WAY
1,794	13.6	R-OTHER
119	0.9	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
25	0.1	2-XING XWALK-INTRST
1	0.0	3-XING XWALK-NOT INTR
1	0.0	4-XING NOT XWALK
36	0.2	5-ROADWAY-INCL SHLDR
1	0.0	6-NOT IN ROADWAY
0	0.0	7-APRH-LEAVE SCHL BUS
9	0.0	-INVALID CODES

<------- OTHER ASSOCIATED FACTOR ------->

# 1	PCT	# 2	PCT	CODE
12	0.0	0	0.0	1-INFLUENCE ALCOHOL
77	0.5	0	0.0	2-FOLLOW TOO CLOSE
5	0.0	0	0.0	3-FAILURE TO YIELD
333	2.5	0	0.0	4-IMPROPER TURN
887	6.7	2	0.0	5-SPEEDING
472	3.5	1	0.0	6-OTHER VIOLATIONS
17	0.1	2	0.0	A-CELL PHONE* (INATTN)
3	0.0	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
15	0.1	0	0.0	C-RADIO/CD/HEADPHN* (INATTN)
1	0.0	0	0.0	D-SMOKING* (INATTN)
23	0.1	1	0.0	E-VISION OBSCUREMENT
466	3.5	33	0.2	F-INATTENTION - OTHER
907	6.8	101	0.7	G-STOP & GO TRAFFIC
243	1.8	40	0.3	H-ENTER/LEAVE RAMP
254	1.9	37	0.2	I-PREVIOUS COLLISION
12	0.0	3	0.0	J-UNFAMILIAR WITH ROAD
67	0.5	9	0.0	K-DEFECT VEHICLE EQUIP
237	1.7	44	0.3	L-UNINVOLVED VEHICLE
145	1.1	11	0.0	M-OTHER
11,205	85.0	80	0.6	N-NONE APPARENT
18	0.1	9	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
26	0.1	0	0.0	S-RUNAWAY VEHICLE
4	0.0	0	0.0	T-EATING* (INATTN)
3	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
1	0.0	0	0.0	N-PERSONAL HYGIENE* (INATTN)
3	0.0	1	0.0	X-READING* (INATTN)
490	3.7	13,094	99.4	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

<------- DIRECTION OF TRAVEL ------->

NUMBER	PCT	CODE
5,542	45.1	N-N, NE, NW BOUND
7,187	54.5	S-S, SE, SW BOUND
206	1.5	E-EASTBOUND
254	1.9	W-WESTBOUND
166	1.2	<-NOT STATED
8	0.0	--DOES NOT APPLY

<------- SPECIAL INFORMATION ------->

NUMBER	PCT	CODE
9	0.0	A-HAZARDOUS MATERIALS
279	2.1	B-CELL PHONE IN USE*
6,609	50.1	C-CELL PHONE NOT IN USE*
6,690	50.8	D-CELL PHONE NONE/UNKNOWN*
2,941	22.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
1	0.0	-INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

AXF330 ACC-SUMMARY
REQ NO 7130

TASAS SELECTIVE RECORD RETRIEVAL
LA-101
ALL ALL   ACCIDENTS

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- - - PARTY SUMMARY - - -

OBJECT STRUCK

PRIMARY NUMBER	PCT	OTHERS NUMBER	PCT	CODE
14	0.1	17	0.1	01-SIDE OF BRIDGE RAILING
0	0.0	1	0.0	02-END OF BRIDGE RAILING
3	0.0	8	0.0	03-PIER,COLUMN,ABUTMENT
6	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05 BRIDGE END POST IN GORE
10	0.0	17	0.1	06-END OF GUARD RAIL
6	0.0	5	0.0	07-BRIDGE APPROACH GRD RAIL
29	0.2	84	0.6	10-LIGHT OR SIGNAL POLE
1	0.0	8	0.0	11-UTILITY POLE
0	0.0	3	0.0	12-POLE (TYPE NOT STATED)
55	0.4	86	0.6	13-TRAFFIC SIGN/SIGN POST
1	0.0	4	0.0	14-OTHER SIGNS NOT TRAFFIC
233	1.7	297	2.2	15-GUARDRAIL
710	5.3	665	5.0	16-MEDIAN BARRIER
82	0.6	100	0.7	17-WALL(EXCEPT SOUND WALL)
407	3.0	196	1.4	18-DIKE OR CURB
2	0.0	1	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
2	0.0	0	0.0	21-CONCRETE OBJ(HDWL,D.I.)
38	0.2	5	0.0	22-GUIDEPOST,CULVERT,PM
51	0.3	104	0.7	23-CUT SLOPE OR EMBANKMENT
0	0.0	154	1.1	24-OVER EMBANKMENT
5	0.0	2	0.0	25-IN WATER
18	0.1	17	0.1	26-DRAINAGE DITCH
14	0.1	121	0.9	27-FENCE
9	0.0	104	0.7	28-TREES
51	0.3	45	0.3	29-PLANTS
0	0.0	79	0.5	30-SOUND WALL
19	0.1	0	0.0	40-NATURAL MATRL ON ROAD
126	0.9	8	0.0	41-TEMP BARRICADES, CONES
5	0.0	5	0.0	42-OTHER OBJECT ON ROAD
34	0.2	34	0.2	43-OTHER OBJECT OFF ROAD
99	0.7	490	3.7	44-OVERTURNED
7	0.0	4	0.0	45-CRASH CUSHION(SAND)
15	0.1	6	0.0	46-CRASH CUSHION(OTHER)
11	0.0	18	0.1	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
17	0.1	11	0.0	99-NO OBJECT INVOLVED
11,115	84.4	3,455	26.2	V1 THRU V9-VEHICLE 1 TO 9
0	0.0	0	0.0	<<-NOT STATED
3,107	26.1	13,075	99.2	---DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

LOCATION OF COLLISION

PRIMARY NUMBER	PCT	OTHERS NUMBER	PCT	CODE
65	0.4	30	0.2	A-BEYOND MEDIAN OR STRIPE-LFT
1,002	7.6	860	6.5	B-BEYOND SHLDER DRIVERS LEFT
14	0.1	19	0.1	C-LEFT SHOULDER AREA
3,154	23.9	1,256	9.5	D-LEFT LANE
5,880	44.6	1,762	13.3	E-INTERIOR LANES
3,567	27.0	935	7.1	F-RIGHT LANE
109	0.8	67	0.5	G-RIGHT SHOULDER AREA
810	6.1	984	7.4	H-BEYOND SHLDER DRIVERS RIGHT
29	0.2	11	0.0	I-GORE AREA
178	1.3	39	0.2	J-OTHER
23	0.1	6	0.0	V-HOV LANE(S)
0	0.0	0	0.0	N-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
3,744	28.4	13,075	99.2	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

SOBRIETY / DRUG/PHYSICAL

SOBRIETY NUMBER	PCT	DRUG/PHYSICAL NUMBER	PCT	CODE
12,391	94.0	0	0.0	A-HAD NOT BEEN DRINKING
659	5.0	0	0.0	B-HBD - UNDER INFLUENCE
198	1.5	0	0.0	C-HBD - NOT UNDER INFLUENCE
107	0.8	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	50	0.3	E-UNDER DRUG INFLUENCE
0	0.0	17	0.1	F-OTHER PHYSICAL IMPAIRMENT
2,194	16.6	1	0.0	G-IMPAIRMENT NOT KNOWN
88	0.6	2	0.0	H-NOT APPLICABLE
0	0.0	46	0.3	I-FATIGUE
0	0.0	13,117	99.6	<-NOT STATED
523	3.9	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

Accident Data - All Accidents - 110 Freeway

10/01/00thru 09/30/03

5 pages

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REQ NO 7134   ALL ALL   ACCIDENTS   TASAS SELECTIVE RECORD RETRIEVAL   11-04-04   PAGE   1
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        SUBMITTORS DISTRICT 72   - MESSAGES -

        SUBMITTORS NAME   YUEN-S

        ACCIDENTS SELECTED 10555

LOCATION CRITERIA -

DISTRICT 07   POSTMILE FROM   TO   AND   DATE RANGE FROM   10-01-00   TO   09-30-03
ROUTE   110   OR FROM   TO   OR FROM   TO
COUNTY   LA   OR FROM   TO   OR FROM   TO

ACCIDENT AND HIGHWAY CRITERIA - NONE

AXR330 ACC-SUMMARY
REQ NO 7134

TASAS SELECTIVE RECORD RETRIEVAL
LA-110
11-04-04   PAGE   2

ALL ALL ACCIDENTS   10/01/00 THRU 09/30/03

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
10,555	39	2,742	7,774	44	4,162
WITHOUT DETAIL 0					

<------ MOTOR VEHICLES INVOLVED ------>

NUMBER	PCT	CODE
1,904	18.0	1
6,506	61.6	2
1,683	15.9	3
462	4.3	>3

<------ LINES CODED ------>

NUMBER	PCT	CODE
1,892	17.9	1
6,441	61.0	2
1,746	16.5	3
382	3.6	4
72	0.6	5
13	0.1	6
5	0.0	7
1	0.0	8
3	0.0	9

<------ HOUR OF DAY ------>

NUMBER	PCT	CODE
255	2.4	00- 12 MID.
250	2.3	01- 1 A.M.
268	2.5	02- 2 A.M.
158	1.4	03- 3 A.M.
114	1.0	04- 4 A.M.
216	2.0	05- 5 A.M.
408	3.8	06- 6 A.M.
530	5.0	07- 7 A.M.
509	4.8	08- 8 A.M.
410	3.8	09- 9 A.M.
465	4.4	10- 10 A.M.
491	4.6	11- 11 A.M.
560	5.3	12- 12 NOON
548	5.1	13- 1 P.M.
701	6.6	14- 2 P.M.
730	6.9	15- 3 P.M.
649	6.1	16- 4 P.M.
615	5.8	17- 5 P.M.
628	5.9	18- 6 P.M.
507	4.8	19- 7 P.M.
399	3.7	20- 8 P.M.
371	3.5	21- 9 P.M.
419	3.9	22- 10 P.M.
351	3.3	23- 11 P.M.
3	0.0	25- UNKNOWN

<------ ACCESS CONTROL ------>

NUMBER	PCT	CODE
54	0.5	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
10,501	99.4	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<------ SIDE OF HIGHWAY ------>

NUMBER	PCT	CODE
5,530	52.3	N-NORTHBOUND
5,025	47.6	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<------ YEAR ------>

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
910	8.6	2000
3,635	34.4	2001
3,387	32.0	2002
2,623	24.8	2003
0	0.0	2004

<------ MONTH ------>

NUMBER	PCT	CODE
886	8.3	01-JANUARY
896	8.4	02-FEBRUARY
932	8.8	03-MARCH
859	8.1	04-APRIL
802	7.5	05-MAY
817	7.7	06-JUNE
835	7.9	07-JULY
784	7.4	08-AUGUST
870	8.2	09-SEPTEMBER
1,006	9.5	10-OCTOBER
948	8.9	11-NOVEMBER
920	8.7	12-DECEMBER

<------ DAY OF WEEK ------>

NUMBER	PCT	CODE
1,455	13.7	1-SUNDAY
1,382	13.0	2-MONDAY
1,441	13.6	3-TUESDAY
1,421	13.4	4-WEDNESDAY
1,480	14.0	5-THURSDAY
1,692	16.0	6-FRIDAY
1,676	15.8	7-SATURDAY

- - - ACCIDENT SUMMARY - - -

<-----PRIMARY COLLISION FACTOR----->

NUMBER	PCT	CODE
656	6.2	1-INFLUENCE ALCOHOL
36	0.3	2-FOLLOW TOO CLOSE
66	0.6	3-FAILURE TO YIELD
1,399	13.2	4-IMPROPER TURN
5,772	54.6	5-SPEEDING
2,122	20.1	6-OTHER VIOLATIONS
22	0.2	8-IMPROPER DRIVING
245	2.3	C-OTHER THAN DRIVER
130	1.2	D-UNKNOWN
3	0.0	E-FELL ASLEEP
44	0.4	<-NOT STATED
60	0.5	-INVALID CODES

<-----TYPE OF COLLISION----->

NUMBER	PCT	CODE
81	0.7	A-HEAD-ON
1,995	18.9	B-SIDESWIPE
5,710	54.0	C-REAR END
407	3.8	D-BROADSIDE
2,056	19.4	E-HIT OBJECT
116	1.0	F-OVERTURN
32	0.3	G-AUTO-PEDESTRIAN
125	1.1	H-OTHER
33	0.3	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROADWAY CONDITION----->

NUMBER	PCT	CODE
33	0.3	A-HOLES, RUTS
20	0.1	B-LOOSE MATERIAL
66	0.6	C-OBSTRUCTION ON ROAD
75	0.7	D-CONSTRUCT-REPAIR-ZONE
4	0.0	E-REDUCED ROAD WIDTH
6	0.0	F-FLOODED
23	0.2	G-OTHER
10,146	96.1	H-NO UNUSUAL CONDITION
182	1.7	<-NOT STATED

<-----WEATHER----->

NUMBER	PCT	CODE
8,239	78.0	A-CLEAR
1,620	15.3	B-CLOUDY
527	4.9	C-RAINING
1	0.0	D-SNOWING
14	0.1	E-FOG
3	0.0	F-OTHER
1	0.0	G-WIND
150	1.4	<-NOT STATED

<-----LIGHTING----->

NUMBER	PCT	CODE
6,644	62.9	A-DAYLIGHT
320	3.0	B-DUSK/DAWN
2,806	26.5	C-DARK-STREET LIGHT
684	6.4	D-DARK-NO STREET LIGHT
3	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
98	0.9	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROAD SURFACE----->

NUMBER	PCT	CODE
9,245	87.5	A-DRY
1,054	9.9	B-WET
38	0.3	C-SNOWY, ICY
32	0.3	D-SLIPPERY
186	1.7	<-NOT STATED
0	0.0	-INVALID CODES

<-----RIGHT OF WAY CONTROL----->

NUMBER	PCT	CODE
748	7.0	A-CONTROL FUNCTIONING
7	0.0	B-CONTROL NOT FUNCTIONING
5	0.0	C-CONTROLS OBSCURED
9,671	91.6	D-NO CONTROLS PRESENT
124	1.1	<-NOT STATED

<-----HIGHWAY GROUP----->

NUMBER	PCT	CODE
300	2.8	R-IND. ALIGN-RIGHT
260	2.4	L-IND. ALIGN-LEFT
9,992	94.6	D-DIVIDED
3	0.0	U-UNDIVIDED

<---INTERSECTION OR RAMP ACCIDENT LOCATION--->

NUMBER	PCT	CODE
589	5.5	1-RAMP INTERSECTION (EXIT)
732	6.9	2-RAMP
151	1.4	3-RAMP ENTRY
346	3.2	4-RAMP AREA, INTERSECT STREET
7	0.0	5-IN INTERSECTION
2	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
8,728	82.6	--DOES NOT APPLY

AXR330 ACC-SUMMARY
REQ NO 7134

TASAS SELECTIVE RECORD RETRIEVAL
LA-110

ALL ALL ACCIDENTS

11-04-04
10/01/00 THRU 09/30/03

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- - - PARTY SUMMARY - - -

PARTY TYPE

NUMBER	PCT	CODE
10,037	95.0	A-PASNGR CAR/STA WAGON
3	0.0	B-PASNGR CAR W/TRALR
153	1.4	C-MOTORCYCLE
2,151	20.3	D-PICKUP/PANEL TRUCK
38	0.3	E-PICKUP/PANEL W/TRALR
400	3.7	F-TRUCK/TRUCK TRACTOR
354	3.3	G-TRK/TRACTOR & 1 TRALR
28	0.2	2-TRK/TRACTOR & 2 TRALR
0	0.0	3-TRK/TRACTOR & 3 TRALR
0	0.0	4-SINGLE UNIT TANKER
9	0.0	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
34	0.3	H-SCHOOL BUS
71	0.6	I-OTHER BUS
146	1.3	J-EMERGENCY VEHICLE
2	0.0	K-HIGHWAY CONST EQUIP
14	0.1	L-BICYCLE
466	4.4	M-OTHER-MOTOR VEH
54	0.5	N-OTHER-NON-MOTOR VEH
40	0.3	O-SPILLED LOADS
3	0.0	P-DISENGAGED TOW
3	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
31	0.2	U-PEDESTRIAN
10	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
11	0.1	Z-ANIMAL - OTHER

MOVEMENT PRECEDING COLLISION

NUMBER	PCT	CODE
3,302	31.2	A-STOPPED
8,483	80.3	B-PROCEED STRAIGHT
77	0.7	C-RAN OFF ROAD
73	0.6	D-MAKING RIGHT TURN
163	1.5	E-MAKING LEFT TURN
4	0.0	F-MAKING U TURN
38	0.3	G-BACKING
2,053	19.4	H-SLOWING, STOPPING
33	0.3	I-PASS OTHER VEHICLE
1,908	18.0	J-CHANGING LANES
2	0.0	K-PARKING
53	0.5	L-ENTER FROM SHLDR
54	0.5	M-OTHER UNSAFE TURN
9	0.0	N-CROSS INTO OPP LN
60	0.5	O-PARKED
120	1.1	P-MERGING
14	0.1	Q-TRVL WRONG WAY
1,251	11.8	R-OTHER
122	1.1	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
17	0.1	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
3	0.0	4-XING NOT XWALK
24	0.2	5-ROADWAY-INCL SHLDR
0	0.0	6-NOT IN ROADWAY
1	0.0	7-AFRM-LEAVE SCHL BUS
7	0.0	-INVALID CODES

OTHER ASSOCIATED FACTOR

# 1	PCT	# 2	PCT	CODE
16	0.1	0	0.0	1-INFLUENCE ALCOHOL
12	0.1	0	0.0	2-FOLLOW TOO CLOSE
5	0.0	0	0.0	3-FAILURE TO YIELD
290	2.7	0	0.0	4-IMPROPER TURN
644	6.1	0	0.0	5-SPEEDING
317	3.0	0	0.0	6-OTHER VIOLATIONS
15	0.1	1	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
10	0.0	0	0.0	C-RADIO/CD/HEADPHN* (INATTN)
1	0.0	0	0.0	D-SMOKING* (INATTN)
9	0.0	1	0.0	E-VISION OBSCUREMENT
147	1.3	13	0.1	F-INATTENTION - OTHER
301	2.8	11	0.1	G-STOP & GO TRAFFIC
160	1.5	16	0.1	H-ENTER/LEAVE RAMP
185	1.7	14	0.1	I-PREVIOUS COLLISION
16	0.1	0	0.0	J-UNFAMILIAR WITH ROAD
30	0.2	2	0.0	K-DEFECT VEHICLE EQUIP
156	1.4	23	0.2	L-UNINVOLVED VEHICLE
54	0.5	3	0.0	M-OTHER
9,310	88.2	38	0.3	N-NONE APPARENT
5	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
23	0.2	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
4	0.0	1	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	N-PERSONAL ENGIENE* (INATTN)
2	0.0	1	0.0	X-READING* (INATTN)
425	4.0	10,513	99.6	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

DIRECTION OF TRAVEL

NUMBER	PCT	CODE
5,442	51.5	N-N, NE, NW BOUND
4,932	46.7	S-S, SE, SW BOUND
250	2.3	E-EASTBOUND
240	2.2	W-WESTBOUND
145	1.3	<-NOT STATED
5	0.0	--DOES NOT APPLY

SPECIAL INFORMATION

NUMBER	PCT	CODE
2	0.0	A-HAZARDOUS MATERIALS
182	1.7	B-CELL PHONE IN USE*
4,324	40.9	C-CELL PHONE NOT IN USE*
5,716	54.1	D-CELL PHONE NONE/UNKNOWN*
2,562	24.2	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	--INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

- - - PARTY SUMMARY - - -

<----------OBJECT STRUCK---------->

	PRIMARY		OTHERS		CODE
	NUMBER	PCT	NUMBER	PCT	
01-SIDE OF BRIDGE RAILING	35	0.3	19	0.1	
02-END OF BRIDGE RAILING	0	0.0	1	0.0	
03-PIER,COLUMN,ABUTMENT	3	0.0	6	0.0	
04-BOTTOM OF STRUCTURE	0	0.0	1	0.0	
05 BRIDGE END POST IN GORE	1	0.0	0	0.0	
06-END OF GUARD RAIL	10	0.0	11	0.1	
07-BRIDGE APPROACH GRD RAIL	2	0.0	2	0.0	
10-LIGHT OR SIGNAL POLE	27	0.2	74	0.7	
11-UTILITY POLE	0	0.0	10	0.0	
12-POLE (TYPE NOT STATED)	2	0.0	3	0.0	
13-TRAFFIC SIGN/SIGN POST	15	0.1	45	0.4	
14-OTHER SIGNS NOT TRAFFIC	1	0.0	6	0.1	
15-GUARDRAIL	360	3.4	312	2.9	
16-MEDIAN BARRIER	643	6.0	527	4.9	
17-WALL(EXCEPT SOUND WALL)	138	1.3	132	1.2	
18-DIKE OR CURB	532	5.0	258	2.4	
19-TRAFFIC ISLAND	2	0.0	0	0.0	
20-RAISED BARS	0	0.0	0	0.0	
21-CONCRETE OBJ(HDWL,D.I.)	1	0.0	1	0.0	
22-GUIDEPOST,CULVERT,PM	2	0.0	2	0.0	
23-CUT SLOPE OR EMBANKMENT	29	0.2	90	0.8	
24-OVER EMBANKMENT	12	0.1	74	0.7	
25-IN WATER	0	0.0	3	0.0	
26-DRAINAGE DITCH	1	0.0	12	0.1	
27-FENCE	11	0.1	107	1.0	
28-TREES	8	0.0	36	0.3	
29-PLANTS	2	0.0	21	0.1	
30-SOUND WALL	64	0.6	64	0.6	
40-NATURAL MATRL ON ROAD	0	0.0	0	0.0	
41-TEMP BARRICADES, CONES	4	0.0	2	0.0	
42-OTHER OBJECT ON ROAD	118	1.1	4	0.0	
43-OTHER OBJECT OFF ROAD	5	0.0	18	0.1	
44-OVERTURNED	109	1.0	465	4.4	
45-CRASH CUSHION(SAND)	25	0.2	3	0.0	
46-CRASH CUSHION(OTHER)	44	0.4	13	0.1	
51-CALL BOX	8	0.0	7	0.0	
98-UNKNOWN OBJECT STRUCK	4	0.0	8	0.0	
99-NO OBJECT INVOLVED	22	0.2	8	0.0	
V1 THRU V9-VEHICLE 1 TO 9	8,316	78.7	2,297	21.7	
<<-NOT STATED	0	0.0	0	0.0	
---DOES NOT APPLY	2,519	23.8	10,494	99.4	
-INVALID CODES	0	0.0	0	0.0	

<----------LOCATION OF COLLISION---------->

CODE	PRIMARY		OTHERS	
	NUMBER	PCT	NUMBER	PCT
A-BEYOND MEDIAN OR STRIPE-LFT	69	0.6	17	0.1
B-BEYOND SHLDER DRIVERS LEFT	1,047	9.9	765	7.2
C-LEFT SHOULDER AREA	9	0.0	27	0.2
D-LEFT LANE	2,568	24.3	854	8.0
E-INTERIOR LANES	4,137	39.1	1,129	10.6
F-RIGHT LANE	2,726	25.8	626	5.9
G-RIGHT SHOULDER AREA	78	0.7	63	0.5
H-BEYOND SHLDER DRIVERS RIGHT	46	0.4	863	8.1
I-GORE AREA	907	8.5	16	0.1
J-OTHER	179	1.6	32	0.3
V-HOV LANE(S)	285	2.7	101	0.9
W-HOV LANE BUFFER AREA	14	0.1	3	0.0
<-NOT STATED	0	0.0	0	0.0
--DOES NOT APPLY	2,555	24.2	10,494	99.4
-INVALID CODES	0	0.0	1	0.0

<----------SOBRIETY----------> <----------DRUG/PHYSICAL---------->

CODE	SOBRIETY		DRUG/PHYSICAL	
	NUMBER	PCT	NUMBER	PCT
A-HAD NOT BEEN DRINKING	9,789	92.7	0	0.0
B-HBD - UNDER INFLUENCE	637	6.0	0	0.0
C-HBD - NOT UNDER INFLUENCE	161	1.5	0	0.0
D-HBD - IMPAIRMENT UNKNOWN	76	0.7	0	0.0
E-UNDER DRUG INFLUENCE	0	0.0	41	0.3
F-OTHER PHYSICAL IMPAIRMENT	0	0.0	12	0.1
G-IMPAIRMENT NOT KNOWN	1,982	18.7	3	0.0
H-NOT APPLICABLE	84	0.7	0	0.0
I-FATIGUE	0	0.0	31	0.2
<-NOT STATED	444	4.2	10,530	99.7
--DOES NOT APPLY	0	0.0	0	0.0
-INVALID CODES	0	0.0	0	0.0

