

Loveland

US Highway 34

Access Control Plan Technical Appendix

US 34: M.P. 85.50 to M.P. 96.03
(CR 27 to I-25)



Appendix A-Existing Access Inventory

US 34 ACP Existing Access Point Inventory

* Mile Posts defined per CDOT Windshield reference point

Access ID No.	Mile Post *	Description	Type	Side	Existing Configuration	Surface Material	Gate		Cross Culvert		Existing Condition Comments	Field Notes	Existing Access Permit				
							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments	
11	87.47	Residential	R	RT	Unsig. Full Movement	Gravel	Y		Y								
12	87.49	Lucky Mountain Angling	BA	LT	Unsig. Full Movement	Gravel	N		Y?								
13	87.51	Residential	R	RT	Unsig. Full Movement	Asphalt/Gravel	N		N?								
14	87.51	Lucky Mountain Angling	BA	LT	Unsig. Full Movement	Asphalt	N		N		garage						
15a	87.53	Sunny Jim's Homemade Country Candies	BA	LT	Unsig. Full Movement	Asphalt	N		N?		One big access	Drainage problem					
15b	87.54	Sunny Jim's Homemade Country Candies	BA	LT	Unsig. Full Movement	Asphalt	N		N?								
16	87.56	Residential	R	LT	Unsig. Full Movement	Gravel	Y		Y								
17	87.58	Field access	FA	RT	Unsig. Full Movement	Gravel	N		N								
18	87.69	Plaster Mill Rd	PRU	LT	Unsig. Full Movement	Asphalt	N		N								
19	87.79	Westridge Dr	PRU	RT	Unsig. Full Movement	Asphalt	N		N								
20	87.87	Hidden Valley Dr	PRU	LT	Unsig. Full Movement	Asphalt	N		Y?				Y	402081	10/17/2002		
OLD																	
21	87.90	Residential	R	RT	Unsig. Full Movement	Gravel	Y		Y		Connected						
22	87.92	Residential	R	RT	Unsig. Full Movement	Gravel	Y		Y								
23	87.93	Residential	R	RT	Unsig. Full Movement	Asphalt	N		Y								
OLD																	
	88.00	Milepost 88															
24	88.00	Residential	R	RT	Unsig. Full Movement	Gravel	N		N		Connected						
25	88.01	Residential	R	RT	Unsig. Full Movement	Gravel	N		N								
26	88.02	Ace Hill Plumbing	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connected						
27a	88.03	Ace Hill Plumbing	BA	RT	Unsig. Full Movement	Gravel	N		N								
27b	88.03	Residential	R	RT	Unsig. Full Movement	Gravel	N		N								
28	88.04	Residential	R	LT	Unsig. Full Movement	Gravel	N		Y		Connected						
29	88.05	Residential	R	LT	Unsig. Full Movement	Gravel	N		Y								
30	88.05	Field access	FA	RT	Unsig. Full Movement	Grass	Y		N								
31	88.12	Langston Ln	PRU	RT	Unsig. Full Movement	Asphalt	N		N								
32	88.14	Blue Stone/Geode Cracking/Papa Joe's Local Honey	BA	RT	Unsig. Full Movement	Asphalt	N		N		Three connected businesses with entire parking lot connected to US 34						
33	88.20	Residential	R	RT	Unsig. Full Movement	Asphalt	Y		N		Huge access width; Connects to #34						
34	88.22	Residential	R	RT	Unsig. Full Movement	Asphalt	Y		N		Huge access width; Connects to #33						
35	88.24	Residential	R	RT	Unsig. Full Movement	Asphalt	Y		N		Weird back way to get to isolated residence; Also connects to neighbors area						
36	88.29	Residential/Jamoka Joe	R/BA	LT	Unsig. Full Movement	Gravel	N		N								

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							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
68	88.77	Residential	R	RT	Unsig. Full Movement	Asphalt/Gravel	N		N		Connected					
69	88.78	Residential	R	RT	Unsig. Full Movement	Gravel	N		N							
70	88.81	Cascade Ave	PRS	LT	Sig. Full Movement	Asphalt	N		N		Not supposed to go straight into shopping center, but could still happen	Y	497222	11/4/1997		
71	88.82	Aspen Wing Bird & Animal Hospital/Bean & Brown Auctions, Inc/Rocky Mountain Antiques	BA	RT	Sig. Full Movement	Asphalt	N		N		4th leg of intersection that goes to businesses; Connects to #72					
72	88.86	Rocky Mountain Antiques/Residential	BA/R	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #71					
73	88.89	Residential	R	RT	Unsig. Full Movement	Asphalt	N		N							
74	88.91	Lucas Ave	PRU	RT	Unsig. Full Movement	Asphalt/Gravel	N		N		Connected					
75	88.93	Residential	R	RT	Unsig. Full Movement	Gravel	Y		N							
76	88.95	Backbone Gourmet Grub and Brewhouse Fountains of Loveland	BA	LT	Unsig. Full Movement	Concrete	Y		N		Access is curbed		405092	9/12/2005	Temporary emergency services access in this general area that expired on 8/16/2009	
OLD																
	89.00	Milepost 89														
77	89.02	Public ROW	PRU	RT	Unsig. Full Movement	Asphalt/Gravel	N		N		One property has access to both #77 & #79					
78	89.02	Field access	FA	LT	Unsig. Full Movement	Gravel	N		N		Doesn't appear to be used. Tree is blocking access.					
79	89.03	Residential	R	RT	Unsig. Full Movement	Asphalt/Gravel	N		N		One property has access to both #77 & #79					
80	89.07	Eggers Electric	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connected					
81	89.08	Eggers Electric	BA	RT	Unsig. Full Movement	Asphalt	N		N							
82	89.08	Eggers Electric	BA	RT	Unsig. Full Movement	Asphalt	N		N							
OLD																
84	89.10	Business/Residential	BA/R	RT	Unsig. Full Movement	Asphalt	N		N		Looks like an RV business					
84.5	89.12	Soil/rock quarry	FA	RT	Unsig. Full Movement	Gravel	N		N			New extra little entrance built				
85	89.12	Landmark Engineering, Ltd	BA	LT	Unsig. Full Movement	Asphalt	N		N							
86	89.13	Soil/rock quarry	BA	RT	Unsig. Full Movement	Gravel	N		N		Connects to #88					
87	89.15	Iglesia Cuadrangular Vida Nueva/Brenda's Hair Studio	BA	LT	Unsig. Full Movement	Asphalt	N		N		"Four Corners New Life Church"; Connects to #89					
88	89.17	Soil/rock quarry	BA	RT	Unsig. Full Movement	Gravel	N		N		Connects to #86					
89	89.17	Iglesia Cuadrangular Vida Nueva/Brenda's Hair Studio	BA	LT	Unsig. Full Movement	Asphalt	N		N		"Four Corners New Life Church"; Connects to #89					
90	89.17	Residential/Field	R/FA	LT	Unsig. Full Movement	