Accident Data - All Accidents - 405 Freeway

10/01/00thru 09/30/03

5 pages

AXR330-CONTROLS
REQ NO 7118

TASAS SELECTIVE RECORD RETRIEVAL
ALL ALL ACCIDENTS   LA-405   11-04-04
10/01/00 THRU 09/30/03   PAGE   1

SUBMITTORS DISTRICT 72

SUBMITTORS NAME   YUEH-S   - MESSAGES -

ACCIDENTS SELECTED   15894

LOCATION CRITERIA -

DISTRICT 07   POSTMILE   FROM   TO   DATE RANGE   FROM 10-01-00   TO 09-30-03
ROUTE 405   OR FROM   TO   OR FROM   TO
COUNTY LA   OR FROM   TO   OR FROM   TO

                                           AND

ACCIDENT AND HIGHWAY CRITERIA - NONE

AXR330 ACC-SUMMARY
REQ NO 7118
TASAS SELECTIVE RECORD RETRIEVAL
LA-405
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10/01/00 THRU 09/30/03

- - - ACCIDENT SUMMARY - - -

ALL ALL ACCIDENTS

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	INJURED
15,894	43	4,525	11,326	49	6,937
WITHOUT DETAIL 0					

MOTOR VEHICLES INVOLVED

NUMBER	PCT	CODE
2,213	13.9	1
9,548	60.0	2
2,953	18.5	3
1,180	7.4	>3

LINES CODED

NUMBER	PCT	CODE
2,189	13.7	1
9,431	59.3	2
3,062	19.2	3
899	5.6	4
233	1.4	5
56	0.3	6
16	0.1	7
3	0.0	8
5	0.0	9

HOUR OF DAY

NUMBER	PCT	CODE
283	1.7	00- 12 MID.
211	1.3	01- 1 A.M.
276	1.7	02- 2 A.M.
167	1.0	03- 3 A.M.
158	0.9	04- 4 A.M.
265	1.6	05- 5 A.M.
566	3.5	06- 6 A.M.
886	5.5	07- 7 A.M.
967	6.0	08- 8 A.M.
875	5.5	09- 9 A.M.
773	4.8	10- 10 A.M.
844	5.3	11- 11 A.M.
949	5.9	12- 12 NOON
857	5.3	13- 1 P.M.
980	6.1	14- 2 P.M.
1,177	7.4	15- 3 P.M.
1,102	6.9	16- 4 P.M.
1,172	7.3	17- 5 P.M.
976	6.1	18- 6 P.M.
695	4.3	19- 7 P.M.
483	3.0	20- 8 P.M.
441	2.7	21- 9 P.M.
397	2.4	22- 10 P.M.
385	2.4	23- 11 P.M.
7	0.0	25- UNKNOWN

ACCESS CONTROL

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
15,894	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+NO DATA

SIDE OF HIGHWAY

NUMBER	PCT	CODE
7,832	49.2	N-NORTHBOUND
8,062	50.7	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

YEAR

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
1,284	8.0	2000
5,210	32.7	2001
5,204	32.7	2002
4,196	26.3	2003
0	0.0	2004

MONTH

NUMBER	PCT	CODE
1,309	8.2	01-JANUARY
1,276	8.0	02-FEBRUARY
1,326	8.3	03-MARCH
1,306	8.2	04-APRIL
1,254	7.8	05-MAY
1,351	8.5	06-JUNE
1,401	8.8	07-JULY
1,312	8.2	08-AUGUST
1,285	8.0	09-SEPTEMBER
1,460	9.1	10-OCTOBER
1,378	8.6	11-NOVEMBER
1,236	7.7	12-DECEMBER

DAY OF WEEK

NUMBER	PCT	CODE
1,569	9.8	1-SUNDAY
2,036	12.8	2-MONDAY
2,405	15.1	3-TUESDAY
2,453	15.4	4-WEDNESDAY
2,481	15.6	5-THURSDAY
2,832	17.8	6-FRIDAY
2,118	13.3	7-SATURDAY

- - - ACCIDENT SUMMARY - - -

<------PRIMARY COLLISION FACTOR------>

NUMBER	PCT	CODE
600	3.7	1-INFLUENCE ALCOHOL
313	1.9	2-FOLLOW TOO CLOSE
78	0.4	3-FAILURE TO YIELD
1,972	12.4	4-IMPROPER TURN
9,005	56.6	5-SPEEDING
3,008	18.9	6-OTHER VIOLATIONS
55	0.3	B-IMPROPER DRIVING
502	3.1	C-OTHER THAN DRIVER
329	2.0	D-UNKNOWN
7	0.0	E-FELL ASLEEP
19	0.1	<-NOT STATED
6	0.0	-INVALID CODES

<------TYPE OF COLLISION------>

NUMBER	PCT	CODE
99	0.6	A-HEAD-ON
3,069	19.3	B-SIDESWIPE
9,371	58.9	C-REAR END
554	3.4	D-BROADSIDE
2,385	15.0	E-HIT OBJECT
180	1.1	F-OVERTURN
34	0.2	G-AUTO-PEDESTRIAN
178	1.1	H-OTHER
24	0.1	<-NOT STATED
0	0.0	-INVALID CODES

<------ROADWAY CONDITION------>

NUMBER	PCT	CODE
30	0.1	A-HOLES, RUTS
21	0.1	B-LOOSE MATERIAL
108	0.6	C-OBSTRUCTION ON ROAD
179	1.1	D-CONSTRUCT-REPAIR-ZONE
4	0.0	E-REDUCED ROAD WIDTH
8	0.0	F-FLOODED
35	0.2	G-OTHER
15,457	97.2	H-NO UNUSUAL CONDITION
52	0.3	<-NOT STATED

<------WEATHER------>

NUMBER	PCT	CODE
13,006	81.8	A-CLEAR
2,311	14.5	B-CLOUDY
480	3.0	C-RAINING
3	0.0	D-SNOWING
54	0.3	E-FOG
0	0.0	F-OTHER
4	0.0	G-WIND
33	0.2	<-NOT STATED

<------LIGHTING------>

NUMBER	PCT	CODE
11,191	70.4	A-DAYLIGHT
502	3.1	B-DUSK/DAWN
2,415	15.1	C-DARK-STREET LIGHT
1,747	10.9	D-DARK-NO STREET LIGHT
8	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
31	0.1	<-NOT STATED
0	0.0	-INVALID CODES

<------ROAD SURFACE------>

NUMBER	PCT	CODE
14,803	93.1	A-DRY
966	6.0	B-WET
18	0.1	C-SNOWY, ICY
42	0.2	D-SLIPPERY
65	0.4	<-NOT STATED
0	0.0	-INVALID CODES

<------RIGHT OF WAY CONTROL------>

NUMBER	PCT	CODE
877	5.5	A-CONTROL FUNCTIONING
12	0.0	B-CONTROL NOT FUNCTIONING
10	0.0	C-CONTROLS OBSCURED
14,950	94.0	D-NO CONTROLS PRESENT
45	0.2	<-NOT STATED

<------HIGHWAY GROUP------>

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN-RIGHT
0	0.0	L-IND. ALIGN-LEFT
15,894	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<------INTERSECTION OR RAMP ACCIDENT LOCATION------>

NUMBER	PCT	CODE
816	5.1	1-RAMP INTERSECTION (EXIT)
964	6.0	2-RAMP
191	1.2	3-RAMP ENTRY
486	3.0	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
13,437	84.5	--DOES NOT APPLY

AXR330 ACC-SUMMARY
REQ NO 711B

TASAS SELECTIVE RECORD RETRIEVAL
LA-105

ALL ALL ACCIDENTS

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10/01/00 THRU 09/30/03

- - - PARTY SUMMARY - - -

PARTY TYPE

NUMBER	PCT	CODE
15,049	94.6	A-PASNGR CAR/STA WAGON
41	0.2	B-PASNGR CAR W/TRALR
339	2.1	C-MOTORCYCLE
3,766	23.6	D-PICKUP/PANEL, TRUCK
106	0.6	E-PICKUP/PANEL W/TRALR
5	0.0	F-TRUCK/TRUCK TRACTOR
671	4.2	G-TRK/TRACTOR & 1 TRALR
877	5.5	2-TRK/TRACTOR & 2 TRALR
94	0.5	3-TRK/TRACTOR & 3 TRALR
0	0.0	4-SINGLE UNIT TANKER
9	0.1	5-TRK/TRA & 1 TANK TRLR
1	0.0	6-TRK/TRA & 2 TANK TRLR
53	0.3	H-SCHOOL BUS
51	0.3	I-OTHER BUS
139	0.8	J-EMERGENCY VEHICLE
8	0.1	K-HIGHWAY CONST EQUIP
25	0.2	L-BICYCLE
575	3.6	M-OTHER-MOTOR VEH
110	0.6	N-OTHER-NON-MOTOR VEH
71	0.4	O-SPILLED LOADS
14	0.0	P-DISENGAGED TOW
1	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
36	0.2	U-PEDESTRIAN
21	0.1	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
5	0.0	X-ANIMAL - DEER
5	0.0	Z-ANIMAL - OTHER

MOVEMENT PRECEDING COLLISION

NUMBER	PCT	CODE
5,627	35.4	A-STOPPED
13,415	84.4	B-PROCEEDED STRAIGHT
165	1.0	C-RAN OFF ROAD
133	0.8	D-MAKING RIGHT TURN
256	1.6	E-MAKING LEFT TURN
5	0.0	F-MAKING U TURN
53	0.3	G-BACKING
3,345	21.0	H-SLOWING, STOPPING
51	0.3	I-PASS OTHER VEHICLE
2,567	16.1	J-CHANGING LANES
2	0.0	K-PARKING
83	0.5	L-ENTER FROM SHLDR
86	0.5	M-OTHER UNSAFE TURN
4	0.0	N-CROSS INTO OPP LN
75	0.4	O-PARKED
219	1.3	P-MERGING
15	0.0	Q-TRVL WRONG WAY
1,781	11.2	R-OTHER
145	0.9	<-NOT STATED
		PEDESTRIAN
16	0.1	2-XING XWALK-INTRST
3	0.0	3-XING XWALK-NOT INTR
2	0.0	4-XING NOT XWALK
34	0.2	5-ROADWAY-INCL SHLDR
1	0.0	6-NOT IN ROADWAY
0	0.0	7-AFRH-LEAVE SCHL BUS
13	0.0	--INVALID CODES

OTHER ASSOCIATED FACTOR

# 1	PCT	# 2	PCT	CODE
16	0.1	0	0.0	1-INFLUENCE ALCOHOL
62	0.3	0	0.0	2-FOLLOW TOO CLOSE
5	0.0	0	0.0	3-FAILURE TO YIELD
386	2.4	0	0.0	4-IMPROPER TURN
970	6.1	0	0.0	5-SPEEDING
539	3.3	1	0.0	6-OTHER VIOLATIONS
29	0.1	6	0.0	A-CELL PHONE* (INATTN)
1	0.0	1	0.0	B-ELECTRONIC EQUIP* (INATTN)
26	0.1	10	0.0	C-RADIO/CD/HEADPHN* (INATTN)
1	0.0	0	0.0	D-SMOKING* (INATTN)
15	0.0	2	0.0	E-VISION OBSCUREMENT
488	3.0	41	0.2	F-INATTENTION - OTHER
2,400	15.1	159	1.0	G-STOP & GO TRAFFIC
338	2.1	61	0.3	H-ENTER/LEAVE RAMP
226	1.4	28	0.1	I-PREVIOUS COLLISION
9	0.0	1	0.0	J-UNFAMILIAR WITH ROAD
60	0.3	9	0.0	K-DEFECT VEHICLE EQUIP
185	1.1	26	0.1	L-UNINVOLVED VEHICLE
101	0.6	20	0.1	M-OTHER
12,447	78.3	74	0.4	N-NONE APPARENT
17	0.1	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
30	0.1	0	0.0	S-RUNAWAY VEHICLE
6	0.0	3	0.0	T-EATING* (INATTN)
3	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
6	0.0	4	0.0	W-PERSONAL HYGIENE* (INATTN)
505	3.1	15,799	99.4	X-READING* (INATTN)
0	0.0	0	0.0	<-NOT STATED
				--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

DIRECTION OF TRAVEL

NUMBER	PCT	CODE
7,795	49.0	N-N, NE, NW BOUND
7,979	50.2	S-S, SE, SW BOUND
257	1.6	E-EASTBOUND
286	1.7	W-WESTBOUND
194	1.2	<-NOT STATED
10	0.0	--DOES NOT APPLY

SPECIAL INFORMATION

NUMBER	PCT	CODE
7	0.0	A-HAZARDOUS MATERIALS
356	2.2	B-CELL PHONE IN USE*
7,079	44.5	C-CELL PHONE NOT IN USE*
7,806	49.1	D-CELL PHONE NONE/UNKNOWN*
4,143	26.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
1	0.0	-INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

AXR330 ACC-SUMMARY
REQ NO 7118

TASAS SELECTIVE RECORD RETRIEVAL
ALL ALL ACCIDENTS   LA-405

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- - - PARTY SUMMARY - - -

OBJECT STRUCK

Code	Primary NUMBER	Primary PCT	Others NUMBER	Others PCT
01-SIDE OF BRIDGE RAILING	23	0.1	29	0.1
02-END OF BRIDGE RAILING	0	0.0	0	0.0
03-PIER,COLUMN,ABUTMENT	1	0.0	3	0.0
04-BOTTOM OF STRUCTURE	4	0.0	1	0.0
05 BRIDGE END POST IN GORE	1	0.0	0	0.0
06-END OF GUARD RAIL	1	0.0	5	0.0
07-BRIDGE APPROACH GRD RAIL	3	0.0	2	0.0
10-LIGHT OR SIGNAL POLE	48	0.3	92	0.5
11-UTILITY POLE	0	0.0	5	0.0
12-POLE (TYPE NOT STATED)	1	0.0	0	0.0
13-TRAFFIC SIGN/SIGN POST	43	0.2	80	0.5
14-OTHER SIGNS NOT TRAFFIC	1	0.0	2	0.0
15-GUARDRAIL	300	1.8	252	1.5
16-MEDIAN BARRIER	849	5.3	882	5.5
17-WALL(EXCEPT SOUND WALL)	81	0.5	107	0.6
18-DIKE OR CURB	448	2.8	207	1.3
19-TRAFFIC ISLAND	0	0.0	2	0.0
20-RAISED BARS	3	0.0	0	0.0
21-CONCRETE OBJ(HDWL,D.I.)	0	0.0	0	0.0
22-GUIDEPOST,CULVERT,PM	2	0.0	2	0.0
23-CUT SLOPE OR EMBANKMENT	47	0.2	81	0.5
24-OVER EMBANKMENT	101	0.6	221	1.3
25-IN WATER	0	0.0	0	0.0
26-DRAINAGE DITCH	7	0.0	11	0.0
27-FENCE	9	0.0	76	0.4
28-TREES	17	0.1	146	0.9
29-PLANTS	11	0.0	60	0.3
30-SOUND WALL	67	0.4	84	0.5
40-NATURAL MATRL ON ROAD	2	0.0	1	0.0
41-TEMP BARRICADES, CONES	16	0.1	8	0.0
42-OTHER OBJECT ON ROAD	268	1.6	8	0.0
43-OTHER OBJECT OFF ROAD	18	0.1	33	0.2
44-OVERTURNED	149	0.9	724	4.5
45-CRASH CUSHION(SAND)	4	0.0	4	0.0
46-CRASH CUSHION(OTHER)	12	0.0	4	0.0
51-CALL BOX	16	0.1	24	0.1
98-UNKNOWN OBJECT STRUCK	27	0.1	1	0.0
99-NO OBJECT INVOLVED	35	0.2	14	0.0
V1 THRU V9-VEHICLE 1 TO 9	13,275	63.5	4,263	26.8
<<-NOT STATED	0	0.0	0	0.0
---DOES NOT APPLY	4,590	28.8	15,805	99.4
-INVALID CODES	0	0.0	0	0.0

LOCATION OF COLLISION

Primary NUMBER	Primary PCT	Others NUMBER	Others PCT	CODE
112	0.7	27	0.1	A-BEYOND MEDIAN OR STRIPE-LFT
1,228	7.7	1,139	7.1	B-BEYOND SHLDER DRIVERS LEFT
12	0.0	8	0.0	C-LEFT SHOULDER AREA
4,744	29.8	1,882	11.8	D-LEFT LANE
5,590	35.1	1,656	10.4	E-INTERIOR LANES
4,184	26.3	1,067	6.7	F-RIGHT LANE
146	0.9	82	0.5	G-RIGHT SHOULDER AREA
932	5.8	1,003	6.3	H-BEYOND SHLDER DRIVERS RIGHT
34	0.2	13	0.0	I-GORE AREA
242	1.5	31	0.1	J-OTHER
937	5.8	415	2.6	V-HOV LANE(S)
53	0.3	7	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
4,621	29.0	15,805	99.4	--DOES NOT APPLY
0	0.0	14	0.0	-INVALID CODES

SOBRIETY / DRUG-PHYSICAL

Sobriety NUMBER	Sobriety PCT	Drug/Physical NUMBER	Drug/Physical PCT	CODE
15,231	95.8	0	0.0	A-HAD NOT BEEN DRINKING
594	3.7	0	0.0	B-HBD - UNDER INFLUENCE
137	0.8	0	0.0	C-HBD - NOT UNDER INFLUENCE
92	0.5	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	48	0.3	E-UNDER DRUG INFLUENCE
0	0.0	31	0.1	F-OTHER PHYSICAL IMPAIRMENT
2,345	14.7	3	0.0	G-IMPAIRMENT NOT KNOWN
81	0.5	1	0.0	H-NOT APPLICABLE
0	0.0	49	0.3	I-FATIGUE
559	3.5	15,843	99.6	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

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Accident Data - Construction Zone Accidents - 005 Freeway

10/01/00thru 09/30/03

5 pages

AXR330-CONTROLS   TASAS SELECTIVE RECORD RETRIEVAL   11-04-04   PAGE   1
REQ NO 7201   ALL CONST. ACCIDENTS   LA-005   10/01/00 THRU 09/30/03

     SUBMITTORS DISTRICT 72   - MESSAGES -

     SUBMITTORS NAME   TUEH-S

     ACCIDENTS SELECTED   355

LOCATION CRITERIA -

     DISTRICT 07   POSTMILE FROM   TO   DATE RANGE FROM 10-01-00   TO 09-30-03
     ROUTE   005   OR FROM   TO   AND   OR FROM   TO
     COUNTY   LA   OR FROM   TO   OR FROM   TO

ACCIDENT AND HIGHWAY CRITERIA -
     12 AN 524 ACC ROADWAY CONDITION   EQ   D

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	INJURED
355	3	93	259	4	181
WITHOUT DETAIL 0					

MOTOR VEHICLES INVOLVED			LINES CODED		
NUMBER	PCT	CODE	NUMBER	PCT	CODE
32	9.0	1	32	9.0	1
223	62.8	2	221	62.2	2
64	18.0	3	65	18.3	3
36	10.1	>3	26	7.3	4
			9	2.5	5
			2	0.5	6
			0	0.0	7
			0	0.0	8
			0	0.0	9

<-------- HOUR OF DAY -------->

NUMBER	PCT	CODE
13	3.6	00- 12 MID.
16	4.5	01- 1 A.M.
10	2.8	02- 2 A.M.
11	3.0	03- 3 A.M.
7	1.9	04- 4 A.M.
6	1.6	05- 5 A.M.
10	2.8	06- 6 A.M.
14	3.9	07- 7 A.M.
13	3.6	08- 8 A.M.
23	6.4	09- 9 A.M.
32	9.0	10- 10 A.M.
28	7.8	11- 11 A.M.
28	7.8	12- 12 NOON
15	4.2	13- 1 P.M.
20	5.6	14- 2 P.M.
16	4.5	15- 3 P.M.
22	6.1	16- 4 P.M.
11	3.0	17- 5 P.M.
14	3.9	18- 6 P.M.
4	1.1	19- 7 P.M.
11	3.0	20- 8 P.M.
9	2.5	21- 9 P.M.
7	1.9	22- 10 P.M.
14	3.9	23- 11 P.M.
1	0.2	25- UNKNOWN

<------- ACCESS CONTROL ------->

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
355	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<------- SIDE OF HIGHWAY ------->

NUMBER	PCT	CODE
139	39.1	N-NORTHBOUND
216	60.8	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<------- YEAR ------->

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
18	5.0	2000
101	28.4	2001
87	24.5	2002
149	41.9	2003
0	0.0	2004

<------- MONTH ------->

NUMBER	PCT	CODE
29	8.1	01-JANUARY
9	2.5	02-FEBRUARY
20	5.6	03-MARCH
38	10.7	04-APRIL
19	5.3	05-MAY
51	14.3	06-JUNE
42	11.8	07-JULY
61	17.1	08-AUGUST
16	4.5	09-SEPTEMBER
34	9.5	10-OCTOBER
19	5.3	11-NOVEMBER
17	4.7	12-DECEMBER

<------- DAY OF WEEK ------->

NUMBER	PCT	CODE
62	17.4	1-SUNDAY
48	13.5	2-MONDAY
36	10.1	3-TUESDAY
36	10.1	4-WEDNESDAY
38	10.7	5-THURSDAY
63	17.7	6-FRIDAY
72	20.2	7-SATURDAY

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- - - ACCIDENT SUMMARY - - -

PRIMARY COLLISION FACTOR

NUMBER	PCT	CODE
24	6.7	1-INFLUENCE ALCOHOL
25	7.0	2-FOLLOW TOO CLOSE
2	0.5	3-FAILURE TO YIELD
32	9.0	4-IMPROPER TURN
184	51.8	5-SPEEDING
67	18.8	6-OTHER VIOLATIONS
1	0.2	7-IMPROPER DRIVING
5	1.4	8-OTHER THAN DRIVER
12	3.3	D-UNKNOWN
0	0.0	E-FELL ASLEEP
3	0.8	<-NOT STATED
0	0.0	-INVALID CODES

TYPE OF COLLISION

NUMBER	PCT	CODE
4	1.1	A-HEAD-ON
80	22.5	B-SIDESWIPE
217	61.1	C-REAR END
10	2.8	D-BROADSIDE
34	9.5	E-HIT OBJECT
6	1.6	F-OVERTURN
2	0.5	G-AUTO-PEDESTRIAN
2	0.5	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

ROADWAY CONDITION

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
355	100.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
0	0.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED

WEATHER

NUMBER	PCT	CODE
307	86.4	A-CLEAR
42	11.8	B-CLOUDY
3	0.8	C-RAINING
1	0.2	D-SNOWING
2	0.5	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED

LIGHTING

NUMBER	PCT	CODE
243	68.4	A-DAYLIGHT
6	1.6	B-DUSK/DAWN
56	15.7	C-DARK-STREET LIGHT
48	13.5	D-DARK-NO STREET LIGHT
1	0.2	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
1	0.2	<-NOT STATED
0	0.0	-INVALID CODES

ROAD SURFACE

NUMBER	PCT	CODE
343	96.6	A-DRY
6	1.6	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
6	1.6	<-NOT STATED
0	0.0	-INVALID CODES

RIGHT OF WAY CONTROL

NUMBER	PCT	CODE
89	25.0	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
266	74.9	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED

HIGHWAY GROUP

NUMBER	PCT	CODE
14	3.9	R-IND. ALIGN-RIGHT
1	0.2	L-IND. ALIGN-LEFT
340	95.7	D-DIVIDED
0	0.0	U-UNDIVIDED

INTERSECTION OR RAMP ACCIDENT LOCATION

NUMBER	PCT	CODE
15	4.2	1-RAMP INTERSECTION (EXIT)
5	1.4	2-RAMP
2	0.5	3-RAMP ENTRY
13	3.6	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
320	90.1	--DOES NOT APPLY

- - - PARTY SUMMARY - - -

PARTY TYPE

NUMBER	PCT	CODE
308	86.7	A-PASNGR CAR/STA WAGON
2	0.5	B-PASNGR CAR W/TRALR
5	1.4	C-MOTORCYCLE
97	27.3	D-PICKUP/PANEL TRUCK
5	1.4	E-PICKUP/PANEL W/TRALR
15	4.2	F-TRUCK/TRUCK TRACTOR
77	21.6	G-TRK/TRACTOR & 1 TRALR
8	2.2	2-TRK/TRACTOR & 2 TRALR
4	1.1	3-TRK/TRACTOR & 3 TRALR
0	0.0	4-SINGLE UNIT TANKER
1	0.2	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
1	0.0	H-SCHOOL BUS
7	1.9	I-OTHER BUS
1	0.2	J-EMERGENCY VEHICLE
2	0.5	K-HIGHWAY CONST EQUIP
7	1.2	L-BICYCLE
8	2.2	M-OTHER-MOTOR VEH
2	0.5	N-OTHER-NON-MOTOR VEH
0	0.0	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
2	0.5	U-PEDESTRIAN
1	0.2	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

MOVEMENT PRECEDING COLLISION

NUMBER	PCT	CODE
111	31.2	A-STOPPED
294	82.8	B-PROCEDED STRAIGHT
4	1.1	C-RAN OFF ROAD
1	0.2	D-MAKING RIGHT TURN
10	2.8	E-MAKING LEFT TURN
1	0.2	F-MAKING U TURN
3	0.8	G-BACKING
85	23.9	H-SLOWING, STOPPING
4	1.1	I-PASS OTHER VEHICLE
47	13.2	J-CHANGING LANES
0	0.0	K-PARKING
7	1.9	L-ENTER FROM SHLDR
1	0.2	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
4	1.1	O-PARKED
7	1.9	P-MERGING
3	0.8	Q-TRVL WRONG WAY
28	7.8	R-OTHER
4	1.1	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
1	0.2	4-XING NOT XWALK
2	0.5	5-ROADWAY-INCL SHLDR
0	0.0	6-NOT IN ROADWAY
0	0.0	7-APRR-LEAVE SCHL BUS
1	0.2	-INVALID CODES

OTHER ASSOCIATED FACTOR

# 1	PCT	# 2	PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
6	1.6	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
5	1.4	0	0.0	4-IMPROPER TURN
37	10.4	0	0.0	5-SPEEDING
15	4.2	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
1	0.2	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
0	0.0	0	0.0	C-RADIO/CD/HEADPEN* (INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
18	5.0	0	0.0	F-INATTENTION - OTHER
31	8.7	6	1.6	G-STOP & GO TRAFFIC
5	1.4	3	0.8	H-ENTER/LEAVE RAMP
1	0.2	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
2	0.5	0	0.0	K-DEFECT VEHICLE EQUIP
8	2.2	1	0.2	L-UNINVOLVED VEHICLE
2	0.5	7	1.9	M-OTHER
305	85.9	7	1.9	N-NONE APPARENT
3	0.8	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSONAL HYGIENE* (INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
10	2.8	353	99.4	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

DIRECTION OF TRAVEL

NUMBER	PCT	CODE
139	39.1	N-N, NE, NW BOUND
210	59.1	S-S, SE, SW BOUND
6	1.6	E-EASTBOUND
9	2.5	W-WESTBOUND
1	0.2	<-NOT STATED
1	0.2	--DOES NOT APPLY

SPECIAL INFORMATION

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
5	1.4	B-CELL PHONE IN USE*
186	52.3	C-CELL PHONE NOT IN USE*
188	52.9	D-CELL PHONE NONE/UNKNOWN*
59	16.6	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
ALL CONST. ACCIDENTS
LA-005
11-04-04
10/01/00 THRU 09/30/03
PAGE 5

- - - PARTY SUMMARY - - -

OBJECT STRUCK

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
01-SIDE OF BRIDGE RAILING	0	0.0	1	0.2
02-END OF BRIDGE RAILING	0	0.0	1	0.2
03-PIER,COLUMN,ABUTMENT	0	0.0	0	0.0
04-BOTTOM OF STRUCTURE	0	0.0	0	0.0
05 BRIDGE END POST IN GORE	0	0.0	0	0.0
06-END OF GUARD RAIL	0	0.0	0	0.0
07-BRIDGE APPROACH GRD RAIL	0	0.0	0	0.0
10-LIGHT OR SIGNAL POLE	0	0.0	0	0.0
11-UTILITY POLE	0	0.0	0	0.0
12-POLE (TYPE NOT STATED)	0	0.0	1	0.2
13-TRAFFIC SIGN/SIGN POST	0	0.0	1	0.2
14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0
15-GUARDRAIL	4	1.1	10	2.8
16-MEDIAN BARRIER	10	2.8	12	3.3
17-WALL(EXCEPT SOUND WALL)	1	0.2	1	0.2
18-DIKE OR CURB	2	0.5	1	0.2
19-TRAFFIC ISLAND	0	0.0	0	0.0
20-RAISED BARS	0	0.0	0	0.0
21-CONCRETE OBJ(HDWL,D.I.)	0	0.0	0	0.0
22-GUIDEPOST,CULVERT,PH	0	0.0	0	0.0
23-CUT SLOPE OR EMBANKMENT	1	0.2	3	0.8
24-OVER EMBANKMENT	0	0.0	2	0.5
25-IN WATER	0	0.0	0	0.0
26-DRAINAGE DITCH	0	0.0	1	0.2
27-FENCE	0	0.0	2	0.5
28-TREES	0	0.0	0	0.0
29-PLANTS	1	0.2	0	0.0
30-SOUND WALL	0	0.0	2	0.5
40-NATURAL MATRL ON ROAD	6	1.6	0	0.0
41-TEMP BARRICADES, CONES	9	2.5	0	0.0
42-OTHER OBJECT ON ROAD	0	0.0	0	0.0
43-OTHER OBJECT OFF ROAD	6	1.6	0	0.0
44-OVERTURNED	3	0.8	8	2.2
45-CRASH CUSHION(SAND)	1	0.2	0	0.0
46-CRASH CUSHION(OTHER)	0	0.0	0	0.0
51-CALL BOX	0	0.0	0	0.0
98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0
99-NO OBJECT INVOLVED	0	0.0	108	30.4
V1 THRU V9-VEHICLE 1 TO 9	311	87.6	0	0.0
<<-NOT STATED	0	0.0	0	0.0
---DOES NOT APPLY	110	30.9	355	100.0
-INVALID CODES	0	0.0	0	0.0

LOCATION OF COLLISION

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
A-BEYOND MEDIAN OR STRIPE-LFT	2	0.5	1	0.2
B-BEYOND SHLDER DRIVERS LEFT	15	4.2	20	5.6
C-LEFT SHOULDER AREA	3	0.8	0	0.0
D-LEFT LANE	149	41.9	50	14.0
E-INTERIOR LANES	143	40.2	45	12.6
F-RIGHT LANE	87	24.5	24	6.7
G-RIGHT SHOULDER AREA	3	0.8	1	0.2
H-BEYOND SHLDER DRIVERS RIGHT	11	3.0	19	5.3
I-GORE AREA	1	0.2	0	0.0
J-OTHER	4	1.1	0	0.0
V-HOV LANE(S)	0	0.0	0	0.0
W-HOV LANE BUFFER AREA	0	0.0	0	0.0
<-NOT STATED	0	0.0	0	0.0
--DOES NOT APPLY	112	31.5	355	100.0
-INVALID CODES	0	0.0	0	0.0

SOBRIETY / DRUG-PHYSICAL

CODE	SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT
A-HAD NOT BEEN DRINKING	341	96.0	0	0.0
B-HBD - UNDER INFLUENCE	25	7.0	0	0.0
C-HBD - NOT UNDER INFLUENCE	3	0.8	0	0.0
D-HBD - IMPAIRMENT UNKNOWN	2	0.5	0	0.0
E-UNDER DRUG INFLUENCE	0	0.0	0	0.0
F-OTHER PHYSICAL IMPAIRMENT	0	0.0	0	0.0
G-IMPAIRMENT NOT KNOWN	49	13.8	0	0.0
H-NOT APPLICABLE	3	0.8	0	0.0
I-FATIGUE	0	0.0	3	0.8
<-NOT STATED	8	2.2	354	99.7
--DOES NOT APPLY	0	0.0	0	0.0
-INVALID CODES	0	0.0	0	0.0

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Accident Data - Construction Zone Accidents - 010 Freeway

10/01/00thru 09/30/03

5 pages

AxB30-CONTROLS   TASAS SELECTIVE RECORD RETRIEVAL   11-04-04   PAGE   1
REQ NO 7203   ALL CONST. ACCIDENTS   LA-010   10/01/00 THRU 09/30/03

                                              - MESSAGES -

   SUBMITTORS DISTRICT 72

   SUBMITTORS NAME   YUEH-S

   ACCIDENTS SELECTED   1112

LOCATION CRITERIA -

   DISTRICT 07   POSTMILE FROM   TO   DATE RANGE FROM 10-01-00 TO 09-30-03
   ROUTE   010   OR FROM   TO   AND   OR FROM   TO
   COUNTY LA   OR FROM   TO   OR FROM   TO

ACCIDENT AND HIGHWAY CRITERIA -
   12 AM 524 ACC ROADWAY CONDITION   EQ   D

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	KILLED	INJURED
1,112	2	319	791	3	504
WITHOUT DETAIL 0					

<----------HOUR OF DAY---------->

NUMBER	PCT	CODE
43	3.8	00- 12 MID.
44	3.9	01- 1 A.M.
34	3.0	02- 2 A.M.
23	2.0	03- 3 A.M.
15	1.3	04- 4 A.M.
23	2.0	05- 5 A.M.
38	3.4	06- 6 A.M.
49	4.4	07- 7 A.M.
51	4.5	08- 8 A.M.
48	4.3	09- 9 A.M.
49	4.4	10- 10 A.M.
42	3.7	11- 11 A.M.
68	6.1	12- 12 NOON
68	6.1	13- 1 P.M.
65	5.8	14- 2 P.M.
76	6.8	15- 3 P.M.
69	6.2	16- 4 P.M.
60	5.3	17- 5 P.M.
51	4.5	18- 6 P.M.
53	4.7	19- 7 P.M.
32	2.8	20- 8 P.M.
33	2.9	21- 9 P.M.
41	3.6	22- 10 P.M.
37	3.3	23- 11 P.M.
0	0.0	25- UNKNOWN

<----------ACCESS CONTROL---------->

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
1,112	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<----------YEAR---------->

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
1	0.0	2000
168	15.1	2001
605	54.4	2002
338	30.3	2003
0	0.0	2004

<----------MONTH---------->

NUMBER	PCT	CODE
68	6.1	01-JANUARY
66	5.9	02-FEBRUARY
111	9.9	03-MARCH
123	11.0	04-APRIL
105	9.4	05-MAY
122	10.9	06-JUNE
91	8.1	07-JULY
115	10.3	08-AUGUST
118	10.6	09-SEPTEMBER
79	7.1	10-OCTOBER
53	4.7	11-NOVEMBER
61	5.4	12-DECEMBER

<----------SIDE OF HIGHWAY---------->

NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
496	44.6	E-EASTBOUND
616	55.3	W-WESTBOUND

MOTOR VEHICLES INVOLVED

NUMBER	PCT	CODE
127	11.4	1
710	63.8	2
198	17.8	3
77	6.9	>3

<----------DAY OF WEEK---------->

NUMBER	PCT	CODE
183	16.4	1-SUNDAY
137	12.3	2-MONDAY
140	12.5	3-TUESDAY
133	11.9	4-WEDNESDAY
158	14.2	5-THURSDAY
192	17.2	6-FRIDAY
169	15.1	7-SATURDAY

LINES CODED

NUMBER	PCT	CODE
126	11.3	1
707	63.5	2
199	17.8	3
64	5.7	4
11	0.9	5
4	0.3	6
1	0.0	7
0	0.0	8
0	0.0	9

- - - ACCIDENT SUMMARY - - -

<-----PRIMARY COLLISION FACTOR----->

NUMBER	PCT	CODE
61	5.4	1-INFLUENCE ALCOHOL
15	1.3	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
130	11.6	4-IMPROPER TURN
606	54.4	5-SPEEDING
276	24.8	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
17	1.5	C-OTHER THAN DRIVER
5	0.4	D-UNKNOWN
0	0.0	E-FELL ASLEEP
2	0.1	<-NOT STATED
0	0.0	-INVALID CODES

<-----TYPE OF COLLISION----->

NUMBER	PCT	CODE
4	0.3	A-HEAD-ON
263	23.6	B-SIDESWIPE
658	59.1	C-REAR END
24	2.1	D-BROADSIDE
151	13.5	E-HIT OBJECT
5	0.4	F-OVERTURN
1	0.0	G-AUTO-PEDESTRIAN
3	0.2	H-OTHER
3	0.2	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROADWAY CONDITION----->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
1,112	100.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
0	0.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED

<-----WEATHER----->

NUMBER	PCT	CODE
921	82.8	A-CLEAR
164	14.7	B-CLOUDY
24	2.1	C-RAINING
1	0.0	D-SNOWING
2	0.1	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED

<-----LIGHTING----->

NUMBER	PCT	CODE
708	63.6	A-DAYLIGHT
42	3.7	B-DUSK/DAWN
201	18.0	C-DARK-STREET LIGHT
160	14.3	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
1	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROAD SURFACE----->

NUMBER	PCT	CODE
1,051	94.5	A-DRY
56	5.0	B-WET
1	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
4	0.3	<-NOT STATED
0	0.0	-INVALID CODES

<-----RIGHT OF WAY CONTROL----->

NUMBER	PCT	CODE
75	6.7	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
2	0.1	C-CONTROLS OBSCURED
1,032	92.8	D-NO CONTROLS PRESENT
2	0.1	<-NOT STATED

<-----HIGHWAY GROUP----->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN-RIGHT
0	0.0	L-IND. ALIGN-LEFT
1,112	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<-----INTERSECTION OR RAMP ACCIDENT LOCATION----->

NUMBER	PCT	CODE
36	3.2	1-RAMP INTERSECTION (EXIT)
34	3.0	2-RAMP
15	1.3	3-RAMP ENTRY
22	1.9	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTHSCT-NONSTATE RTE
1,005	90.3	--DOES NOT APPLY

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<------------PARTY TYPE------------->

NUMBER	PCT	CODE
1,005	90.3	A-PASNGR CAR/STA WAGON
5	0.4	B-PASNGR CAR W/TRAIL
9	0.8	C-MOTORCYCLE
299	26.8	D-PICKUP/PANEL TRUCK
20	1.7	E-PICKUP/PANEL W/TRAILR
49	4.4	F-TRUCK/TRUCK TRACTOR
140	12.5	G-TRK/TRACTOR & 1 TRAILR
10	0.8	2-TRK/TRACTOR & 2 TRALR
0	0.0	3-TRK/TRACTOR & 3 TRALR
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
4	0.3	H-SCHOOL BUS
10	0.8	I-OTHER BUS
10	0.8	J-EMERGENCY VEHICLE
2	0.1	K-HIGHWAY CONST EQUIP
1	0.0	L-BICYCLE
30	2.6	M-OTHER-MOTOR VEH
8	0.7	N-OTHER-NON-MOTOR VEH
5	0.4	O-SPILLED LOADS
1	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
2	0.1	U-PEDESTRIAN
2	0.1	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<---MOVEMENT PRECEDING COLLISION--->

NUMBER	PCT	CODE
386	34.7	A-STOPPED
957	86.0	B-PROCEEDED STRAIGHT
1	0.0	C-RAN OFF ROAD
2	0.1	D-MAKING RIGHT TURN
9	0.8	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
4	0.3	G-BACKING
226	20.3	H-SLOWING, STOPPING
2	0.1	I-PASS OTHER VEHICLE
249	22.3	J-CHANGING LANES
1	0.0	K-PARKING
6	0.5	L-ENTER FROM SHLDR
10	0.8	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
7	0.6	O-PARKED
23	2.0	P-MERGING
1	0.0	Q-TRVL, WRONG WAY
124	11.1	R-OTHER
8	0.7	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
0	0.0	4-XING NOT XWALK
3	0.2	5-ROADWAY-INCL SHLDR
1	0.0	6-NOT IN ROADWAY
0	0.0	7-APRH-LEAVE SCHL BUS
0	0.0	-INVALID CODES

<------OTHER ASSOCIATED FACTOR------>

# 1	PCT	# 2	PCT	CODE
1	0.0	0	0.0	1-INFLUENCE ALCOHOL
5	0.4	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
21	1.8	0	0.0	4-IMPROPER TURN
75	6.7	0	0.0	5-SPEEDING
46	4.1	0	0.0	6-OTHER VIOLATIONS
1	0.0	2	0.1	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
1	0.0	0	0.0	C-RADIO/CD/HEADPHN* (INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
2	0.1	0	0.0	E-VISION OBSCUREMENT
17	1.5	2	0.1	F-INATTENTION - OTHER
122	10.9	11	0.9	G-STOP & GO TRAFFIC
40	3.5	7	0.6	H-ENTER/LEAVE RAMP
33	2.9	5	0.4	I-PREVIOUS COLLISION
1	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
9	0.8	2	0.1	K-DEFECT VEHICLE EQUIP
41	3.6	7	0.6	L-UNINVOLVED VEHICLE
9	0.8	0	0.0	M-OTHER
895	80.4	9	0.8	N-NONE APPARENT
1	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
3	0.2	0	0.0	S-RUNAWAY VEHICLE
1	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	1	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSONAL HYGIENE* (INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
27	2.4	1,103	99.1	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

<-----DIRECTION OF TRAVEL------>

NUMBER	PCT	CODE
23	2.0	N-N, NE, NW BOUND
14	1.2	S-S, SE, SW BOUND
490	44.0	E-EASTBOUND
617	55.4	W-WESTBOUND
11	0.9	<-NOT STATED
0	0.0	--DOES NOT APPLY

<------SPECIAL INFORMATION------>

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
41	3.6	B-CELL PHONE IN USE*
466	41.9	C-CELL PHONE NOT IN USE*
763	68.6	D-CELL PHONE NONE/UNKNOWN*
92	8.2	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

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OBJECT STRUCK

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
01-SIDE OF BRIDGE RAILING	0	0.0	1	0.0
02-END OF BRIDGE RAILING	0	0.0	0	0.0
03-PIER,COLUMN,ABUTMENT	0	0.0	0	0.0
04-BOTTOM OF STRUCTURE	0	0.0	0	0.0
05-BRIDGE END POST IN GORE	0	0.0	0	0.0
06-END OF GUARD RAIL	2	0.1	1	0.0
07-BRIDGE APPROACH GRD RAIL	0	0.0	0	0.0
10-LIGHT OR SIGNAL POLE	0	0.0	2	0.1
11-UTILITY POLE	0	0.0	0	0.0
12-POLE (TYPE NOT STATED)	0	0.0	0	0.0
13-TRAFFIC SIGN/SIGN POST	3	0.4	4	0.3
14-OTHER SIGNS NOT TRAFFIC	0	0.0	1	0.0
15-GUARDRAIL	26	2.3	34	3.0
16-MEDIAN BARRIER	51	4.5	62	5.5
17-WALL(EXCEPT SOUND WALL)	13	1.1	13	1.1
18-DIKE OR CURB	12	1.0	5	0.4
19-TRAFFIC ISLAND	0	0.0	0	0.0
20-RAISED BARS	0	0.0	0	0.0
21-CONCRETE OBJ(HDWL,D.I.)	0	0.0	0	0.0
22-GUIDEPOST,CULVERT,PM	1	0.0	2	0.1
23-CUT SLOPE OR EMBANKMENT	3	0.2	3	0.2
24-OVER EMBANKMENT	0	0.0	0	0.0
25-IN WATER	1	0.0	2	0.1
26-DRAINAGE DITCH	0	0.0	3	0.2
27-FENCE	0	0.0	0	0.0
28-TREES	0	0.0	0	0.0
29-PLANTS	1	0.0	9	0.8
30-SOUND WALL	0	0.0	0	0.0
40-NATURAL MATRL ON ROAD	16	1.4	13	1.1
41-TEMP BARRICADES, CONES	12	1.0	0	0.0
42-OTHER OBJECT ON ROAD	4	0.3	2	0.1
43-OTHER OBJECT OFF ROAD	2	0.1	37	3.3
44-OVERTURNED	7	0.6	1	0.0
45-CRASH CUSHION(SAND)	0	0.0	2	0.1
46-CRASH CUSHION(OTHER)	2	0.1	1	0.0
51-CALL BOX	0	0.0	0	0.0
98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0
99-NO OBJECT INVOLVED	2	0.1	0	0.0
V1 THRU V9-VEHICLE 1 TO 9	954	85.7	292	26.2
<<-NOT STATED	0	0.0	0	0.0
--DOES NOT APPLY	304	27.3	1,110	99.8
-INVALID CODES	0	0.0	0	0.0

LOCATION OF COLLISION

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
A-BEYOND MEDIAN OR STRIPE-LFT	3	0.2	2	0.1
B-BEYOND SHLDER DRIVERS LEFT	72	6.4	73	6.5
C-LEFT SHOULDER AREA	1	0.0	3	0.2
D-LEFT LANE	296	26.6	120	10.7
E-INTERIOR LANES	432	38.8	120	10.7
F-RIGHT LANE	406	36.5	109	9.8
G-RIGHT SHOULDER AREA	4	0.3	4	0.3
H-BEYOND SHLDER DRIVERS RIGHT	61	5.4	74	6.6
I-GORE AREA	3	0.2	1	0.0
J-OTHER	23	2.0	7	0.6
V-ROV LANE(S)	1	0.0	1	0.0
W-ROV LANE BUFFER AREA	0	0.0	0	0.0
<-NOT STATED	0	0.0	0	0.0
--DOES NOT APPLY	304	27.3	1,110	99.8
-INVALID CODES	0	0.0	0	0.0

SOBRIETY / DRUG/PHYSICAL

CODE	SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT
A-HAD NOT BEEN DRINKING	1,073	96.4	0	0.0
B-HBD - UNDER INFLUENCE	62	5.5	0	0.0
C-HBD - NOT UNDER INFLUENCE	29	2.6	0	0.0
D-HBD - IMPAIRMENT UNKNOWN	10	0.8	0	0.0
E-UNDER DRUG INFLUENCE	0	0.0	2	0.1
F-OTHER PHYSICAL IMPAIRMENT	0	0.0	3	0.2
G-IMPAIRMENT NOT KNOWN	170	15.2	0	0.0
H-NOT APPLICABLE	17	1.5	0	0.0
I-FATIGUE	0	0.0	9	0.8
<-NOT STATED	39	3.5	1,108	99.6
--DOES NOT APPLY	0	0.0	0	0.0
-INVALID CODES	0	0.0	0	0.0

Accident Data - Construction Zone Accidents - 101 Freeway

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TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	INJURED	PDO
231	4	68	159	4	108	159
WITHOUT DETAIL 0						

MOTOR VEHICLES INVOLVED

NUMBER	PCT	CODE
23	9.9	1
159	68.8	2
34	14.7	3
15	6.4	> 3

LINES CODED

NUMBER	PCT	CODE
23	9.9	1
159	68.8	2
34	14.7	3
9	3.8	4
3	1.2	5
3	1.2	6
0	0.0	7
0	0.0	8
0	0.0	9

HOUR OF DAY

NUMBER	PCT	CODE
29	12.5	00- 12 MID.
24	10.3	01- 1 A.M.
37	16.0	02- 2 A.M.
8	3.4	03- 3 A.M.
5	2.1	04- 4 A.M.
3	1.2	05- 5 A.M.
7	3.0	06- 6 A.M.
7	3.0	07- 7 A.M.
5	2.1	08- 8 A.M.
5	2.1	09- 9 A.M.
2	0.8	10- 10 A.M.
5	2.1	11- 11 A.M.
5	2.1	12- 12 NOON
5	2.1	13- 1 P.M.
3	1.2	14- 2 P.M.
1	0.4	15- 3 P.M.
4	1.7	16- 4 P.M.
1	0.4	17- 5 P.M.
0	0.0	18- 6 P.M.
0	0.0	19- 7 P.M.
7	3.0	20- 8 P.M.
7	3.0	21- 9 P.M.
31	13.4	22- 10 P.M.
30	12.9	23- 11 P.M.
0	0.0	25- UNKNOWN

ACCESS CONTROL

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
231	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

SIDE OF HIGHWAY

NUMBER	PCT	CODE
123	53.2	N-NORTHBOUND
108	46.7	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

YEAR

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
15	6.4	2000
101	43.7	2001
68	29.4	2002
47	20.3	2003
0	0.0	2004

MONTH

NUMBER	PCT	CODE
14	6.0	01-JANUARY
14	6.0	02-FEBRUARY
11	4.7	03-MARCH
21	9.0	04-APRIL
19	8.2	05-MAY
17	7.3	06-JUNE
29	12.5	07-JULY
20	8.6	08-AUGUST
20	8.6	09-SEPTEMBER
27	11.6	10-OCTOBER
31	13.4	11-NOVEMBER
8	3.4	12-DECEMBER

DAY OF WEEK

NUMBER	PCT	CODE
26	11.2	1-SUNDAY
30	12.9	2-MONDAY
25	10.8	3-TUESDAY
36	15.5	4-WEDNESDAY
41	17.7	5-THURSDAY
34	14.7	6-FRIDAY
39	16.8	7-SATURDAY

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<-----PRIMARY COLLISION FACTOR----->

NUMBER	PCT	CODE
31	13.4	1-INFLUENCE ALCOHOL
9	3.8	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
22	9.5	4-IMPROPER TURN
129	55.8	5-SPEEDING
34	14.7	6-OTHER VIOLATIONS
2	0.8	B-IMPROPER DRIVING
1	0.4	C-OTHER THAN DRIVER
1	0.4	D-UNKNOWN
1	0.4	E-FELL ASLEEP
0	0.0	<-NOT STATED
1	0.4	-INVALID CODES

<-----TYPE OF COLLISION----->

NUMBER	PCT	CODE
1	0.4	A-HEAD-ON
41	17.7	B-SIDESWIPE
154	66.6	C-REAR END
1	0.4	D-BROADSIDE
28	12.1	E-HIT OBJECT
1	0.4	F-OVERTURN
1	0.4	G-AUTO-PEDESTRIAN
3	1.2	H-OTHER
1	0.4	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROADWAY CONDITION----->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
231	100.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
0	0.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED

<-----WEATHER----->

NUMBER	PCT	CODE
210	90.9	A-CLEAR
18	7.7	B-CLOUDY
1	0.4	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
2	0.8	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED

<-----LIGHTING----->

NUMBER	PCT	CODE
50	21.6	A-DAYLIGHT
3	1.2	B-DUSK/DAWN
104	45.0	C-DARK-STREET LIGHT
73	31.6	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
1	0.4	<-NOT STATED
0	0.0	-INVALID CODES

<-----ROAD SURFACE----->

NUMBER	PCT	CODE
223	96.5	A-DRY
3	1.2	B-WET
0	0.0	C-SNOWY, ICY
1	0.4	D-SLIPPERY
4	1.7	<-NOT STATED
0	0.0	-INVALID CODES

<-----RIGHT OF WAY CONTROL----->

NUMBER	PCT	CODE
100	43.2	A-CONTROL FUNCTIONING
1	0.4	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
127	54.9	D-NO CONTROLS PRESENT
3	1.2	<-NOT STATED

<-----HIGHWAY GROUP----->

NUMBER	PCT	CODE
2	0.8	R-IND. ALIGN-RIGHT
2	0.8	L-IND. ALIGN-LEFT
227	98.2	D-DIVIDED
0	0.0	U-UNDIVIDED

<-----INTERSECTION OR RAMP ACCIDENT LOCATION----->

NUMBER	PCT	CODE
8	3.4	1-RAMP INTERSECTION (EXIT)
1	0.4	2-RAMP
0	0.0	3-RAMP ENTRY
2	0.8	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
220	95.2	-DOES NOT APPLY

AUX330 ACC-SUMMARY
REQ NO 7234

TASAS SELECTIVE RECORD RETRIEVAL
ALL CONST. ACCIDENTS   LA-101

11-04-04   PAGE   4
10/01/00 THRU 09/30/03

- - - PARTY SUMMARY - - -

<----------PARTY TYPE---------------> <----MOVEMENT PRECEDING COLLISION----> <----------OTHER ASSOCIATED FACTOR----------->
NUMBER PCT CODE   NUMBER PCT CODE   # 1   PCT   # 2   PCT CODE

NUMBER	PCT	CODE	NUMBER	PCT	CODE	# 1	PCT	# 2	PCT	CODE
221	95.6	A-PASNGR CAR/STA WAGON	78	33.7	A-STOPPED	1	0.4	0	0.0	1-INFLUENCE ALCOHOL
2	0.8	B-PASNGR CAR W/TRALR	190	82.2	B-PROCEEDED STRAIGHT	2	0.8	0	0.0	2-FOLLOW TOO CLOSE
3	1.2	C-MOTORCYCLE	0	0.0	C-RAN OFF ROAD	0	0.0	0	0.0	3-FAILURE TO YIELD
41	17.7	D-PICKUP/PANEL TRUCK	1	0.4	D-MAKING RIGHT TURN	9	3.8	0	0.0	4-IMPROPER TURN
2	0.8	E-PICKUP/PANEL W/TRALR	0	0.0	E-MAKING LEFT TURN	33	14.2	0	0.0	5-SPEEDING
16	6.9	F-TRUCK/TRUCK TRACTOR	0	0.0	F-MAKING U TURN	10	4.3	0	0.0	6-OTHER VIOLATIONS
12	5.1	G-TRK/TRACTOR & 1 TRALR	1	0.4	G-BACKING	0	0.0	0	0.0	A-CELL PHONE* (INATTN)
1	0.4	2-TRK/TRACTOR & 2 TRALR	62	26.8	H-SLOWING, STOPPING	0	0.0	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
1	0.4	3-TRK/TRACTOR & 3 TRALR	1	0.4	I-PASS OTHER VEHICLE	0	0.0	0	0.0	C-RADIO/CD/HEADPHN* (INATTN)
0	0.0	4-SINGLE UNIT TANKER	36	15.5	J-CHANGING LANES	0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	5-TRK/TRA & 1 TANK TRLR	0	0.0	K-PARKING	0	0.0	0	0.0	E-VISION OBSCUREMENT
0	0.0	6-TRK/TRA & 2 TANK TRLR	3	1.2	L-ENTER FROM SHLDR	6	2.5	4	1.7	F-INATTENTION - OTHER
0	0.0	H-SCHOOL BUS	3	1.2	M-OTHER UNSAFE TURN	16	6.9	2	0.8	G-STOP & GO TRAFFIC
1	0.4	I-OTHER BUS	0	0.0	N-CROSS INTO OPP LN	8	3.4	3	1.2	H-ENTER/LEAVE RAMP
1	0.4	J-EMERGENCY VEHICLE	7	3.0	O-PARKED	7	3.0	0	0.0	I-PREVIOUS COLLISION
2	0.8	K-HIGHWAY CONST EQUIP	3	1.2	P-MERGING	0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
1	0.4	L-BICYCLE	1	0.4	Q-TRVL WRONG WAY	0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
15	6.4	M-OTHER-MOTOR VEH	28	12.1	R-OTHER	3	1.2	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	N-OTHER-NON-MOTOR VEH	2	0.8	<-NOT STATED	0	0.0	1	0.4	M-OTHER
0	0.0	O-SPILLED LOADS				189	81.8	1	0.4	N-NONE APPARENT
0	0.0	P-DISENGAGED TOW			PEDESTRIAN	0	0.0	0	0.0	P-WIND
0	0.0	Q-UNINVOLVED VEHICLE	0	0.0	2-XING XWALK-INTRST	0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	R-MOPED	0	0.0	3-XING XWALK-NOT INTR	1	0.4	0	0.0	S-RUNAWAY VEHICLE
0	0.0	T-TRAIN	0	0.0	4-XING NOT XWALK	0	0.0	0	0.0	T-EATING* (INATTN)
1	0.4	U-PEDESTRIAN	2	0.8	5-ROADWAY-INCL SHLDR	0	0.0	0	0.0	U-CHILDREN* (INATTN)
1	0.4	V-DISMOUNT PEDESTRIAN	0	0.0	6-NOT IN ROADWAY	0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	W-ANIMAL - LIVESTOCK	0	0.0	7-APRH-LEAVE SCHL BUS	0	0.0	0	0.0	W-PERSONAL HYGIENE* (INATTN)
0	0.0	X-ANIMAL - DEER	0	0.0	-INVALID CODES	0	0.0	0	0.0	X-READING* (INATTN)
0	0.0	Z-ANIMAL - OTHER				8	3.4	230	99.5	<-NOT STATED
						0	0.0	0	0.0	--DOES NOT APPLY

<-------DIRECTION OF TRAVEL--------> <------------SPECIAL INFORMATION------------->
NUMBER PCT CODE   NUMBER PCT CODE

NUMBER	PCT	CODE	NUMBER	PCT	CODE
123	53.2	N-N, NE, NW BOUND	0	0.0	A-HAZARDOUS MATERIALS
108	46.7	S-S, SE, SW BOUND	1	0.4	B-CELL PHONE IN USE*
2	0.8	E-EASTBOUND	109	47.1	C-CELL PHONE NOT IN USE*
4	1.7	W-WESTBOUND	142	61.4	D-CELL PHONE NONE/UNKNOWN*
3	1.2	<-NOT STATED	37	16.0	<-NOT STATED
0	0.0	--DOES NOT APPLY	0	0.0	--DOES NOT APPLY
			0	0.0	-INVALID CODES

*INATTENTION CODES EFF. 01-01-01

*SPECIAL INFORMATION CODES EFF. 04-01-01

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ALL CONST. ACCIDENTS
TASAS SELECTIVE RECORD RETRIEVAL
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- - - PARTY SUMMARY - - -

OBJECT STRUCK

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
01-SIDE OF BRIDGE RAILING	0	0.0	1	0.4
02-END OF BRIDGE RAILING	0	0.0	0	0.0
03-PIER,COLUMN,ABUTMENT	0	0.0	1	0.4
04-BOTTOM OF STRUCTURE	0	0.0	0	0.0
05 BRIDGE END POST IN GORE	0	0.0	0	0.0
06-END OF GUARD RAIL	0	0.0	0	0.0
07-BRIDGE APPROACH GRD RAIL	0	0.0	0	0.0
10-LIGHT OR SIGNAL POLE	0	0.0	0	0.0
11-UTILITY POLE	0	0.0	0	0.0
12-POLE (TYPE NOT STATED)	0	0.0	0	0.0
13-TRAFFIC SIGN/SIGN POST	1	0.4	2	0.8
14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0
15-GUARDRAIL	3	1.2	4	1.7
16-MEDIAN BARRIER	8	3.4	11	4.7
17-WALL/(EXCEPT SOUND WALL)	1	0.4	5	2.1
18-DIKE OR CURB	2	0.8	2	0.8
19-TRAFFIC ISLAND	0	0.0	0	0.0
20-RAISED BARS	0	0.0	0	0.0
21-CONCRETE OBJ(HDWL,D.I.)	0	0.0	0	0.0
22-GUIDEPOST,CULVERT,PM	1	0.4	1	0.4
23-CUT SLOPE OR EMBANKMENT	0	0.0	0	0.0
24-OVER EMBANKMENT	0	0.0	4	1.7
25-IN WATER	0	0.0	0	0.0
26-DRAINAGE DITCH	0	0.0	0	0.0
27-FENCE	0	0.0	0	0.0
28-TREES	1	0.4	1	0.4
29-PLANTS	0	0.0	0	0.0
30-SOUND WALL	0	0.0	3	1.2
40-NATURAL MATRL ON ROAD	7	3.0	2	0.8
41-TEMP BARRICADES, CONES	3	1.2	1	0.4
42-OTHER OBJECT ON ROAD	1	0.4	0	0.0
43-OTHER OBJECT OFF ROAD	0	0.0	11	4.7
44-OVERTURNED	1	0.4	0	0.0
45-CRASH CUSHION(SAND)	0	0.0	0	0.0
46-CRASH CUSHION(OTHER)	2	0.8	1	0.4
51-CALL BOX	0	0.0	0	0.0
98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0
99-NO OBJECT INVOLVED	1	0.4	0	0.0
V1 THRU V9-VEHICLE 1 TO 9	201	87.0	49	21.2
<<-NOT STATED	0	0.0	0	0.0
---DOES NOT APPLY	55	23.8	230	99.5
-INVALID CODES	0	0.0	0	0.0

LOCATION OF COLLISION

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
A-BEYOND MEDIAN OR STRIPE-LFT	0	0.0	2	0.9
B-BEYOND SHLDER DRIVERS LEFT	9	3.8	13	5.6
C-LEFT SHOULDER AREA	0	0.0	0	0.0
D-LEFT LANE	41	17.7	16	6.9
E-INTERIOR LANES	134	58.0	36	15.5
F-RIGHT LANE	55	23.8	15	6.4
G-RIGHT SHOULDER AREA	5	2.1	0	0.0
H-BEYOND SHLDER DRIVERS RIGHT	7	3.0	16	6.9
I-CORE AREA	2	0.8	1	0.4
J-OTHER	4	1.7	0	0.0
V-HOV LANE(S)	0	0.0	0	0.0
M-HOV LANE BUFFER AREA	0	0.0	0	0.0
<-NOT STATED	0	0.0	0	0.0
--DOES NOT APPLY	56	24.2	230	99.5
-INVALID CODES	0	0.0	0	0.0

SOBRIETY / DRUG-PHYSICAL

CODE	SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT
A-HAD NOT BEEN DRINKING	214	92.6	0	0.0
B-HBD - UNDER INFLUENCE	33	14.2	0	0.0
C-HBD - NOT UNDER INFLUENCE	14	6.0	0	0.0
D-HBD - IMPAIRMENT UNKNOWN	3	1.2	0	0.0
E-UNDER DRUG INFLUENCE	0	0.0	2	0.8
F-OTHER PHYSICAL IMPAIRMENT	2	0.8	0	0.0
G-IMPAIRMENT NOT KNOWN	0	0.0	0	0.0
H-NOT APPLICABLE	44	19.0	0	0.0
I-FATIGUE	2	0.8	1	0.4
<-NOT STATED	0	0.0	230	99.5
--DOES NOT APPLY	13	5.6	0	0.0
-INVALID CODES	0	0.0	0	0.0

Accident Data - Construction Zone Accidents - 110 Freeway

10/01/00thru 09/30/03

5 pages

TASAS SELECTIVE RECORD RETRIEVAL
LA-110

ALL CONST. ACCIDENTS

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- MESSAGES -

SUBMITTORS DISTRICT 72

SUBMITTORS NAME   YUEH-S

ACCIDENTS SELECTED   75

LOCATION CRITERIA -

DISTRICT 07	POSTMILE	FROM		TO				
ROUTE 110		OR FROM		TO		AND		
COUNTY LA		OR FROM		TO				

DATE RANGE   FROM 10-01-00   TO 09-30-03
             OR FROM   TO
             OR FROM   TO

ACCIDENT AND HIGHWAY CRITERIA -
12 AM 524 ACC ROADWAY CONDITION   EQ   D

AKG330 ACC-SUMMARY
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TASAS SELECTIVE RECORD RETRIEVAL
LA-110

ALL CONST. ACCIDENTS

11-04-04
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- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	INJURED
75	1	20	54	1	37

WITHOUT DETAIL: 0

MOTOR VEHICLES INVOLVED

NUMBER	PCT	CODE
10	13.3	1
42	56.0	2
15	20.0	3
8	10.6	> 3

LINES CODED

NUMBER	PCT	CODE
10	13.3	1
40	53.3	2
17	22.6	3
6	8.0	4
1	1.3	5
1	1.3	6
0	0.0	7
0	0.0	8
0	0.0	9

HOUR OF DAY

NUMBER	PCT	CODE
9	12.0	00- 12 MID.
7	9.3	01- 1 A.M.
10	13.3	02- 2 A.M.
4	5.3	03- 3 A.M.
1	1.3	04- 4 A.M.
3	4.0	05- 5 A.M.
3	4.0	06- 6 A.M.
2	2.6	07- 7 A.M.
4	5.3	08- 8 A.M.
5	6.6	09- 9 A.M.
1	1.3	10- 10 A.M.
0	0.0	11- 11 A.M.
3	4.0	12- 12 NOON
0	0.0	13- 1 P.M.
5	6.6	14- 2 P.M.
2	2.6	15- 3 P.M.
2	2.6	16- 4 P.M.
0	0.0	17- 5 P.M.
1	1.3	18- 6 P.M.
0	0.0	19- 7 P.M.
1	1.3	20- 8 P.M.
4	5.3	21- 9 P.M.
2	2.6	22- 10 P.M.
6	8.0	23- 11 P.M.
0	0.0	25- UNKNOWN

ACCESS CONTROL

NUMBER	PCT	CODE
1	1.3	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
74	98.6	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

SIDE OF HIGHWAY

NUMBER	PCT	CODE
37	49.3	N-NORTHBOUND
38	50.6	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

YEAR

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
7	9.3	2000
41	54.6	2001
25	33.3	2002
2	2.6	2003
0	0.0	2004

MONTH

NUMBER	PCT	CODE
4	5.3	01-JANUARY
0	0.0	02-FEBRUARY
3	4.0	03-MARCH
8	10.6	04-APRIL
3	4.0	05-MAY
9	12.0	06-JUNE
5	6.6	07-JULY
10	13.3	08-AUGUST
7	9.3	09-SEPTEMBER
8	10.6	10-OCTOBER
7	9.3	11-NOVEMBER
11	14.6	12-DECEMBER

DAY OF WEEK

NUMBER	PCT	CODE
10	13.3	1-SUNDAY
6	8.0	2-MONDAY
5	6.6	3-TUESDAY
17	22.6	4-WEDNESDAY
13	17.3	5-THURSDAY
8	10.6	6-FRIDAY
16	21.3	7-SATURDAY

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- - - ACCIDENT SUMMARY - - -

<------PRIMARY COLLISION FACTOR------->

NUMBER	PCT	CODE
11	14.6	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
4	5.3	4-IMPROPER TURN
44	58.6	5-SPEEDING
12	16.0	6-OTHER VIOLATIONS
1	1.3	8-IMPROPER DRIVING
3	4.0	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL ASLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------TYPE OF COLLISION------->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
9	12.0	B-SIDESWIPE
51	68.0	C-REAR END
0	0.0	D-BROADSIDE
14	18.6	E-HIT OBJECT
1	1.3	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ROADWAY CONDITION------->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
75	100.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
0	0.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED

<------WEATHER------->

NUMBER	PCT	CODE
55	73.3	A-CLEAR
19	25.3	B-CLOUDY
1	1.3	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED

<------LIGHTING------->

NUMBER	PCT	CODE
28	37.3	A-DAYLIGHT
2	2.6	B-DUSK/DAWN
38	50.6	C-DARK-STREET LIGHT
7	9.3	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ROAD SURFACE------->

NUMBER	PCT	CODE
73	97.3	A-DRY
2	2.6	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------RIGHT OF WAY CONTROL------->

NUMBER	PCT	CODE
28	37.3	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
47	62.6	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED

<------HIGHWAY GROUP------->

NUMBER	PCT	CODE
4	5.3	R-IND. ALIGN-RIGHT
7	9.3	L-IND. ALIGN-LEFT
64	85.3	D-DIVIDED
0	0.0	U-UNDIVIDED

<------INTERSECTION OR RAMP ACCIDENT LOCATION------->

NUMBER	PCT	CODE
1	1.3	1-RAMP INTERSECTION (EXIT)
2	2.6	2-RAMP
0	0.0	3-RAMP ENTRY
1	1.3	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
71	94.6	-DOES NOT APPLY

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- - - PARTY SUMMARY - - -

<----------PARTY TYPE---------->

NUMBER	PCT	CODE
70	93.3	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRALR
2	2.6	C-MOTORCYCLE
19	25.3	D-PICKUP/PANEL TRUCK
2	2.6	E-PICKUP/PANEL W/TRALR
4	5.3	F-TRUCK/TRUCK TRACTOR
2	2.6	G-TRK/TRACTOR & 1 TRALR
0	0.0	2-TRK/TRACTOR & 2 TRALR
0	0.0	3-TRK/TRACTOR & 3 TRALR
1	1.3	4-SINGLE UNIT TANKER
0	0.0	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
0	0.0	H-SCHOOL BUS
0	0.0	I-OTHER BUS
2	2.6	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUIP
3	4.0	L-BICYCLE
0	0.0	M-OTHER-MOTOR VEH
1	1.3	N-OTHER-NON-MOTOR VEH
1	1.3	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<----MOVEMENT PRECEDING COLLISION---->

NUMBER	PCT	CODE
25	33.3	A-STOPPED
59	78.6	B-PROCEEDED STRAIGHT
3	4.0	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
1	1.3	G-BACKING
24	32.0	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
10	13.3	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
5	6.6	N-CROSS INTO OPP LN
6	8.0	O-PARKED
0	0.0	P-MERGING
		Q-TRVL WRONG WAY
		R-OTHER
		<-NOT STATED
		PEDESTRIAN
0	0.0	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
0	0.0	4-XING NOT XWALK
0	0.0	5-ROADWAY-INCL SHLDR
0	0.0	6-NOT IN ROADWAY
0	0.0	7-APRH-LEAVE SCHL BUS
0	0.0	-INVALID CODES

<----------OTHER ASSOCIATED FACTOR---------->

# 1	PCT	# 2	PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
4	5.3	0	0.0	4-IMPROPER TURN
10	13.3	0	0.0	5-SPEEDING
2	2.6	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
0	0.0	0	0.0	C-RADIO/CD/HEADSET* (INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
2	2.6	0	0.0	F-INATTENTION - OTHER
3	4.0	0	0.0	G-STOP & GO TRAFFIC
0	0.0	0	0.0	H-ENTER/LEAVE RAMP
0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	1	1.3	K-DEFECT VEHICLE EQUIP
0	0.0	0	0.0	L-UNINVOLVED VEHICLE
66	88.0	0	0.0	M-OTHER
0	0.0	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
1	1.3	0	0.0	S-ROADWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSONAL HYGIENE* (INATTN)
3	4.0	0	0.0	X-READING* (INATTN)
0	0.0	75	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

<------DIRECTION OF TRAVEL------>

NUMBER	PCT	CODE
38	50.6	N-N, NE, NW BOUND
36	48.0	S-S, SE, SW BOUND
0	0.0	E-EASTBOUND
1	1.3	W-WESTBOUND
2	2.6	<-NOT STATED
0	0.0	--DOES NOT APPLY

<--------SPECIAL INFORMATION-------->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
4	5.3	B-CELL PHONE IN USE*
35	46.6	C-CELL PHONE NOT IN USE*
45	60.0	D-CELL PHONE NONE/UNKNOWN*
15	20.0	<-NOT STATED
0	0.0	-INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

- - - PARTY SUMMARY - - -

OBJECT STRUCK

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
01-SIDE OF BRIDGE RAILING	0	0.0	0	0.0
02-END OF BRIDGE RAILING	0	0.0	0	0.0
03-PIER,COLUMN,ABUTMENT	0	0.0	0	0.0
04-BOTTOM OF STRUCTURE	0	0.0	0	0.0
05 BRIDGE END POST IN GORE	0	0.0	0	0.0
06-END OF GUARD RAIL	0	0.0	0	0.0
07-BRIDGE APPROACH GRD RAIL	0	0.0	0	0.0
10-LIGHT OR SIGNAL POLE	1	1.3	0	0.0
11-UTILITY POLE	0	0.0	0	0.0
12-POLE (TYPE NOT STATED)	0	0.0	0	0.0
13-TRAFFIC SIGN/SIGN POST	0	0.0	0	0.0
14-OTHER SIGNS NOT TRAFFIC	0	0.0	3	4.0
15-GUARDRAIL	1	1.3	3	4.0
16-MEDIAN BARRIER	2	2.6	5	6.6
17-WALL(EXCEPT SOUND WALL)	1	1.3	1	1.3
1B-DIKE OR CURB	5	6.6	2	2.6
19-TRAFFIC ISLAND	0	0.0	0	0.0
20-RAISED BARS	0	0.0	0	0.0
21-CONCRETE OBJ(HDWL,D.I.)	0	0.0	0	0.0
22-GUIDEPOST,CULVERT,PH	0	0.0	0	0.0
23-CUT SLOPE OR EMBANKMENT	0	0.0	0	0.0
24-OVER EMBANKMENT	1	1.3	1	1.3
25-IN WATER	0	0.0	0	0.0
26-DRAINAGE DITCH	0	0.0	0	0.0
27-FENCE	0	0.0	0	0.0
28-TREES	0	0.0	0	0.0
29-PLANTS	0	0.0	0	0.0
30-SOUND WALL	1	1.3	1	1.3
40-NATURAL MATRL ON ROAD	0	0.0	0	0.0
41-TEMP BARRICADES, CONES	2	2.6	0	0.0
42-OTHER OBJECT ON ROAD	0	0.0	0	0.0
43-OTHER OBJECT OFF ROAD	1	1.3	0	0.0
44-OVERTURNED	1	1.3	4	5.3
45-CRASH CUSHION(SAND)	0	0.0	0	0.0
46-CRASH CUSHION(OTHER)	0	0.0	0	0.0
51-CALL BOX	0	0.0	0	0.0
98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0
99-NO OBJECT INVOLVED	0	0.0	1	1.3
V1 THRU V9-VEHICLE 1 TO 9	61	81.3	25	33.3
<<-NOT STATED	0	0.0	0	0.0
---DOES NOT APPLY	28	37.3	75	100.0
-INVALID CODES	0	0.0	0	0.0

LOCATION OF COLLISION

CODE	PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT
A-BEYOND MEDIAN OR STRIPE-LFT	0	0.0	0	0.0
B-BEYOND SHLDER DRIVERS LEFT	4	5.3	7	9.3
C-LEFT SHOULDER AREA	0	0.0	0	0.0
D-LEFT LANE	10	13.3	8	10.6
E-INTERIOR LANES	26	34.6	15	20.0
F-RIGHT LANE	28	37.3	11	14.6
G-RIGHT SHOULDER AREA	4	5.3	7	9.3
H-BEYOND SHLDER DRIVERS RIGHT	7	9.3	7	9.3
I-GORE AREA	1	1.3	0	0.0
J-OTHER	1	1.3	0	0.0
V-HOV LANE(S)	1	1.3	0	0.0
W-HOV LANE BUFFER AREA	0	0.0	0	0.0
<<-NOT STATED	0	0.0	0	0.0
---DOES NOT APPLY	28	37.3	75	100.0
-INVALID CODES	0	0.0	0	0.0

SOBRIETY / DRUG/PHYSICAL

CODE	SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT
A-HAD NOT BEEN DRINKING	67	89.3	0	0.0
B-HBD - UNDER INFLUENCE	11	14.6	0	0.0
C-HBD - NOT UNDER INFLUENCE	4	5.3	0	0.0
D-HBD - IMPAIRMENT UNKNOWN	0	0.0	0	0.0
E-UNDER DRUG INFLUENCE	0	0.0	1	1.3
F-OTHER PHYSICAL IMPAIRMENT	0	0.0	0	0.0
G-IMPAIRMENT NOT KNOWN	0	0.0	0	0.0
H-NOT APPLICABLE	3	4.0	0	0.0
I-FATIGUE	0	0.0	0	0.0
<<-NOT STATED	5	6.6	75	100.0
---DOES NOT APPLY	0	0.0	0	0.0
-INVALID CODES	0	0.0	0	0.0

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5 pages

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AXB330-CONTROLS                    TASAS SELECTIVE RECORD RETRIEVAL              11-04-04              PAGE  1
REQ NO 7222          ALL CONST. ACCIDENTS              LA-405                10/01/00 THRU 09/30/03

     SUBMITTORS DISTRICT 72                         - MESSAGES -

     SUBMITTORS NAME    YUEN-5

     ACCIDENTS SELECTED    179


LOCATION CRITERIA  -

DISTRICT 07    POSTMILE   FROM          TO              DATE RANGE  FROM  10-01-00   TO  09-30-03
ROUTE  405                OR FROM       TO                          OR FROM          TO
COUNTY LA                 OR FROM       TO              . AND       OR FROM          TO

ACCIDENT AND HIGHWAY CRITERIA  -
  12 AH 524  ACC ROADWAY CONDITION                EQ  D
```

TASAS SELECTIVE RECORD RETRIEVAL
ALL CONST. ACCIDENTS   LA-405   10/01/00 THRU 09/30/03   11-04-04   PAGE 2

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	INJURED
179	1	50	128	1	87

		MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
WITHOUT DETAIL 0		19	10.6	1
		108	60.3	2
		29	16.2	3
		23	12.8	> 3

		LINES CODED NUMBER	PCT	CODE
		18	10.0	1
		108	60.3	2
		30	16.7	3
		14	7.8	4
		8	4.4	5
		1	0.5	6
		0	0.0	7
		0	0.0	8
		0	0.0	9

<--------HOUR OF DAY-------->

NUMBER	PCT	CODE
15	8.3	00- 12 MID.
9	5.0	01- 1 A.M.
7	3.9	02- 2 A.M.
7	3.9	03- 3 A.M.
1	0.5	04- 4 A.M.
3	1.6	05- 5 A.M.
3	1.6	06- 6 A.M.
4	2.2	07- 7 A.M.
6	3.3	08- 8 A.M.
9	5.0	09- 9 A.M.
13	7.2	10- 10 A.M.
9	5.0	11- 11 A.M.
10	5.5	12- 12 NOON
6	3.3	13- 1 P.M.
5	2.7	14- 2 P.M.
5	2.7	15- 3 P.M.
9	5.0	16- 4 P.M.
4	2.2	17- 5 P.M.
1	0.5	18- 6 P.M.
3	1.6	19- 7 P.M.
3	1.6	20- 8 P.M.
14	7.8	21- 9 P.M.
11	6.1	22- 10 P.M.
22	12.2	23- 11 P.M.
0	0.0	25- UNKNOWN

<-------ACCESS CONTROL------->

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
179	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<-------SIDE OF HIGHWAY------->

NUMBER	PCT	CODE
102	56.9	N-NORTHBOUND
77	43.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<-------YEAR------->

NUMBER	PCT	CODE
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
7	3.9	2000
101	56.4	2001
36	20.1	2002
35	19.5	2003
0	0.0	2004

<-------MONTH------->

NUMBER	PCT	CODE
14	7.8	01-JANUARY
6	3.3	02-FEBRUARY
17	9.4	03-MARCH
18	10.0	04-APRIL
10	5.5	05-MAY
9	5.0	06-JUNE
25	13.9	07-JULY
24	13.4	08-AUGUST
17	9.4	09-SEPTEMBER
16	8.9	10-OCTOBER
18	10.0	11-NOVEMBER
5	2.7	12-DECEMBER

<-------DAY OF WEEK------->

NUMBER	PCT	CODE
30	16.7	1-SUNDAY
24	13.4	2-MONDAY
32	17.8	3-TUESDAY
24	13.4	4-WEDNESDAY
26	14.5	5-THURSDAY
19	10.6	6-FRIDAY
24	13.4	7-SATURDAY

- - - ACCIDENT SUMMARY - - -

<----------PRIMARY COLLISION FACTOR---------->

NUMBER	PCT	CODE
16	8.9	1-INFLUENCE ALCOHOL
6	3.3	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
17	9.4	4-IMPROPER TURN
101	56.4	5-SPEEDING
29	16.2	6-OTHER VIOLATIONS
0	0.0	A-OTHER
3	1.6	B-IMPROPER DRIVING
6	3.3	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
1	0.5	E-FELL ASLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----------TYPE OF COLLISION---------->

NUMBER	PCT	CODE
2	1.1	A-HEAD-ON
35	19.5	B-SIDESWIPE
112	62.5	C-REAR END
2	1.1	D-BROADSIDE
25	13.9	E-HIT OBJECT
1	0.5	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
2	1.1	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----------ROADWAY CONDITION---------->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
179	100.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
0	0.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED

<----------WEATHER---------->

NUMBER	PCT	CODE
157	87.7	A-CLEAR
16	8.9	B-CLOUDY
5	2.7	C-RAINING
0	0.0	D-SNOWING
1	0.5	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED

<----------LIGHTING---------->

NUMBER	PCT	CODE
83	46.3	A-DAYLIGHT
2	1.1	B-DUSK/DAWN
41	22.9	C-DARK-STREET LIGHT
53	29.6	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----------ROAD SURFACE---------->

NUMBER	PCT	CODE
173	96.6	A-DRY
5	2.7	B-WET
0	0.0	C-SNOWY, ICY
1	0.5	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----------RIGHT OF WAY CONTROL---------->

NUMBER	PCT	CODE
34	18.9	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
145	81.0	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED

<----------HIGHWAY GROUP---------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN-RIGHT
0	0.0	L-IND. ALIGN-LEFT
179	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<----INTERSECTION OR RAMP ACCIDENT LOCATION---->

NUMBER	PCT	CODE
8	4.4	1-RAMP INTERSECTION (EXIT)
7	3.9	2-RAMP
1	0.5	3-RAMP ENTRY
8	4.4	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
155	86.5	-DOES NOT APPLY

AXR330 ACC-SUMMARY
REQ NO 7222

TASAS SELECTIVE RECORD RETRIEVAL
ALL CONST. ACCIDENTS
LA-405

11-04-04
10/01/00 THRU 09/30/03
PAGE 4

- - - PARTY SUMMARY - - -

<-------PARTY TYPE------->

NUMBER	PCT	CODE
170	94.9	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRALR
3	1.6	C-MOTORCYCLE
40	22.3	D-PICKUP/PANEL TRUCK
2	1.1	E-PICKUP/PANEL W/TRALR
8	4.4	F-TRUCK/TRUCK TRACTOR
7	3.9	G-TRK/TRACTOR & 1 TRALR
1	0.5	2-TRK/TRACTOR & 2 TRALR
0	0.0	3-TRK/TRACTOR & 3 TRALR
30	16.7	4-SINGLE UNIT TANKER
0	0.0	5-TRK/TRA & 1 TANK TRLR
2	1.1	6-TRK/TRA & 2 TANK TRLR
0	0.0	H-SCHOOL BUS
1	0.5	I-OTHER BUS
1	0.5	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUIP
0	0.0	L-BICYCLE
8	4.4	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
1	0.5	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
1	0.5	U-PEDESTRIAN
1	0.5	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<---MOVEMENT PRECEDING COLLISION--->

NUMBER	PCT	CODE
63	35.1	A-STOPPED
151	84.3	B-PROCEEDED STRAIGHT
0	0.0	C-RAN OFF ROAD
1	0.5	D-MAKING RIGHT TURN
1	0.5	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
39	21.7	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
30	16.7	J-CHANGING LANES
0	0.0	K-PARKING
2	1.1	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
2	1.1	O-PARKED
4	2.2	P-MERGING
0	0.0	Q-TRVL WRONG WAY
21	11.7	R-OTHER
1	0.5	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2-XING XWALK-INTAST
0	0.0	3-XING XWALK-NOT INTR
0	0.0	4-XING NOT XWALK
2	1.1	5-ROADWAY-INCL SHLDR
0	0.0	6-NOT IN ROADWAY
0	0.0	7-APRH-LEAVE SCHL BUS
1	0.5	-INVALID CODES

<-------OTHER ASSOCIATED FACTOR------->

# 1	PCT	# 2	PCT	CODE
1	0.5	0	0.0	1-INFLUENCE ALCOHOL
1	0.5	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
4	2.2	0	0.0	4-IMPROPER TURN
20	11.1	0	0.0	5-SPEEDING
9	5.0	0	0.0	6-OTHER VIOLATIONS
0	0.0	1	0.5	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRONIC EQUIP* (INATTN)
0	0.0	0	0.0	C-RADIO/CD/HEADPHN* (INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
0	0.0	1	0.5	F-INATTENTION - OTHER
35	19.5	6	3.3	G-STOP & GO TRAFFIC
7	3.9	0	0.0	H-ENTER/LEAVE RAMP
7	3.9	3	1.6	I-PREVIOUS COLLISION
0	0.0	1	0.5	J-UNFAMILIAR WITH ROAD
3	1.6	0	0.0	K-DEFECT VEHICLE EQUIP
3	1.6	1	0.5	L-UNINVOLVED VEHICLE
1	0.5	1	0.5	X-OTHER
129	72.0	2	1.1	N-NONE APPARENT
1	0.5	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
3	1.6	0	0.0	S-ROADWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSONAL HYGIENE* (INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
5	2.7	176	98.3	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

*INATTENTION CODES EFF. 01-01-01

<-------DIRECTION OF TRAVEL------->

NUMBER	PCT	CODE
102	56.9	N-N, NE, NW BOUND
75	41.8	S-S, SE, SW BOUND
4	2.2	E-EASTBOUND
3	1.6	W-WESTBOUND
5	2.7	<-NOT STATED
1	0.5	--DOES NOT APPLY

<-------SPECIAL INFORMATION------->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
2	1.1	B-CELL PHONE IN USE*
84	46.9	C-CELL PHONE NOT IN USE*
87	48.6	D-CELL PHONE NONE/UNKROWN*
49	27.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

*SPECIAL INFORMATION CODES EFF. 04-01-01

- - - PARTY SUMMARY - - -

<------OBJECT STRUCK----->

PRIMARY NUMBER	PCT	OTHERS NUMBER	PCT	CODE
0	0.0	1	0.5	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER,COLUMN,ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	1	0.5	07-BRIDGE APPROACH GRD RAIL
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	1	0.5	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	2	1.1	14-OTHER SIGNS NOT TRAFFIC
6	3.3	6	3.3	15-GUARDRAIL
4	2.2	3	1.6	16-MEDIAN BARRIER
0	0.0	0	0.0	17-WALL(EXCEPT SOUND WALL)
3	1.6	0	0.0	18-DIKE OR CURB
0	0.0	0	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	1	0.5	21-CONCRETE OBJ(HDWL,D.I.)
0	0.0	1	0.5	22-GUIDEPOST, CULVERT, FM
1	0.5	0	0.0	23-CUT SLOPE OR EMBANKMENT
0	0.0	1	0.5	24-OVER EMBANKMENT
0	0.0	1	0.5	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	0	0.0	27-FENCE
0	0.0	0	0.0	28-TREES
0	0.0	0	0.0	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
8	4.4	1	0.5	40-NATURAL MATRL ON ROAD
2	1.1	0	0.0	41-TEMP BARRICADES, CONES
7	3.9	2	1.1	42-OTHER OBJECT ON ROAD
1	0.5	7	3.9	43-OTHER OBJECT OFF ROAD
0	0.0	1	0.5	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION(SAND)
1	0.5	0	0.0	46-CRASH CUSHION(OTHER)
0	0.0	0	0.0	51-CALL BOX
152	84.9	1	0.5	98-UNKNOWN OBJECT STRUCK
0	0.0	56	31.2	99-NO OBJECT INVOLVED
62	34.6	0	0.0	V1 THRU V9-VEHICLE 1 TO 9
0	0.0	178	99.4	<<-NOT STATED
		0	0.0	--DOES NOT APPLY
				-INVALID CODES

<------LOCATION OF COLLISION----->

PRIMARY NUMBER	PCT	OTHERS NUMBER	PCT	CODE
0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LFT
9	5.0	11	6.1	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	C-LEFT SHOULDER AREA
36	20.1	15	8.3	D-LEFT LANE
89	49.7	30	16.7	E-INTERIOR LANES
44	24.5	18	10.0	F-RIGHT LANE
4	2.2	2	1.1	G-RIGHT SHOULDER AREA
8	4.4	8	4.4	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	1	0.5	I-GORE AREA
4	2.2	1	0.5	J-OTHER
3	1.6	1	0.5	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
62	34.6	178	99.4	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------SOBRIETY----->

NUMBER	PCT	CODE
170	94.9	A-HAD NOT BEEN DRINKING
17	9.4	B-HBD - UNDER INFLUENCE
6	3.3	C-HBD - NOT UNDER INFLUENCE
1	0.5	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	0.5	G-IMPAIRMENT NOT KNOWN
31	17.3	H-NOT APPLICABLE
4	2.2	I-FATIGUE
0	0.0	<-NOT STATED
11	6.1	--DOES NOT APPLY
0	0.0	-INVALID CODES

<------DRUG/PHYSICAL----->

NUMBER	PCT	CODE
0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	E-UNDER DRUG INFLUENCE
1	0.5	F-OTHER PHYSICAL IMPAIRMENT
0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	H-NOT APPLICABLE
0	0.0	I-FATIGUE
179	100.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

APPENDIX 1

Caltrans Traffic Manual, Chapter 3

Chapter 3 - Accident and Roadway Records

Section 3-01 - General Information

3-01.1 Introduction

Three elements are considered in accident analysis:

1. The driver;
2. The vehicle; and
3. The roadway and its related environment.

Accident records contain information relating to each of these three elements that may be studied by the engineer and others.

3-01.2 Legal

Title 23 United States Code (USC) 402, enacted in 1966 and administered through Title 23 Code of Federal Regulations (CFR) 1204.4, and California Vehicle Code (CVC) Section 2900 et seq. requires the State of California to have a data collection system as part of the process to reduce the number and/or severity of accidents on roads in the State of California.

In response to Title 23, USC 402, the State of California developed the Traffic Collision Reports (TCR's) used by police agencies to collect and compile accident data. When the State developed the TCR's, they also developed the accident database (SWITRS) that resulted from the data collected and compiled from the traffic collisions reports. The State also developed the Traffic Accident Surveillance and Analysis System (TASAS) used by the California Department of Transportation (Caltrans) to analyze accident, traffic, and highway data collected and compiled by Caltrans.

Title 23 USC 152, enacted in 1973, administered through Title 23 CFR 924, requires the State of California to have a process whereby, through the use of a survey of all public roads, the responsible agencies of the State will identify and analyze locations, then prioritize, schedule, implement and evaluate safety improvements to roadways which are intended to reduce the number and/or severity of accidents on all public roads.

In response to Title 23 USC 152, the State of California has developed a process that utilizes the TASAS data base, including the accident information collected and compiled into it, to effectively reduce the number and severity of accidents on all highways under the jurisdiction of the State. To aid the further analysis of locations investigated, Caltrans maintains a copy of the TCR's.

Absolutely critical to the process developed by the State to meet the needs of the above Federal laws are the Traffic Collision Report utilized in the date bases maintained by Caltrans, the California Department of Highway Patrol (CHP) and numerous local agencies within the State of California. While the reader is referred to the TASAS data system for general information on trends and location to be studied, Traffic Collision Reports must be used for the detailed analysis necessary for the development of projects.

The California Vehicle Code (CVC) Section 20008, Duty to Report Accidents, requires a centralized collection of data for fatal and injury motor vehicle accidents. The driver of a vehicle involved in an injury or fatal accident is required to make (or cause to be made) a written report within 24 hours after the incident. Local police units are required to forward reports for the previous month to the California Department of Highway Patrol (CHP) in Sacramento by the fifth day of the month.

Section 16000 (CVC), Report Required, requires the driver of every motor vehicle involved in an incident which resulted in damage to the property of any one person in excess of $500 or in bodily injury or in death of any person shall within 10 days report the accident on an approved form to the California Department of Motor Vehicles (DMV).

3-01.3 Reporting Level

The reporting level in the State of California varies over a broad range. Factors having a significant influence on reporting level are as follows:

1. Severity: For fatal accidents, the reporting level is 100 percent; for injury accidents, the reporting level is 90 percent; and for property damage only, the reporting level is 40 percent.

2. Jurisdiction: The reporting level varies from one reporting unit to another.

3. Number of Parties Involved: The reporting level of multi-vehicle accidents is higher than it is for single vehicle accidents.

4. Time of Day: The reporting level of nighttime accidents is higher than it is for daytime.

Section 3-02 - **Accident Reports**

3-02.1 General

Accident Report forms are designed by various jurisdictions to satisfy various objectives.

3-02.2 Uniformity

The Federal Highway Safety Program Standards require that accident records systems maintained on a local level must be compatible with the statewide system which in turn must interface with elements of a national system. This requirement plus the increased study and analysis on a county-wide, regional and statewide basis give weight to the desirability of a small number of acceptable "standard" forms.

The most widely used form in the State of California is the form CHP-555. This form, the CHP Collision Investigation Manual (CIM), and training in usage of the forms and manual are provided by the CHP at no cost to the local police agencies to encourage complete and uniform reporting.

3-02.3 Accident Reports Confidential

Section 20014 of the Vehicle Code requires reports made to the CHP shall be avilable for the confidential use of the Department of Motor Vehicles, Caltrans, and local authorities having jurisdiction over highways. Information from individual reports and/or data should be considered as confidential.

Summary data and copies of reports may be studied by agents of non-public agencies under controlled conditions for valid research purposes.

Section 3-03 - **Accident Record Systems**

3-03.1 General

Various cities within the State of California have had experience with several types of records systems. The system that best fulfills the requirements of a particular jurisdiction can vary from a manual plotting and filing system for a compact area with very low traffic volumes, to a very complex computerized system for a large urban area or statewide agency.

3-03.2 Manual Accident Record System

The simplest manual system may consist of a pin map (accidents are plotted) and an accident file (reports are stored in date order or report number order, or a combination of both). A card or binder index is created for the reports. See Figure 3-1.

The pin map may use pins of different size and color to indicate months of the year and accident severity. Manual systems are satisfactory where the volume of data is very modest and the cost of electronic data processing equipment is not warranted.

3-03.3 Electronic Data Processing (EDP) Accident Record Systems

As the volume of data increases, manual systems become cumbersome and labor intensive and conversion to EDP becomes advantageous.

In conversion, a considerable effort must be expended to convert at least a portion of the manual system file into a historical EDP accident data base.

The same effort of conversion to create an historical accident data base is sometimes required when an elementary EDP system is modified or is replaced by a more sophisticated system.

An example of a very large basic EDP system is the "Statewide Integrated Traffic Records System" (SWITRS) administered by the California Highway Patrol. The Caltrans "Traffic Accident Surveillance and Analysis System" (TASAS) is an example of a large dual data base EDP system. California counties or cities with large EDP systems include Alameda County and the cities of Los Angeles, San Diego and San Jose.

3-03.4 SWITRS General

The Statewide Integrated Traffic Records System (SWITRS) is a statewide records system. SWITRS is a centralized accumulation of data for fatal and injury motor vehicle traffic accidents. In addition, a large proportion of the reported property damage only accidents are also processed into SWITRS. The reports are generated by over 100 CHP areas and over 500 city police departments, sheriffs offices and other local jurisdictions.

The processed volume of reports is about 2,500 per working day. All reports are checked for completeness, coded, key punched and processed into a computer data base. The computerized data is then available for quarterly and special reports for participating cities and counties and other State agencies.

3-03.5 SWITRS Data to DMV

The California Department of Motor Vehicles (DMV) receives driver related data for its driver record files. All accidents processed through SWITRS have information transferred to drivers licenses and this becomes part of public record. This information

can be made available to authorized agencies by contacting DMV.

3-03.6 SWITRS Data to Caltrans

State highway related collision reports receive additional coding as to objects struck and location details. Caltrans receives this State highway related data on a weekly basis for the Traffic Accident Surveillance and Analysis System (TASAS). The accident data transmitted to Caltrans does not contain names, drivers license numbers, addresses, vehicle license numbers, or data on age and sex of drivers and victims.

3-03.7 SWITRS Quarterly Output Reports

SWITRS produces eight quarterly reports several weeks after the end of the quarter as follows:

Report No. 1 - Type of involved party for accidents and victims.
Report No. 2 - Accidents by day and hour of day.
Report No. 3 - Primary collision factors for accidents and victims.
Report No. 4 - Motorcycle, bicycle, and pedestrian accidents and victims by time of day.
Report No. 5 - Alcohol involvement by age and sobriety of involved party and by accident type.
Report No. 6 - Pedestrian involved accidents, location details and victim data.
Report No. 7 - Bicyclist involved accidents, location details and victim data.
Report No. 8 - Accident location details and involved party data year to date.

Examples of each of the preceding reports and a discussion of the data items are contained in the SWITRS Users Guide available from the California Highway Patrol.

Reports 1 through 5 have parts A and B which are cumulative year to date, and latest quarter, respectively. These reports (1 through 5) are statistical summaries only, whereas reports 6, 7 and 8 are individual listings. The year end Report 8 could be used by local authorities for traffic engineering evaluations.

3-03.8 SWITRS Output Reports and Other Services

Detailed explanations of other SWITRS reports are contained in the SWITRS Users Guide, Chapters 4 and 5. One report that may be of use for traffic accident analysis is the General Retrieval Program (GRP). If specific data is required for traffic analysis or special research studies, the data may be obtained by use of GRP. Most of the collision report data can be obtained by GRP and can be formatted to an individual listing or a summary listing.

Section 3-04 - **Caltrans Traffic Accident Surveillance and Analysis System (TASAS)**

3-04.1 TASAS General

TASAS is a sophisticated version of an EDP traffic records system. It has an accident data base (AXDB), linked to a highway data base (HDB) which contains description elements of highway segments, intersections and ramps, access control, traffic volumes and other data. TASAS serves the needs of many offices within Caltrans and also provides roadway and/or accident information for other associated State and local agencies.

Detailed instructions as to coding, processing, and data retrieval are contained in the TASAS manuals, Section 100 and 200, TASAS Accident Data Base Support Processing Procedures, and other compilations.

3-04.2 TASAS Data Bases

All of the records in the TASAS data bases are stored in a manner that each record can be accessed directly. The two major data bases are as follows:

1. TASAS Accident Data Base (AXDB).
2. TASAS Highway Data Base (HDB).

Section 3-05 - TASAS Accident Data (AXDB)

3-05.1 AXDB General

This data base contains specific data for accidents that are State highway related. Each accident record contains a ramp, intersection or highway kilometer post marker address that is a key to tie to the Highway Data Base1 (HDB).

The master file contains records for 10 years plus the current year. The processing of collision reports is shown diagrammatically in Figure 3-2.

3-05.2 Content Accident Data Base

The individual records in the AXDB contain two basic types of information which are:

1. General accident information including:

a. Location
b. Time and Date
c. Severity
d. Primary Collision Factor
e. Environmental Items
f. Roadway Conditions
g. Type of Collision
h. Number of Vehicles Involved

2. Information for each party including:

a. Party Type
b. Condition of Party
c. Actions of Party
d. Casualties Per Party

There are some AXDB records that do not contain any "party" information and only partial general accident information. Each accident record may contain an entry for each party up to a maximum of nine.

3-05.3 Responsibility for Maintaining and Updating AXDB

The general responsibilities of Headquarters and District Traffic Branches for the Accident Data Base are as follows:

A. HEADQUARTERS RESPONSIBILITIES:

1. Coordinate with various CHP SWITRS Units to receive and process State highway related collision reports.

2. Provide guidance for CHP party coding unit.

3. Provide accident kilometer post marker location personnel and supervision for review and processing collision reports.

4. In conjunction with CHP and DMV, maintain collision report file to include ten years plus the current.

5. In cooperation with Headquarters Office of Computer Systems personnel:

    a. Process SWITRS State related accident tapes and related edits.

    b. Provide training and consultation service to District TASAS personnel regarding accident retrieval and other TASAS program problems and/or questions.

    c. Identify and provide needed modifications, improvements and extensions of TASAS accident programs.

    d. Produce and distribute quarterly and annual reports.

    e. Provide relocation, removal, addition, and correction for computer accident records.

    f. Monitor TASAS EDP costs.

6. Provide manuals and other printed instructions.

7. Provide TASAS data and informational service to other Headquarters (HQ) units and other public and private agencies.

B. DISTRICT RESPONSIBILITIES:

1. Provide accident data and advisor service for the District Traffic Division and other district divisions.

2. Maintain a district collision report file sufficient to provide for district requirements (copies of reports from Caltrans HQ Record Center can be obtained when necessary).

3. Spot check and/or review kilometer post marker coding of collision reports and initiate necessary relocation and other correction processes.

4. Maintain liaison with local police departments, traffic departments and CHP area offices located within the district to encourage accurate and complete reporting.

5. Report problems, possible improvements or modifications to programs, manuals or other related items to HQ TASAS Unit.

6. Control use of "available upon request" programs so as to make economic use of TASAS accident programs.

3-05.4 TASAS Accident Output Reports

TASAS provides the following output reports:

1. TASAS Selective Accident Retrieval (TSAR) - Furnished on Request.

A detailed list of accidents and/or summary is available for any type or types of accidents on any section of highway, any ramp or any intersection in the State Highway System. Accidents may be selected by location, highway characteristics, accident data codes or any combination of these.

2. Cumulative Number of Accidents by Kilometer Post Marker1 (Table A) - Furnished Annually.

Table A reports include cumulative totals for two time periods, 12 months and 36 months.

3. Selective Accident Rate Calculation (Table B) - Furnished on Request.

Table B reports for accident data calculations are available for any highway or section of highway, any or all ramps, any or all intersections for any time period specified. The report shows both actual and average rates. The report also shows total accidents, fatalities, injuries, multi-vehicles, wet, dark, persons killed and injured and the significance.

4. High Accident Concentration Locations (Table C) - Furnished Quarterly.

Table C reports list high accident concentration locations. It counts the total number of accidents for 3, 6, 12, 24, and 36 month periods. It also calculates the actual rate and shows the average rate for the 12 month period. This report does have the option to consider highway segment lengths of up to 0.8 km.1 Locations with total accidents of 4 or more and significance in the 3, 6, or 12 month period are flagged as requiring investigation.

5. Wet High Accident Concentration Locations (Wet Table C) - Furnished Annually.

Wet Table C Reports list high wet accident concentration locations. It counts the total number of accidents for the 3, 6, 12, 24 and 36 month periods. It also shows the number of average wet accidents and calculates the actual rate for the 36 month period. Locations with 3, 6, 9 or more accidents and significance in the 12, 24 or 36 month periods respectively are flagged as requiring investigation.

Examples of the retrieval process, TSAR and Tables A, B, C, and Wet Table C are shown in Figures 3-4 through 3-12.

Section 3-06 - TASAS Highway Data Base

3-06.1 HDB General

The Highway Data Base (HDB) contains the current and historical descriptions of approximately 20,000 intersections, 13,000 ramps, and 24,400 km of highway segments in the State system.1

3-06.2 HDB Content

The Highway Data Base contains intersection, ramp, and highway segment records which contain the following information:

1. Location: District, route, county, kilometer post marker identification.

2. Highway group: Divided, undivided, independent alignment or unconstructed.

3. Descriptions: Bridges, ramps, intersections, etc.

4. Average daily traffic (ADT).

5. Federal aid system designations.

6. Other information needed for Federal Highway Administration reports.

7. Characteristics:

   - The highway records provide the detail, design and geometric features relating to the main line, including access control, roadbed and median information.

   - The intersection records describe and identify all intersections in the State Highway System including control, lighting, type, main line and cross street ADT information.

   - The ramp records identify the specific location of all ramps connected to the highway, the type of ramp configuration, on or off, rural or urban and ADT with history.

3-06.3 Responsibility for Maintaining and Updating HDB (See Figure 3-13)

The responsibilities for maintaining and updating the Highway Data Base are assigned to Headquarters and District Traffic Divisions as follows:

A. HEADQUARTERS RESPONSIBILITIES

The Roadway Records Unit in Headquarters has the overall responsibility to maintain a Statewide Highway Data Base. All additions, deletions and corrections must be processed through this unit.

Specific responsibilities are as follows:

1. In cooperation with Headquarters Office of Computer Systems (Information Services) produce and distribute the California Highway Log and other data compilations.

2. Provide personnel to fulfill request for specialized compilations of data, and provide training and/or advisory service to other Headquarters units and districts.

3. Maintain a file of title sheets, reduced plans and kilometer post marker computations.

4. Provide preliminary and final kilometer post marker computations for realignments, major improvements, and new route adoptions to districts and other Headquarters divisions.

5. Provide detailed coding of all roadway information to be processed into the HDB computer files.

6. Provide continuous maintenance of the HDB to ensure an up-to-date computer file.

7. Provide manuals and other printed instruction materials.

8. In cooperation with Headquarters Office of Computer Systems (Information Services), identify and provide needed modifications and improvements to the HDB.

B. DISTRICT RESPONSIBILITIES

1. Appoint an individual as District TASAS HDB Coordinator to maintain liaison with the Headquarters Roadway Records Unit, fulfill requests for roadway information, and collect and forward information regarding needed corrections and/or additions to the HDB.

2. Review Headquarters kilometer post marker calculations for being complete and correct.

3. After determination of kilometer post markers, prepare plans for installation of kilometer post markers, and verify accuracy of placement in the field to within 0.016 km.

4. Collect, compile, and forward to Headquarters data relative to the HDB for projects that are not advertised through Headquarters.

5. Notify Headquarters Roadway Records Unit of effective dates (open to traffic) of improvements for both Headquarters and district advertised projects.

6. Review "As-Built" plans and forward appropriate data to Headquarters to ensure that the HDB accurately reflects actual conditions.

7. Report problems, possible improvements or modifications to programs, manuals or other HDB related items to the Headquarters Roadway Records Unit.

3-06.4 TASAS Highway Data Base Output Reports

1. Multi-Retrieval Highway Data Base TSRR (AXR330) - Furnished on Headquarters Request.

This program provides for the highway data base to be accessed and detailed records printed out for ramps, intersections and highway segments without having to access the accident file. The summary contains segment totals by various types and vehicle kilometers traveled. Selection of highway data base records may be made based upon various highway, intersection or ramp characteristics.

2. Actual Highway Data (AXRO85) - Furnished on Headquarters Request

This report is a record of the actual contents stored in the highway data base. There are four formats available: Current, Current with History, Previous and Previous with History. The contents are similar to AXR156, and include descriptions of major highway points (junction of State routes, bridges, structures, etc.). Segment lengths, Federal aid designations, left and right roadbed information, median information, traffic volume data, various effective dates, and other data are also included.

3. Actual Intersection Data (AXR085) - Furnished on Headquarters Request

This report prints the detail information for all intersections on the State highway system currently open to traffic.

The following information is provided in this report:

    a.   Location: District, route, county and kilometer post marker.

    b.   Name of cross street or intersecting State route.

    c.   Type of intersection and effective date.

    d.   Types of traffic control devices and street lighting.

    e.   Intersecting street information: Number of lanes and ADT.

    f.   Available for any intersection or group of intersections needed.

There are four formats available for this report: Current, Current with History, Previous, and Previous with History.

4. Actual Ramp Data (AXR085) - Furnished on Headquarters request.

This report prints the detail information for ramps on the State highway system currently open to traffic. A ramp is defined as a roadway connecting two State highways (one of which is a freeway), or connecting a freeway to a local street. A collector road in an interchange area is coded as a ramp.

The following information is provided in this report:

    a.   Location: District, route, county and kilometer post marker.

    b.   Description, including the ramp direction such as southbound or northbound, on or off ramps. There is also a separate on-off field.

    c.   Ramp type and effective date.

    d.   Federal aid information.

    e.   Ramp ADT as of the end of the calendar year.

    f.   No totals are accumulated on this report.

5. Highway Characteristics Reference Table (AXRO82) - Furnished on Headquarters Request.

This report lists highway segments, intersections and ramps. The report is available in current alignment only, prior alignment only, or combined current and prior alignment format.

The following information is provided in this report:

    a.   Location: District, route, county and kilometer post marker.

    b.   Highway group and facility type.

    c.   Highway segment length.

    d.   Effective date.

    e.   Description of intersections and ramps.

    f.   Current or prior indication.

    g.   Sequence number.

6. California State Highway Log (AXR156) - Furnished Annually.

The California State Highway Log contains a record for significant highway points in the State highway system which existed at the end of the calendar year.

The following data is provided by this log:

a. Description of every major highway point (Junction of State routes, bridges, structures, etc.).

b. Each record identified by kilometer post marker and given length to the next highway point.

c. Cumulative totals of road kilometers and daily vehicle kilometers at city limits, county lines and end of routes.

d. Federal aid designations

e. Type of pavement, width of pavement and shoulder information for left and right roadbeds.

f. Median Information.

g. Current roadway effective date and date of last significant change.

h. ADT (Average Daily Traffic).

i. Information organized in district-route order.

Examples of some of the various TASAS output reports from the Highway Data Base are shown on Figures 3-14 and 3-15.

NOTICE

The following information regarding Kilometer Post Markers are for future application. This information will apply after the field conversion of existing markers and conversion of the Highway Data Base.

The existing markers in the field are in English units (miles). The markers in the field are not to be mixed, metric and English, nor is a dual system contemplated. Installation of new markers, replacement of missing markers, and correction (relocation) of existing markers will be done in English units (miles). The previous policies of calculation, lateral placement, and spacing for two lane roads and divided roads and rural and urban will remain effective until such time as a full field conversion program is applied.

Section 3-07 - Kilometer Post Markers

3-07.1 General

The kilometer post markers in the field are used by traffic officers, maintenance forces and others to locate specific incidents or features with reference to the kilometer post marker system. The kilometer post marker is integral to the kilometer post marker system and shall not be used for additional marker functions. Other types of markers shall not be used as kilometer post markers. The kilometer post marker shall indicate the route, county, and kilometer post marker of the installation; only kilometer post markers shall contain the route and county designation.

Reference is made to Section 3-06.3 and Figure 3-13 of this manual as to the responsibility for kilometer post markers.

3-07.2 Kilometer Post Marker Calculations

For Headquarters advertised projects the Roadway Records Unit of Headquarters Traffic shall calculate preliminary kilometer post marker values. After review and agreement by the District Traffic Branch, these kilometer post marker values are used to prepare plans for placement of kilometer post markers.

For projects not advertised through Headquarters, the District Traffic Branch shall be responsible for liaison with District Construction, and/or Maintenance Branches, other agencies, etc., for obtaining data to update the HDB and calculate kilometer post markers. This material is to be transmitted to the Roadway Record Unit in Headquarters and after review and agreement between Headquarters and district the calculated kilometer post markers are used to prepare plans or lists for placement of kilometer post markers.

3-07.3 Placement of Markers

A. Rural Areas (See Figure 3-16).

1. Two-Lane Roads.

Markers are placed 1.6 km apart on both sides of the highway, staggered by 0.8.

2. Divided Roads

Markers are placed 1.6 km apart on both sides of the highway at the same kilometer post marker location.

B. Urban Areas (See Figure 3-16).

1. Two-lane roads.

Markers are placed 0.8 km apart on each side of the highway, staggered by 0.4 km.

2. Divided roads.

Markers are placed 0.8 km apart on each side of the highway at the same kilometer post marker location.

3. See 'D' see below.

C. Maximum Spacing.

When a regular marker falls within 0.4 km of a landmark (bridge, etc.), the 1.6 km or 0.8 km marker may be omitted. The intent is to have kilometer post markers spaced no farther apart than 1.6 km on rural highways, or 0.8 km on urban highways. This is a maximum spacing. Additional markers may be placed in areas where it is desired to have additional highway reference points.

D. Incorporated or Suburban Areas.

Kilometer post markers may be omitted in communities with city-street characteristics of curb, gutter, sidewalks and local development. In these areas, intersecting streets would be used as reference points in lieu of markers.

E. Kilometer Post Marker at County Lines.

At county lines, the county names and kilometer post marker information are delineated on separate markers and mounted side-by-side on separate posts, facing both directions of traffic.

F. Kilometer Post Marker Equation.

1. Kilometer post marker equation with a difference in value of 0.03 km or more shall be posted on the highway.

2. Each side of the equation is shown on separate markers and mounted side-by-side on separate posts, both facing the direction of traffic. See Figure 3-17.

3. Current kilometer post marker letter prefix and suffix codes are listed in the State Highway Log. They are also defined in the TASAS Manuals. All prefix letters shall be shown on the kilometer post markers. The suffix letter E identifies a kilometer post marker equation. In the field, the letter E is replaced with BK (Back) and AH (Ahead) on separate markers, placed side-by-side.

3-07.4 Kilometer Post Markers for Structures

1. Kilometer Post Markers

Kilometer post marker or G11 signs shall be mounted on, or placed at bridge abutments and at the beginning of bridge rails.

On skewed structures the kilometer post marker will not necessarily be identical on each side of the highway. The kilometer post marker on each side of the highway is the kilometer point of the centerline opposite the marker location. See Figures 3-18 and 3-19.

2. Highway Log Kilometer Post Marker Values.

a. Overcrossing and Underpass.

The Highway Log kilometer post marker for an overcrossing or underpass is measured from the centerline or layout line of the structure where it intersects the centerline of the highway. This rule applies to all structures crossing over the highway regardless of the skew. See Figure 3-18.

b. Undercrossings, Overheads and Bridges.

Single Structure: The Highway Log kilometer post marker is measured along the construction line as shown on the contract plans. The value is assigned to the paving notch at the end of the structure. See Figure 3-19.

Divided or Separated Structures on Divided Highways: The Highway Log kilometer post marker is measured along the construction centerline of each structure. The value is assigned to the paving notch at the end of the structures. Depending on the width of the median and the skew, two kilometer post marker values may be assigned to each end. See Figure 3-19.

3-07.5 Plans for Placement of Kilometer Post Markers

The preparation of plans for placement of kilometer post markers shall be the responsibility of the District Traffic Branch. These plans may be combined with other traffic plans for striping, signing, etc., where possible. In some instances, plans may not be required and a list of markers to be placed may be sufficient.

Orders for kilometer post markers should be combined with orders for other types of markers whenever possible. The orders should be placed well enough in advance to ensure that the markers will be in place when the facility is opened to traffic.

3-07.6 Kilometer Post Markers

Dimensions, lettering and positioning standards are included in the Standard Plans.

Kilometer post markers shall not be reflectorized. If a kilometer post marker should fall within a line of guide markers, it shall be placed in a manner that will not interfere with the guide marker pattern. Kilometer post markers are not to be used as guide markers, clearance markers, culvert markers, etc.

3-07.7 Kilometer Post Marker Installation and Verification

Kilometer post markers shall be placed a minimum of 0.6 m and not more than 3.6 m beyond the edge of shoulder on the right side of the highway facing traffic. Generally, they should be placed in such a position as to minimize interference with maintenance.

When installed behind guardrail, the marker shall be placed so that the entire legend is legible from the road.

Stenciling of the kilometer post marker on concrete median barriers is permissible in addition to, but not in place of the regular kilometer post markers. This is an additional aid for maintenance and accident investigation forces.

All markers shall be located to an accuracy of 15 m on the ground. The value shown on the marker shall be to the nearest 0.015 of a kilometer (15 m), and shall reflect the kilometer point of the centerline opposite the marker location.

The District Traffic Branch shall have the responsibility to verify the accuracy of the placement of kilometer post markers. Periodic field review and inspection should be conducted to repair or replace damaged or illegible markers. Any markers found to be more than 15 m from the intended location must be relocated.

3-07.8 Correction of Existing Markers

Reports of incorrect kilometer post markers may originate from various sources. The District Traffic Branch and the Roadway Records Unit of Headquarters Traffic must be in agreement as to which field markers will be corrected and which accident records will be relocated before any action is initiated.

3-07.9 Financing

1. Replacement of existing markers which are destroyed or damaged beyond repair shall be financed from Maintenance funds.

2. The placement of additional or revised markers due to route redesignations, adoptions or major errors shall be financed from HB1 Safety Improvement Funds. Use the blanket Expenditure Authorization funds (EA) for installations under $2,000.00. Individual EAs are required for installations over $2,000.00.

3. Placement of markers on new construction shall be financed from the contract allotment.

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Figure 3-1
TYPICAL ACCIDENT RECORD SYSTEM

POSTING:

```
Collision      →    Review      →    Post
Report              Process          Pin Map

                                     Collision
                                     Report File

                                     Enter
                                     on Index
```

RETRIEVAL:

```
Request    →    Index
                  ↓
             Locate and
             Review Reports
                  ↓
             Prepare Data    →    Refile
             Summary              Reports
```
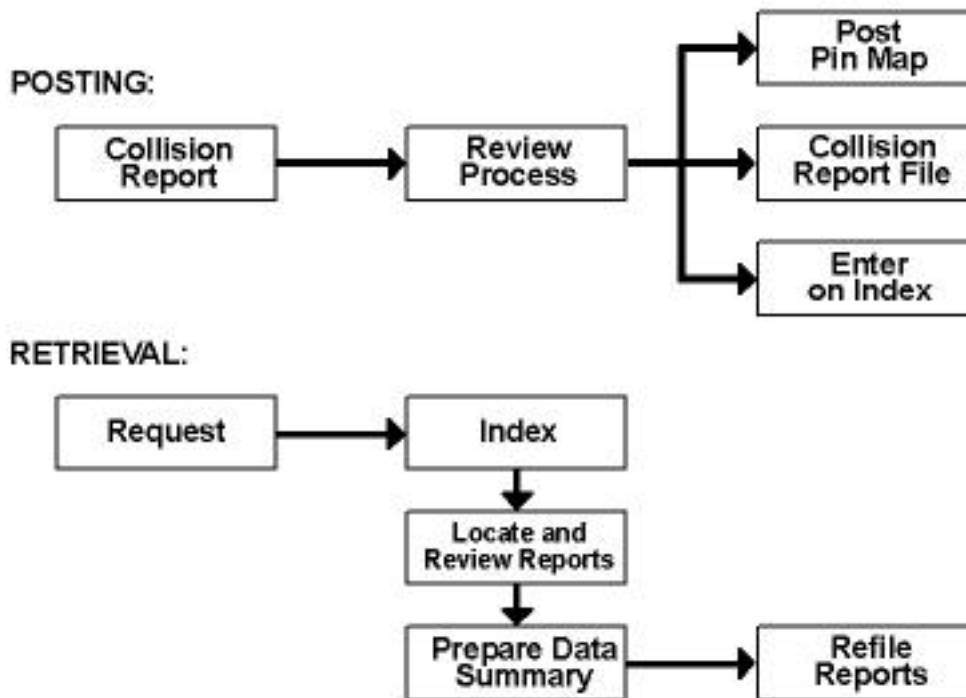
Figure 3-2
COLLISION REPORT FLOW CHART

Figure 3-3
DATA RETRIEVAL PROCESS

DISTRICT

HEADQUARTERS

Request Forms → Keypunch

OR

CRT Terminal

Keypunch ← Request Forms

OR

CRT Terminal

Request Program

Status Report

Status Report

REQUESTS

Save Files or Other Optional Input

Accident Data Base AXDB

Highway Data Base HDB

Selection Programs

Selected Records

Optional Save File (Accident Records)

Report Program

Printed Reports

Figure 3-4
TSAR DETAIL

```
AXR330 ACC-DETAIL
REQ NO 5739

           TASAS SELECTIVE RECORD RETRIEVAL
ALL ACCIDENTS ON 03-SAC-16, 14.800/15.800, 07-01-87/06-30-90
```

DIST	RTES U NO	F CO	P LOC R POST E MILE	H A G	A M C	M B T	B	LANES A LT	B RT	RI RT UO	I F T	>	I R O	S L H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P ENVIR COND F W L S	R C W C	R C C	T O W C	NO MTR VEH	P T R	D I I	V H R	S I	T	I	K	<	PERSN I	K	O L O I S O P C O	O L O S O S C O C	O L O S O S C O C	O L O S O S C O C	O L S O O C	OA F C	M O 12	SD P V 12
03	016	SAC	015.200	U	C	B	Z	01	01	RO	H	-	W	4		05-25-88	1200	925208198	D A A A	H	D	E 02		A	E	1	<	00	01		11H	---	---	---	F< B	A<		
03	016	SAC	015.280	U	C	B	Z	01	01	RO	H	-	E	6		04-28-89	0208	925208942	5 A D A	A	E	F 01		H	W	T	<	00	00		27B	14B	11B	---	6M I	A<		
03	016	SAC	015.290	U	C	B	Z	01	01	RO	H	-	E	6		08-05-88	0300	925209316	5 A D A	H	F	01		D	E	1	<	00	01		44H	44H	---	---	4< C	G<		
03	016	SAC	015.300	U	C	B	Z	01	01	RO	H	-	W	2		12-07-87	0740	925207065	6 A A A	H	D	D 03		A	W	1	<	00	00		V3F	---	---	---	5< I	G<		
03	016	SAC	015.330	U	C	B	Z	01	01	RO	H	-	E	5		08-25-88	0700	925204387	5 A A A	H	D	F 01		D	E	1	<	00	00	V3F	V2F	---	---	---	N< B	A<		
03	016	SAC	015.330	U	C	B	Z	01	01	RO	H	-	E	2		10-12-87	0100	925208192	D A D A	A	H	D E 01		G	E	1	<	00	00	44G	44G	---	---	---	N< R	A<		
03	016	SAC	015.340	U	C	B	Z	01	01	RO	H	-	E	6		12-04-87	2200	925209316	1 B D B	A	H	D E 01		O	V	1	<	00	00		99H	---	---	---	V< V	V<		
03	016	SAC	015.350	U	C	B	Z	01	01	RO	H	-	E	5		08-24-89	0730	925210257	3 A A A	H	D	B 03		M	E	1	<	00	01	43H	11H	17H	28H	---	N< C	G<		
03	016	SAC	015.360	U	C	B	Z	01	01	RO	H	-	E	4		06-14-89	1825	925210654	1 A A A	H	D	F 01		A	E	1	<	00	01	11B	11B	28B	---	---	N< C	B<		
03	016	SAC	015.370	U	C	B	Z	01	01	RO	H	-	E	1		12-13-87	0715	925209040	4 A A A	H	D	E 01		D	E	1	<	00	01	28H	28H	---	---	---	4< C	C<		
03	016	SAC	015.390	U	C	B	Z	01	01	RO	H	-	E	7		08-05-89	1240	925208198	C A A A	H	D	C 03		F	E	1	<	00	00	V2F	V2F	---	---	---	6< V	A<		
03	016	SAC	015.390	U	C	B	Z	01	01	RO	H	-	E	5		10-08-87	1525	925208198	5 A A A	H	D	C 03		M	E	1	<	00	01	V1F	V1F	V3F	---	---	N< A	A<		
03	016	SAC	015.400	U	C	B	Z	01	01	RO	H	-	E	6		04-14-89	2210	925210257	1 A A A	H	D	E 01		A	E	1	<	00	02	11H	44H	V2F	---	---	N< E	A<		
03	016	SAC	015.400	U	C	B	Z	01	01	RO	H	-	E	5		08-06-87	1400	925208648	5 A A A	H	D	E 02		F	E	1	<	00	01	11H	11H	---	---	---	4< C	B<		
03	016	SAC	015.590	U	C	B	Z	01	01	RO	H	-	W	7		09-09-89	1600	925210263	6 A A A	H	D	F 01		C	W	1	<	00	01	44H	---	V3F	28H	V2B	N< L	C<		
03	016	SAC	015.600	U	C	B	Z	01	01	RO	H	-	W	1		08-16-87	1715	925209114	1 A A A	H	D	C 03		A	W	1	<	00	00	V3F	V3F	---	---	---	N< A	A<		
03	016	SAC	015.790	U	C	B	Z	01	01	RO	H	-	E	4		05-18-88	0450	925209080	C A D A	H	D	H 01		D	W	1	<	00	00	V1F V2D	V1F	---	---	---	5F B	A<		
																								A	E	X	<	00	00	V2F	V1-	---	---	---	N< B	A<		

Figure 3-5
TSAR SUMMARY

TASAS SELECTIVE RECORD RETRIEVAL
ALL ACCIDENTS ON 03-SAC-16, 14.800/15.800, 07-01-87/06-30-90   07-09-96   PAGE 3

- - - ACCIDENT SUMMARY - - -

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	INJURED
17	0	9	8	0	11
WITHOUT DETAIL 0					

MOTOR VEHICLES INVOLVED

NUMBER	PCT	CODE
11	64.7	1
2	11.7	2
4	23.5	3
0	0.0	>3

LINES CODED

NUMBER	PCT	CODE
9	52.9	1
3	17.6	2
5	29.4	3
0	0.0	4
0	0.0	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<------- HOUR OF DAY ------->

NUMBER	PCT	CODE
0	0.0	00- 12 MID.
1	5.8	01- 1 A.M.
1	5.8	02- 2 A.M.
1	5.8	03- 3 A.M.
1	5.8	04- 4 A.M.
0	0.0	05- 5 A.M.
0	0.0	06- 6 A.M.
4	23.5	07- 7 A.M.
0	0.0	08- 8 A.M.
0	0.0	09- 9 A.M.
0	0.0	10- 10 A.M.
2	11.7	11- 11 A.M.
0	0.0	12- 12 NOON
1	5.8	13- 1 P.M.
1	5.8	14- 2 P.M.
1	5.8	15- 3 P.M.
1	5.8	16- 4 P.M.
1	5.8	17- 5 P.M.
1	5.8	18- 6 P.M.
0	0.0	19- 7 P.M.
0	0.0	20- 8 P.M.
0	0.0	21- 9 P.M.
2	11.7	22- 10 P.M.
0	0.0	23- 11 P.M.
0	0.0	25- UNKNOWN

<------- ACCESS CONTROL ------->

NUMBER	PCT	CODE
17	100.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
0	0.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<------- SIDE OF HIGHWAY ------->

NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
13	76.4	E-EASTBOUND
4	23.5	W-WESTBOUND

<------- YEAR ------->

NUMBER	PCT	CODE
0	0.0	1986
7	41.1	1987
4	23.5	1988
6	35.2	1989
0	0.0	1990
0	0.0	1991
0	0.0	1992
0	0.0	1993
0	0.0	1994
0	0.0	1995
0	0.0	1996
0	0.0	1997

<------- MONTH ------->

NUMBER	PCT	CODE
0	0.0	01-JANUARY
0	0.0	02-FEBRUARY
0	0.0	03-MARCH
2	11.7	04-APRIL
2	11.7	05-MAY
1	5.8	06-JUNE
0	0.0	07-JULY
6	35.2	08-AUGUST
1	5.8	09-SEPTEMBER
2	11.7	10-OCTOBER
0	0.0	11-NOVEMBER
3	17.6	12-DECEMBER

<------- DAY OF WEEK ------->

NUMBER	PCT	CODE
2	11.7	1-SUNDAY
2	11.7	2-MONDAY
0	0.0	3-TUESDAY
3	17.6	4-WEDNESDAY
4	23.5	5-THURSDAY
4	23.5	6-FRIDAY
2	11.7	7-SATURDAY

The TASAS Highway Data Base is currently available only in US values.
Users requiring metric values can apply a conversion factor of 1.6093 to obtain a metric value in kilometers.

Figure 3-6
TSAR SUMMARY-Continued

AXR330 ACC-SUMMARY
REQ NO 5739

TASAS SELECTIVE RECORD RETRIEVAL
ALL ACCIDENTS ON 03-SAC-16, 14.800/15.800, 07-01-87/06-30-90

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PAGE 4

<-------PRIMARY COLLISION FACTOR------->

NUMBER	PCT	CODE
4	23.5	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
1	5.8	3-FAILURE TO YIELD
1	5.8	4-IMPROPER TURN
5	29.4	5-SPEEDING
2	11.7	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
2	11.7	C-OTHER THAN DRIVER
2	11.7	D-UNKNOWN
0	0.0	E-FELL ASLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------TYPE OF COLLISION------->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
1	5.8	B-SIDESWIPE
2	11.7	C-REAR END
1	5.8	D-BROADSIDE
8	47.0	E-HIT OBJECT
4	23.5	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
1	5.8	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------ROADWAY CONDITION------->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
0	0.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
17	100.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED

<-------WEATHER------->

NUMBER	PCT	CODE
16	94.1	A-CLEAR
1	5.8	B-CLOUDY
0	0.0	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	<-NOT STATED

<-------LIGHTING------->

NUMBER	PCT	CODE
11	64.7	A-DAYLIGHT
0	0.0	B-DUSK/DAWN
0	0.0	C-DARK-STREET LIGHT
6	35.2	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------ROAD SURFACE------->

NUMBER	PCT	CODE
16	94.1	A-DRY
1	5.8	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------RIGHT OF WAY CONTROL------->

NUMBER	PCT	CODE
1	5.8	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
16	94.1	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED

<-------HIGHWAY GROUP------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN-RIGHT
0	0.0	L-IND. ALIGN-LEFT
0	0.0	D-DIVIDED
17	100.0	U-UNDIVIDED

<-------INTERSECTION OR RAMP ACCIDENT LOCATION------->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECT STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
17	100.0	--DOES NOT APPLY

The TASAS Highway Data Base is currently available only in US values.
Users requiring metric values can apply a conversion factor of 1.6093 to obtain a metric value in kilometers.

Figure 3-7
TSAR SUMMARY-Continued

AXR330 ACC-SUMMARY
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TASAS SELECTIVE RECORD RETRIEVAL
ALL ACCIDENTS ON 03-SAC-16, 14.800/15.800, 07-01-87/06-30-90   07-09-96   PAGE 5

- - - PARTY SUMMARY - - -

<---------PARTY TYPE---------->

NUMBER	PCT	CODE
10	58.8	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRALR
1	5.8	C-MOTORCYCLE
6	35.2	D-PICKUP/PANEL TRUCK
0	0.0	E-PICKUP/PANEL W/TRALR
3	17.6	F-TRUCK/TRUCK TRACTOR
1	5.8	G-TRK/TRACTOR & 1 TRALR
0	0.0	2-TRK/TRACTOR & 2 TRALR
0	0.0	3-TRK/TRACTOR & 3 TRALR
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRK/TRA & 1 TANK TRLR
0	0.0	6-TRK/TRA & 2 TANK TRLR
1	5.8	H-SCHOOL BUS
0	0.0	I-OTHER BUS
0	0.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUIP
0	0.0	L-BICYCLE
3	17.6	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
1	5.8	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
1	5.8	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<---MOVEMENT PRECEDING COLLISION--->

NUMBER	PCT	CODE
2	11.7	A-STOPPED
7	41.1	B-PROCEDED STRAIGHT
9	52.9	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
2	11.7	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
0	0.0	H-SLOWING, STOPPING
2	11.7	I-PASS OTHER VEHICLE
0	0.0	J-CHANGING LANES
0	0.0	K-PARKING
1	5.8	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
1	5.8	N-CROSS INTO OPP LN
0	0.0	O-PARKED
0	0.0	P-MERGING
0	0.0	Q-TRVL WRONG WAY
2	11.7	R-OTHER
2	11.7	<-NOT STATED
		PEDESTRIAN
0	0.0	2-XING XWALK-INTRST
0	0.0	3-XING XWALK-NOT INTR
0	0.0	4-XING NOT XWALK
0	0.0	5-ROADWAY-INCL SHLDR
0	0.0	6-NOT IN ROADWAY
0	0.0	7-APRH-LEAVE SCHL BUS
0	0.0	-INVALID CODES

<--------SPECIAL INFORMATION---------->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-FIRE INVOLVED
0	0.0	C-TIRE DEFECT/FAILURE
17	100.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

<--------OTHER ASSOCIATED FACTOR--------->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
3	17.6	0	0.0	4-IMPROPER TURN
2	11.7	0	0.0	5-SPEEDING
3	17.6	0	0.0	6-OTHER VIOLATIONS
1	5.8	0	0.0	E-VISION OBSCUREMENT
2	11.7	1	5.8	F-INATTENTION
0	0.0	0	0.0	G-STOP & GO TRAFFIC
0	0.0	0	0.0	H-ENTER/LEAVE RAMP
0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
0	0.0	0	0.0	L-UNINVOLVED VEHICLE
11	64.7	1	5.8	M-OTHER
0	0.0	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
3	17.6	17	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

<-----DIRECTION OF TRAVEL------>

NUMBER	PCT	CODE
0	0.0	N-N, NE, NW BOUND
0	0.0	S-S, SE, SW BOUND
16	94.1	E-EASTBOUND
6	35.2	W-WESTBOUND
2	11.7	<-NOT STATED
0	0.0	--DOES NOT APPLY

Figure 3-8
TSAR SUMMARY-Continued

AXR330 ACC-SUMMARY
REQ NO 5739

TASAS SELECTIVE RECORD RETRIEVAL
ALL ACCIDENTS ON 03-SAC-16, 14.800/15.800, 07-01-87/06-30-90

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<------OBJECT STRUCK------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER,COLUMN,ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GRD RAIL
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE
5	29.4	2	11.7	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	1	5.8	14-OTHER SIGNS NOT TRAFFIC
0	0.0	0	0.0	15-GUARDRAIL
0	0.0	0	0.0	16-BARRIER
0	0.0	1	5.8	17-WALL(EXCEPT SOUND WALL)
0	0.0	0	0.0	18-DIKE OR CURB
0	0.0	0	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ(HDWL,D.I.)
0	0.0	0	0.0	22-GUIDEPOST,CULVERT,PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
0	0.0	0	0.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	0	0.0	27-FENCE
1	5.8	3	17.6	28-TREES
1	5.8	0	0.0	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
1	5.8	1	5.8	44-OVERTURNED
4	23.5	0	0.0	45-CRASH CUSHION(SAND)
0	0.0	0	0.0	46-CRASH CUSHION(OTHER)
0	0.0	0	0.0	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
0	0.0	1	5.8	99-NO OBJECT INVOLVED
5	29.4	3	17.6	V1 THRU V9-VEHICLE 1 TO 9
0	0.0	0	0.0	<<-NOT STATED
7	41.1	16	94.1	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------LOCATION OF COLLISION------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LFT
4	23.5	3	17.6	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	C-LEFT SHOULDER AREA
1	5.8	1	5.8	D-LEFT LANE
0	0.0	0	0.0	E-INTERIOR LANES
5	29.4	3	17.6	F-RIGHT LANE
1	5.8	0	0.0	G-RIGHT SHOULDER AREA
7	41.1	4	23.5	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<<-NOT STATED
8	47.0	16	94.1	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<----SOBRIETY----> / <----DRUG/PHYSICAL---->

SOBRIETY NUMBER	SOBRIETY PCT	DRUG/PHYSICAL NUMBER	DRUG/PHYSICAL PCT	CODE
10	58.8	0	0.0	A-HAD NOT BEEN DRINKING
4	23.5	0	0.0	B-HBD - UNDER INFLUENCE
2	11.7	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
3	17.6	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
0	0.0	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
3	17.6	17	100.0	<<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

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Figure 3-9
TASAS TABLE A

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SINCE LAST SIGNIFICANT CHANGE

ROUTE 080   YOL

TASAS TABLE A DISTRICT 03
CUMULATIVE NUMBER OF ACCIDENTS BY POSTMILE
DISTRICT/ROUTE SEQUENCE

93-01-01 THRU 95-12-31   NO SIGNIFICANT CHANGE

LOCATION	NO LNS	R U S	NUM ACC	TOT ACC	FAT	INJ	MULTI VEH	WET	DARK	KLD	PERSONS INJ	TOTAL	FAT	INJ	MULTI VEH	WET	DARK	KLD	PERSONS INJ
				----- FROM 93-01-01 THRU 95-12-31 -----								***----- FROM 95-01-01 THRU 95-12-31 -----***							
008.99	06D	U		390	3	148	216	96	152	3	219	135	0	43	78	38	54	0	61
009.00 *	06D	U	2	392	3	150	216	96	153	3	221	135	0	43	78	38	54	0	61
009.03	06D	U		393	3	151	216	96	154	3	224	135	0	43	78	38	54	0	61
009.06	06D	U		394	3	152	218	96	154	3	226	135	0	43	78	38	54	0	61
009.08	09D	U	3	397	3	154	219	98	155	3	232	137	0	44	79	40	55	0	63
009.09	09D	U		398	3	154	219	98	155	3	232	137	0	44	79	40	55	0	63
009.11 *	09D	U	3	401	3	155	221	98	155	3	233	138	0	44	80	40	55	0	63
009.13	09D	U		402	3	156	222	99	155	3	235	139	0	45	81	41	55	0	65
009.14	10D	U		403	3	157	222	99	156	3	236	140	0	46	81	41	55	0	66
009.15	10D	U		404	3	157	223	99	157	3	236	140	0	46	81	41	55	0	66
009.16	10D	U		405	3	157	224	99	157	3	236	141	0	46	81	42	55	0	66
009.17	10D	U	2	407	3	157	225	101	158	3	236	142	0	46	82	42	55	0	66
009.20	11D	U		408	3	157	226	101	158	3	236	142	0	46	82	42	55	0	66
009.22	11D	U		409	3	157	227	101	158	3	237	143	0	46	83	42	55	0	66
009.25	11D	U		410	3	158	227	101	158	3	237	143	0	46	83	42	55	0	66
009.28	11D	U		411	3	158	228	102	159	3	238	144	0	46	83	42	56	0	66
009.29	11D	U	2	413	3	159	230	104	160	3	238	145	0	46	84	43	56	0	66
009.30	11D	U	2	415	3	159	231	104	160	3	243	145	0	46	84	43	56	0	66
009.31	11D	U		416	3	160	231	104	161	3	243	146	0	46	84	43	57	0	66
009.32	11D	U		417	3	160	235	112	161	3	248	152	0	48	86	46	57	0	68
009.35 *	11D	U	13	430	3	165	236	112	165	3	250	152	0	48	86	46	58	0	68
009.37	12D	U		431	3	166	237	112	166	3	250	153	0	48	87	46	58	0	68
009.38	12D	U	2	432	3	166	239	113	166	3	250	153	0	48	87	46	58	0	68
009.40	12D	U		434	3	166	240	113	166	3	250	154	0	48	88	46	58	0	68
009.41	12D	U		435	3	166	241	114	166	3	250	154	0	48	88	46	58	0	68
009.45	12D	U	2	437	3	166	242	114	166	3	250	154	0	48	88	46	58	0	68
009.51	12D	U		438	3	166	243	114	166	3	250	154	0	48	88	46	58	0	68
009.52	12D	U		439	3	166	244	114	166	3	250	154	0	48	88	46	58	0	68
009.55 *	12D	U		440	3	166	246	114	167	3	252	154	0	48	88	46	58	0	68
R009.59	02D	U	2	442	3	168	246	114	167	3	252	156	0	50	88	46	60	0	71
R009.70	02D	U		443	3	169	246	114	169	3	253	156	0	50	88	46	60	0	71
R010.02	04D	U	2	445	3	171	246	114	170	3	256	156	0	50	88	46	60	0	71
R010.05	04D	U		446	3	171	246	114	171	3	256	157	0	50	89	46	60	0	71
R010.06	04D	U		447	3	171	247	114	171	3	256	157	0	50	89	46	60	0	71
R010.09	04D	U		448	3	171	247	114	172	3	257	157	0	50	91	46	61	0	73
R010.10	04D	U		449	3	172	249	115	172	3	259	159	0	51	91	46	61	0	73
R010.12	04D	U	2	451	3	173	250	116	173	3	259	159	0	51	91	46	61	0	73
R010.14	04D	U		452	3	173	251	116	173	3	259	160	0	51	92	46	61	0	73
R010.15	06D	U		453	3	173	252	116	174	3	260	160	0	51	92	46	61	0	73
R010.17 W CAPITOL AVE UC22-142R	06D	U	2	455	3	174	253	116	175	3	259	160	0	51	92	46	62	0	73
R010.19 END BR 22-142 LT	06D	U		456	3	174	253	116	176	3	260	160	0	51	92	46	62	0	73
R010.33	06D	U		457	3	174	253	116	177	3	260	161	0	51	92	46	62	0	73
R010.50	06D	U		458	3	174	253	116	177	3	260	161	0	51	92	46	62	0	73
R010.72	06D	U		459	3	174	254	116	177	3	260	161	0	51	92	46	62	0	73
R010.80	06D	U		460	3	174	255	116	177	3	260	161	0	51	92	46	62	0	73
R010.81	06D	U		461	3	174	255	116	177	3	260	161	0	51	93	46	62	0	73
R010.92	06D	U		462	3	174	256	116	177	3	260	162	0	51	93	46	62	0	73
R010.98	06D	U		463	3	174	256	116	177	3	260	162	0	51	93	46	62	0	73

The TASAS Highway Data Base is currently available only in US values.
Users requiring metric values can apply a conversion factor of 1.6093 to obtain a metric value in kilometers.

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Figure 3-10
TASAS TABLE B

TASAS TABLE B DISTRICT 13
SELECTIVE ACCIDENT RATE CALCULATION
ROUTE SEQUENCE

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE*							PER KLD	INJ	*ADT MAIN X-ST	*TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-*					
		TOT	FAT	INJ	F+I	MULTI VEH	WET	DARK					ACTUAL FAT	ACTUAL F+I	ACTUAL TOT	AVERAGE FAT	AVERAGE F+I	AVERAGE TOT
016 SAC 03-0001 14.000 THRU SAC 017.000 3.001M 93-01-01 95-12-31 36 MO	H04 (R)	36 H92	0	25 H99	25 H97	22	10 H99	15	0	37	9.9	32.40	.000	.77	1.11	.033	.45	.84
016 SAC 03-0002 14.017 MEISS ROAD - RT 93-01-01 95-12-31 36 MO	117 (R)	3	0	2	2	3	0	1	0	3	10.7 .2	11.85+	.000	.17	.25	.004	.10	.22
016 SAC 03-0003 15.993 DILLARD RD 93-01-01 95-12-31 36 MO	120 (R)	6	0	4	4	6	2	1	0	6	10.4 2.0	13.58+	.000	.29	.44	.009	.32	.69
016 SAC 03-0004 16.294 KIEFER ROAD - LT 93-01-01 95-12-31 36 MO	117 (R)	1	0	0	0	0	0	0	0	0	10.4 .7	12.15+	.000	.00	.08	.004	.10	.22
016 SAC 03-0005 16.764 LATROBE ROAD - LT 93-01-01 95-12-31 36 MO	117 (R)	0	0	0	0	0	0	0	0	0	10.3 .1	11.41+	.000	.00	.00	.004	.10	.22
016 SAC 03-0006 16.831 INDIO DR - RT 93-01-01 95-12-31 36 MO	117 (R)	0	0	0	0	0	0	0	0	0	10.3 .1	11.39+	.000	.00	.00	.004	.10	.22

+ DENOTES MV USED IN RATES

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Users requiring metric values can apply a conversion factor of 1.6093 to obtain a metric value in kilometers.

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TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS   .2 MILE
DISTRICT 03 DATA FOR 93-01-01 THRU 95-12-31
ALL ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

Figure 3-11
TASAS TABLE C

SCL RMP LNS	R U S	RATE* GRP S	LOCATION DESCRIPTION	36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE ADT-# 1000 MAIN	VEH X-ST	ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT	INV REQ
005 COL	02D R	H54	R 1.846 TO R 2.046 NORTH	6 Y	5 Y	4 Y	2 N	2 N	12.7	-	2.19	4.37	0.22	0.46	REQ
005 COL	02D R	H54	R 3.666 TO R 3.866 SOUTH	6 Y	4 N	3 N	3 Y	0 N	12.6	-	0.00	3.27	0.22	0.46	
005 COL	02D S	H60	R 19.105 TO R 19.305 SOUTH	5 N	5 Y	3 N	1 N	0 N	11.3	-	1.23	3.68	0.22	0.53	
005 COL	02D R	H54	R 32.245 TO R 32.445 SOUTH	5 N	5 Y	2 N	1 N	1 N	11.4	-	2.43	2.43	0.22	0.45	
005 SAC	02D R	H54	11.758 TO 11.958 NORTH	7 N	7 Y	4 N	0 N	0 N	21.5	-	0.00	2.54	0.25	0.52	
005 SAC	04D U	H65	17.998 TO 18.198 NORTH	10 N	7 N	6 N	4 N	4 Y	42.5	-	0.65	1.94	0.24	0.70	REQ
005 SAC	F K U	R34	23.041 SB OFF TO RTE 50	28 Y	19 Y	9 N	4 N	3 N	35.0	-	0.24	0.71	0.09	0.25 +	
005 SAC	05D U	H66	23.118 TO 23.318 SOUTH	38 Y	26 Y	16 Y	9 Y	7 Y	63.0	-	1.09	3.49	0.20	0.60	REQ
005 SAC	05D U	H66	23.238 TO 23.438 NORTH	16 N	13 N	8 N	6 Y	1 N	64.0	-	0.64	1.72	0.20	0.60	REQ
005 SAC	04D U	H65	24.538 TO 24.738 NORTH	15 N	10 N	8 N	7 Y	5 Y	64.2	-	0.64	1.71	0.29	0.85	REQ
005 SAC	04D U	H65	25.158 TO 25.358 SOUTH	23 Y	20 Y	10 N	8 Y	3 N	64.3	-	0.85	2.13	0.29	0.85	REQ
005 YOL	02D S	H60	5.586 TO 5.786 SOUTH	3 N	3 N	3 N	3 N	3 Y	16.8	-	0.00	2.47	0.23	0.57	
005 YOL	02D R	H54	R 19.106 TO R 19.306 NORTH	3 N	3 N	3 Y	3 Y	2 N	8.6	-	0.00	4.78	0.21	0.43	
005 YOL	02D R	H54	R 22.226 TO R 22.426 NORTH	3 N	3 N	3 N	2 N	1 N	8.6	-	1.60	4.80	0.21	0.43	
016 COL	02U R	H05	3.760 TO 3.960	3 N	3 Y	1 N	0 N	0 N	0.7	-	0.00	18.73	1.22	2.25	
016 SAC	XXX U	I14	4.166 S WATT/ELK GROVE-FLORIN	25 N	20 Y	10 N	7 N	4 N	12.2	19.0	0.00	0.88	0.20	0.45 +	
016 SAC	02U R	H04	15.198 TO 15.398	10 Y	4 N	3 N	0 N	0 N	9.3	-	0.00	1.48	0.46	0.84	
016 SAC	02U R	H03	22.418 TO 22.618	8 Y	5 N	4 N	2 N	1 N	7.5	-	5.49	7.33	0.76	1.45	
016 YOL	02U R	H05	2.982 TO 3.182	4 Y	2 N	1 N	1 N	0 N	0.8	-	18.55	18.55	1.21	2.23	
016 YOL	02U R	H04	20.907 TO 21.107	8 Y	6 Y	3 Y	2 N	1 N	3.5	-	7.82	11.73	0.49	0.90	
016 YOL	02U R	H04	21.647 TO 21.847	8 Y	8 Y	3 Y	3 Y	0 N	3.6	-	7.51	11.26	0.49	0.90	
016 YOL	02U R	H04	23.867 TO 24.067	5 Y	4 Y	3 Y	0 N	0 N	3.9	-	7.13	10.69	0.49	0.89	
016 YOL	02U R	H04	24.787 TO 24.987	4 N	4 Y	1 N	0 N	0 N	4.0	-	0.00	3.42	0.48	0.89	
016 YOL	02U R	H04	24.987 TO 25.187	4 N	4 Y	4 Y	0 N	0 N	4.0	-	3.42	3.42	0.48	0.89	

REQ=INVESTIGATION REQUIRED (4 OR MORE ACCS. & SIGNIFICANT IN 12,6 OR 3 MONTHS)   + = DENOTES MV USED IN RATES

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Figure 3-12
TASAS WET TABLE C

TASAS TABLE C POTENTIAL INVESTIGATION LOCATIONS .2 MILE
DISTRICT 03 DATA FOR 92-07-01 THRU 95-06-30
WET ACCIDENTS
CONFIDENCE LEVEL 99.5 PERCENT

	LOCATION DESCRIPTION	SCL RMP LNS	R U S	GRP	36 MO ACCS	24 MO ACCS	12 MO ACCS	6 MO ACCS	3 MO ACCS	AVE 1000 MAIN	ADT VEH X-ST	NO OF ACC F+I	NO OF ACC TOT	RATE/MVM-MV F+I	RATE/MVM-MV TOT	HT-65 REQ
005 SAC	11.738 TO 11.938 NORTH	02D	R	H54	3 N	3 Y	3 Y	3 Y	0 N	21.1	-	0.16	0.33	0.86	1.79	REQ
005 SAC	12.188 SB ON FR LAGUNA BLVD	O L R		R39	-	2 N	2 Y	0 N	0 N	0.8	-	0.03	0.10	0.73	2.62	+
005 SAC	17.718 TO 17.918 NORTH	04D	U	H65	3 N	3 N	3 N	3 Y	0 N	41.7	-	0.29	0.84	0.80	2.30	
005 SAC	17.918 TO 18.118 NORTH	04D	U	H65	4 N	4 Y	4 Y	2 N	1 N	41.7	-	0.29	0.84	0.80	2.30	
005 SAC	19.838 TO 20.038 SOUTH	04D	U	H65	3 N	3 N	3 N	3 Y	1 N	55.7	-	0.44	1.26	0.90	2.59	
005 SAC	22.172 NB OFF TO WB RTE 50	F C U		R06	4 N	3 N	3 Y	3 Y	0 N	9.4	-	0.27	0.83	0.66	2.03	+ REQ
005 SAC	22.789 SB OFF TO EB 50 & X-3RD	F C U		R06	25 Y	9 Y	4 N	3 N	1 N	37.7	-	1.08	3.34	0.66	2.03	+ REQ
005 SAC	23.138 TO 23.338 SOUTH	05D	U	H66	10 Y	8 Y	5 Y	4 Y	0 N	62.1	-	0.37	1.09	0.68	2.01	REQ
005 SAC	23.358 TO 23.558 NORTH	05D	U	H66	7 Y	6 Y	6 Y	0 N	0 N	62.7	-	0.37	1.11	0.68	2.02	REQ
005 SAC	24.788 SB OFF TO RICHARDS BLVD	F D U		R10	4 N	4 N	3 N	3 Y	1 N	6.9	-	0.56	1.41	1.85	4.68	+
005 SAC	25.178 TO 25.378 SOUTH	04D	U	H65	8 Y	6 Y	6 Y	4 Y	2 N	59.2	-	0.48	1.38	0.92	2.66	REQ
005 YOL	R 18.686 TO R 18.886 SOUTH	02D	R	H54	2 N	2 N	2 Y	1 N	0 N	8.6	-	0.05	0.11	0.74	1.53	
016 SAC	14.278 TO 14.478	02U	R	H04	3 Y	1 N	1 N	0 N	0 N	10.3	-	0.13	0.25	1.48	2.72	
016 SAC	15.198 TO 15.398	02U	R	H04	3 Y	1 N	1 N	0 N	0 N	9.3	-	0.12	0.22	1.49	2.73	
016 YOL	23.847 TO 24.047	02U	R	H04	2 N	2 N	2 N	2 Y	0 N	3.7	-	0.05	0.09	1.58	2.90	
016 YOL	25.355 SECOND ST - LT	--- R		I17	7 Y	5 Y	5 Y	2 Y	0 N	3.7	0.0	0.07	0.15	0.43	0.91	+ REQ
020 COL	11.140 TO 11.340	02U	R	H03	2 N	2 N	2 Y	2 Y	0 N	3.8	-	0.06	0.12	2.50	4.75	
020 COL	29.436 TO 29.636	02U	R	H02	2 N	2 N	2 Y	1 N	0 N	6.2	-	0.07	0.13	1.66	3.14	
020 COL	31.841 BRIDGE ST	-XX R		I17	4 Y	2 N	1 N	1 N	0 N	10.9	2.1	0.19	0.40	0.44	0.93	+
020 NEV	2.319 TO 2.519	02U	R	H03	4 Y	1 N	1 N	0 N	0 N	6.4	-	0.25	0.47	2.20	4.19	
020 NEV	30.217 TO .30.417	02U	R	H06	5 Y	5 Y	2 N	1 N	0 N	3.1	-	0.11	0.21	1.93	3.85	
020 SUT	15.573 JCT RTE 99	XXX S		I09	9 N	5 N	5 N	4 Y	2 N	30.0	16.5	1.53	3.77	0.75	1.85	+
020 SUT	15.810 GRAY AVE	XXX U		I14	14 Y	11 Y	6 Y	2 N	1 N	33.3	19.4	1.61	3.66	0.70	1.59	+ REQ
049 ED	14.080 SKYLINE/COON HOLLOW RD	--X U		I12	2 N	2 N	2 N	2 N	2 Y	5.3	0.4	0.15	0.35	0.40	0.93	+

RFQ=INVESTIGATION REQUIRED (9,6 OR 3 OR MORE ACCS. & SIGNIFICENT IN 36,24 OR 12 MONTHS, RESP.) + DENOTES MV USED IN RATES

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Users requiring metric values can apply a conversion factor of 1.6093 to obtain a metric value in kilometers.

Figure 3-13
HIGHWAY DATA BASE FLOW CHART

PRELIMINARY PLANS AND REPORTS

Headquarters Advertised Projects

District Advertised Projects and Others

Reduced Plans

Minor Contracts

Encroachments

Maintenance Projects

Day Labor

Other Agencies

Other

H. Q. OFFICE OF TRAFFIC TASAS UNIT

Data Inc. Effective Date

DISTRICT TRAFFIC DEPARTMENT

Preliminary Kilometer Post Marker Calculation

Review Kilometer Post Marker Calculation

Corrections and/or Agreement

CONTRACT AWARD

Complete Kilometer Post Marker Plans and Order

Open to Traffic Notification

Verification of Kilometer Post Marker Placement

TASAS Coding HDB

Corrections

ACCEPTANCE

H. Q. OCS

Keypunch and EDP

Review of As-Built Plans

Error Edits

Corrections

(For Revisions by Contract Change Orders and Others)

TASAS Highway Data Base

TSRR Printout and Review

District Traffic Department

Figure 3-14
TYPICAL HIGHWAY DATA BASE REPORT

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TRAFFIC ACCIDENT SURVEILLANCE AND ANALYSIS SYSTEM
ACTUAL CURRENT HIGHWAY DATA WITH HISTORY

P POST    P LENGTH  E DATE OF  H A  SIGNT       ACC-CNTL   N  CITY RFF  FED   TNSTD   H  ( L E F T   R O A D B E D )         A D T    MEDIAN INFORMATION   I N F O R M A T I O N   ( R I G H T   R O A D B E D )        SEQ
P MILE S            I RECORD   G C  CHANGE      EFF-DATE   A  CODE UAC  RTE   FLFNS   I              NO S OT-SH T-W IN-SH S   LK-AHD          T C B V            CHANGE/MILE           NO S IN-SH T-W OT-SH S     NUMBER
                                    EFF-DATE                              EFF-DATE      EFF-DATE LN T TO TR WID TO TR F  LK-BK  EFF-DATE Y L A WDA   D V M   EFF-DATE LN T TO TR WID TO TR F

                                                                                 03-SAC-005

029.022  00.204   68-08-07   D F  68-08-07    SAC S01 1005  002FK  C 10 10 036  *89-01-01  064000.000  P 066000   0000000.0000
DEL PASO RD OC 24-195                                                            05 05 Z   *87-01-01  063000.000  P          0000000.0000
                                                                                           *86-01-01  054000.000  P          0000000.0000
                                                                                           *85-01-01  047000.000  P          0000000.0000
                              68-08-07   A   68-08-07 03                                    68-08-07 J 6 60Z                 68-08-07 03 C 05 05 036 10 10 Z  00013056.000  0181354

029.226  00.273   68-08-07   D F  68-08-07    SAC S01 1005  002FK  C 10 10 048  *89-01-01  064000.000  S          0000000.0000
AUX LN LT                                                                        05 05 Z   *88-01-01  063000.000  S          0000000.0000
                                                                                           *87-01-01  063000.000  S          0000000.0000
                                                                                           *86-01-01  054000.000  S          0000000.0000
                              68-08-07   A   68-08-07 03                                    68-08-07 J 6 60Z                 68-08-07 03 C 05 05 036 10 10 Z  00017472.000  0181414

029.499  00.036   68-08-07   D F  68-08-07    SAC S01 1005  002FK  C 10 10 048  *89-01-01  064000.000  S          0000000.0000
                                                                                 05 05 Z   *88-01-01  063000.000  S          0000000.0000
                                                                                           *87-01-01  063000.000  S          0000000.0000
                                                                                           *86-01-01  054000.000  S          0000000.0000
                              68-08-07   A   68-08-07 03                                    68-08-07 J 6 60Z                 68-08-07 03 C 05 05 024 10 10 Z  00002304.000  0181454

029.535  00.163   68-08-07   D F  68-08-07    SAC S01 1005  002FK  C 10 10 036  *89-01-01  064000.000  S          0000000.0000
END AUX LN LT                                                                    05 05 Z   *88-01-01  063000.000  S          0000000.0000
                                                                                           *87-01-01  063000.000  S          0000000.0000
                                                                                           *86-01-01  054000.000  S          0000000.0000
                              68-08-07   A   68-08-07 03                                    68-08-07 J 6 60Z                 68-08-07 02 C 05 05 024 10 10 Z  00010432.000  0181474

029.698  00.174   68-08-07   D F  68-08-07    SAC S01 1005  002FK  C 10 10 036  *89-01-01  064000.000  S          0000000.0000
                                                                                 05 05 Z   *88-01-01  063000.000  S          0000000.0000
                                                                                           *87-01-01  063000.000  S          0000000.0000
                                                                                           *86-01-01  054000.000  S          0000000.0000
                              68-08-07   A   68-08-07 03                                    68-08-07 J 6 60Z                 68-08-07 02 C 05 05 024 10 10 Z  00011136.000  0181494

029.872  00.035   68-12-18   D F  68-12-18    SAC S01 1005  002FK  C 10 10 024  *89-01-01  064000.000  S          0000000.0000
                                                                                 05 05 Z   *88-01-01  063000.000  S          0000000.0000
                                                                                           *87-01-01  063000.000  S          0000000.0000
                                                                                           *86-01-01  054000.000  S          0000000.0000
                              68-12-18   A   68-12-18 02                                    68-12-18 J 6 60Z                 68-12-18 02 C 05 05 024 10 10 Z  00002240.000  0181534

029.907  00.061   68-12-18   D F  68-12-18    SAC S01 1005  002FK  C 10 10 024  *89-01-01  044000.000  P 064000   0000000.0000
JCT99 N. 99/5SEP 24-241                                                          05 05 Z   *88-01-01  042000.000  P          0000000.0000
                                                                                           *87-01-01  045000.000  P          0000000.0000
                                                                                           *86-01-01  038000.000  P          0000000.0000
                              68-12-18   A   68-12-18 02                                    68-12-18 J 6 60Z                 68-12-18 02 C 05 05 024 10 10 Z  00002684.000  0181554
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The TASAS Highway Data Base is currently available only in US values.
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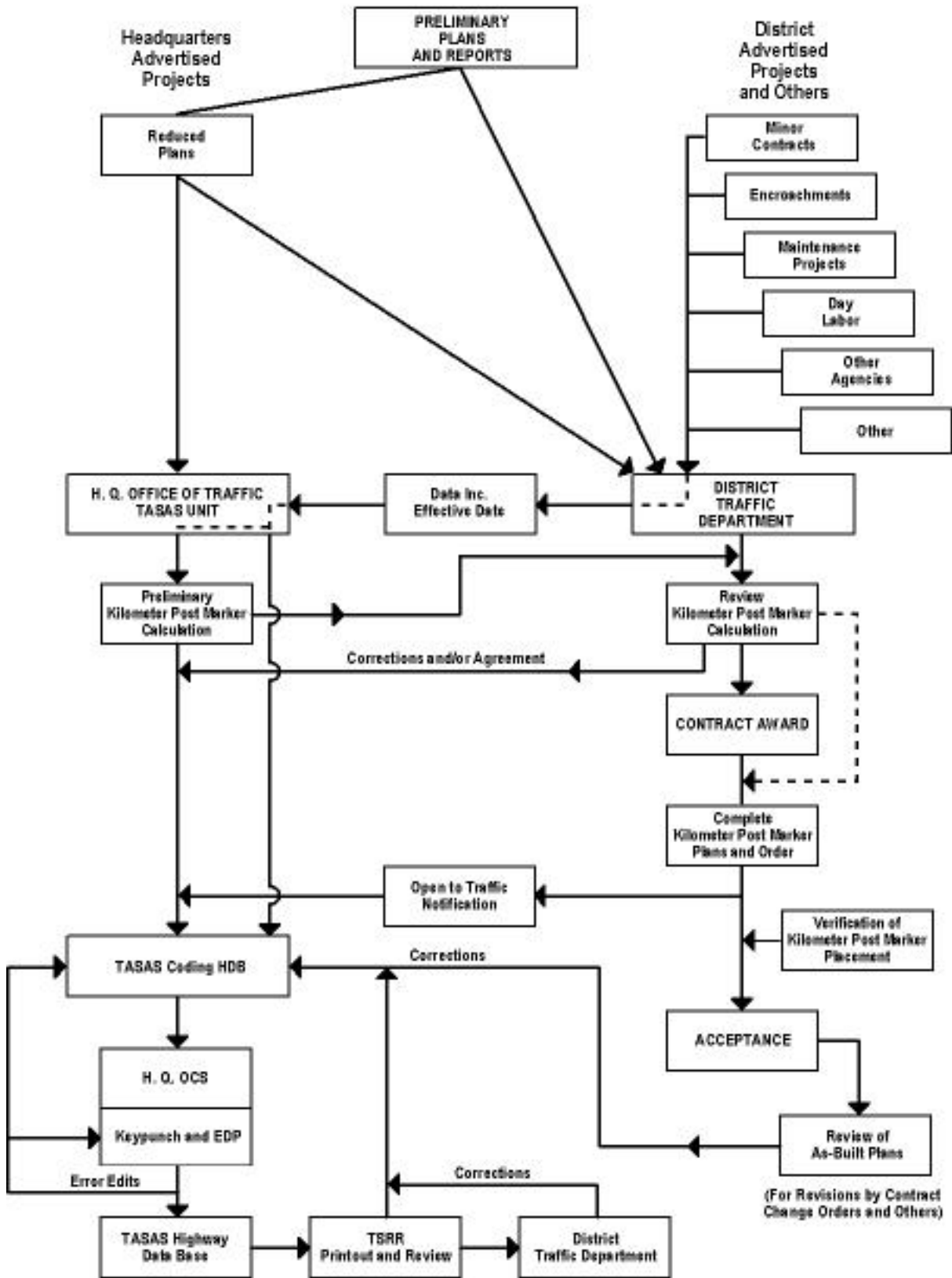
TRAFFIC ACCIDENT SURVEILLANCE AND ANALYSIS SYSTEM
HIGHWAY CHARACTERISTICS REFERENCE TABLE

Figure 3-15
TYPICAL HIGHWAY DATA BASE REPORT

DIST 11 RTE 005 DIR S-N

CL // PE	SEQ.	CO.	POSTMILE	G RF	PT LENGTH	C/P EFF. DATE	DESCRIPTION
C	0003328	SD	004.804	DR		730802	NB ON FR PALM AVE/75
C	0003329	SD	004.739	DR		730802	SEG NB ON FR SB RTE 75
C	0003330	SD	004.738	DR		730802	SEG NB ON FR NB PALM
C	0003341	SD	004.848	DR		730802	SBOFF TO PALM AVE/75
C	0003400	SD	005.009	DH	00.032	640101	OTAY RIVER 57 246
C	0003500	SD	005.041	DH	00.051	640101	
C	0003600	SD	005.092	DH	00.055	640101	OTAY RIV OVFL 57 263
C	0003700	SD	005.147	DH	00.257	640101	
C	0003750	SD	005.391	DR		730802	NB OFF TO MAIN ST
C	0003900	SD	005.404	DH	00.526	640101	MAIN ST OC 57-112
C	0003910	SD	005.455	DR		730802	SB ON FRM MAIN ST
C	0003920	SD	005.531	DR		730802	NB ON FRM MAIN ST
C	0003930	SD	005.609	DR		730802	SB OFF TO MAIN ST
C	0003980	SD	005.902	DR		730802	NB OFF TO PALOMAR ST
C	0004000	SD	005.930	DH	00.126	640101	
C	0004040	SD	005.952	DR		730802	SB ON FR PALOMAR ST
C	0004200	SD	006.056	DH	00.751	640101	PALOMAR ST OC 57-354
C	0004250	SD	006.164	DR		730802	NB ON FRM PALOMAR ST
C	0004280	SD	006.194	DR		730802	SB OFF TO PALOMAR ST
C	0004300	SD	006.570	DR		730802	NBOFF TO INDUSTRIAL
C	0004320	SD	006.575	DR		730802	SB ON FRM BAY BLVD
C	0004340	SD	006.700	DR		730802	NB ON FRM INDUSTRIAL BL
C	0004345	SD	006.767	DR		730802	SB OFF TO BAY BLVD
C	0004350	SD	006.807	DH	00.093	640101	L STREET OC 57-709
C	0004400	SD	006.900	DH	00.400	640101	
C	0004410	SD	007.171	DR		730802	NB OFF TO J ST
C	0004420	SD	007.172	DR		730802	SB ON FRM J ST
C	0004450	SD	007.300	DH	00.026	640101	J STREET UC 57-710
C	0004470	SD	007.326	DH	00.120	640101	
C	0004480	SD	007.414	DR		730802	SB OFF TO J ST
C	0004490	SD	007.434	DR		730802	NB ON FRM J ST
C	0004500	SD	007.446	DH	00.103	640101	
C	0004550	SD	007.549	DH	00.056	640101	J STREET CHARN
C	0004600	SD	007.605	DH	00.148	640101	
C	0004620	SD	007.676	DR		730802	NB OFF TO H ST
C	0004640	SD	007.687	DR		730802	SB ON FRM H ST
C	0004700	SD	007.753	DH	00.059	640101	

DIST 11 RTE 005 DIR S-N

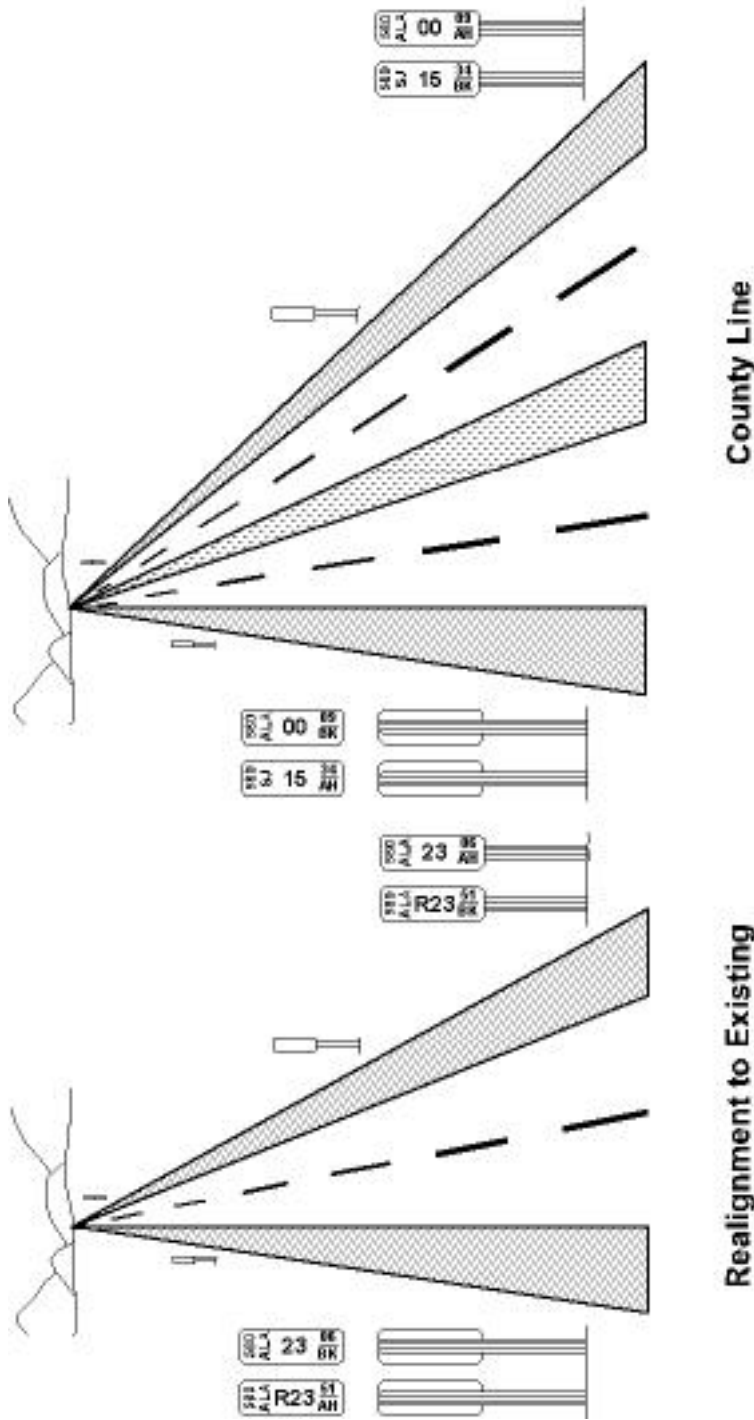| CL // PE	SEQ.	CO.	POSTMILE	G RF	PT LENGTH	C/P EFF. DATE	DESCRIPTION
C	0004900	SD	007.812	DH	00.058	640101	H STREET OC 57-256
C	0005000	SD	007.870	DH	00.441	640101	
C	0005020	SD	007.931	DR		730802	NB ON FRM H ST
C	0005040	SD	007.969	DR		730802	SB OFF TO H ST
C	0005100	SD	008.311	DH	00.014	640101	F ST OC 57-711
C	0005110	SD	008.325	DH	00.145	640101	F ST UP 57-712
C	0005120	SD	008.423	DR		730802	NB OFF TO E ST
C	0005140	SD	008.440	DR		730802	SB ON FRM E ST
C	0005200	SD	008.470	DH	00.092	640101	
C	0005400	SD	008.562	DH	00.078	640101	E STREET OC 57-250
C	0005500	SD	008.640	DH	00.101	640101	
C	0005530	SD	008.721	DR		730802	NB ON FRM E ST
C	0005560	SD	008.722	DR		730802	SB OFF TO E ST
C	0005600	SD	008.821	DH	00.225	640101	
C	0005700	SD	009.046	DH	00.022	640101	S CH SMTHTR RIV 57-244
C	0005900	SD	009.068	DH	00.041	640101	
C	0006000	SD	009.109	DH	00.124	640101	END BR 57-244
C	0006050	SD	009.233	DH	00.107	640101	
C	0006080	SD	009.340	DH	00.041	640101	
C	0006100	SD	009.381	DH	00.271	640101	JC ST 54 FAP 101 UNC E
C	0006300	SD	009.652	DH	00.032	640101	
C	0006400	SD	009.684	DH	00.136	640101	
C	0006440	SD	009.820	DH	00.060	640101	
C	0006450	SD	009.838	DR		640101	SB ON FROM 24TH ST
C	0006500	SD	R009.880	DH	00.134	640101	
C	0006550	SD	R009.893	DR		640101	NB OFF TO 24TH ST
C	0006600	SD	R010.014	DH	00.006	640101	PARADISE CR RCB 57-483
C	0006700	SD	R010.020	DH	00.022	640101	
C	0006900	SD	R010.042	DH	00.029	650819	24TH ST UC 57 251
C	0007000	SD	R010.071	DH	00.317	650819	
C	0007030	SD	R010.213	DR		650819	SB OFF TO 24TH ST
C	0007060	SD	R010.244	DR		650819	NB ON FROM 24TH ST
C	0007100	SD	R010.388	DH	00.023	650819	19TH ST UC BR 57-464
C	0007200	SD	R010.411	DH	00.020	650819	END BR 57-464
C	0007300	SD	R010.431	DH	00.020	650819	18TH ST UC BR 57-252
C	0007400	SD	R010.451	DH	00.214	650819	END BR 57-252
C	0007440	SD	R010.505	DR		650819	NB OFF TO HARBOR DR

The TASAS Highway Data Base is currently available only in US values.
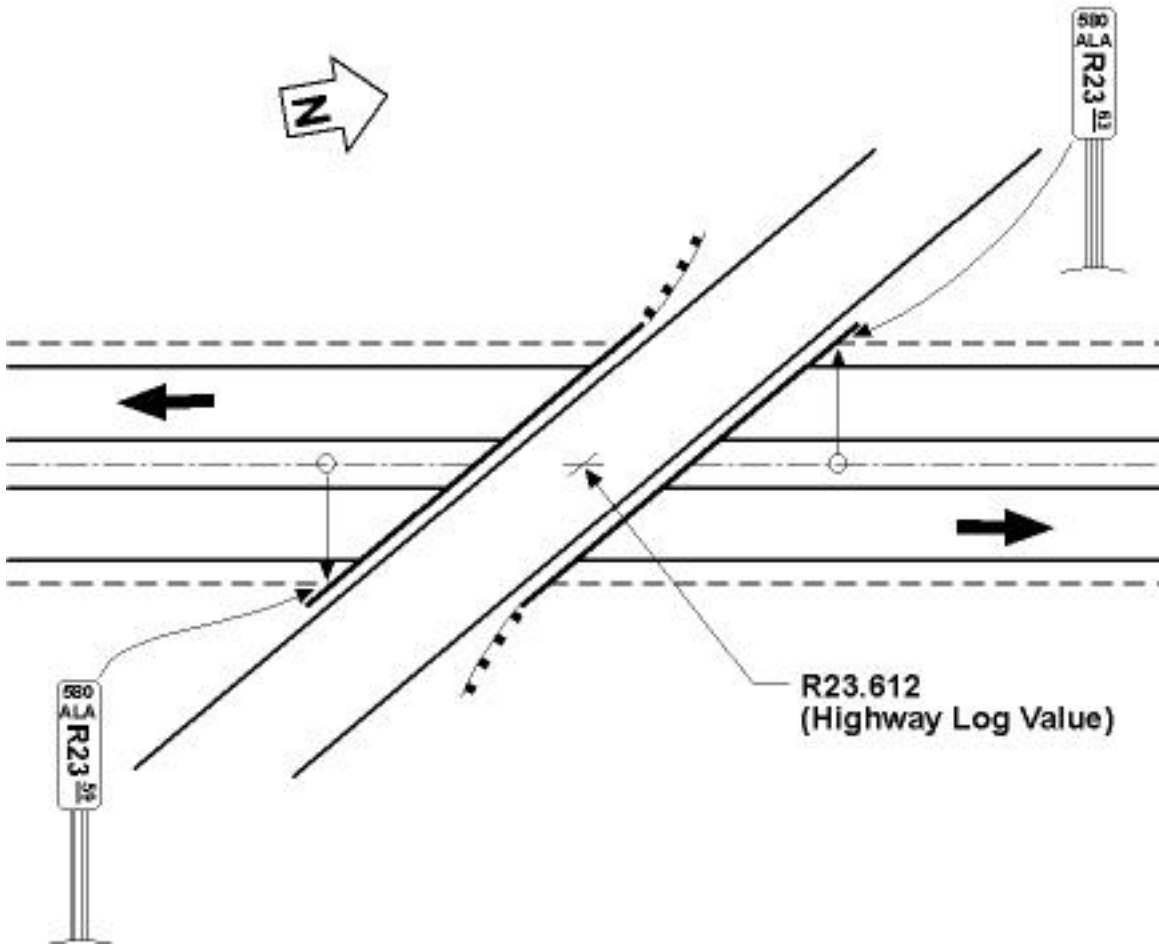Users requiring metric values can apply a conversion factor of 1.6093 to obtain a metric value in kilometers.

Figure 3-16
PLACEMENT OF KILOMETER POST MARKERS

Multi-Lane

d_2 = 1.6 kilometer apart Rural
     0.8 kilometer apart Urban

Two-Lane

d_1 = 0.8 kilometer apart Rural
     0.4 kilometer apart Urban

Figure 3-17
KILOMETER POST MARKER EQUATIONS

Figure 3-18
SKEWED OVERCROSSING

R23.612
(Highway Log Value)

Figure 3-19
KILOMETER POST MARKERS FOR STRUCTURES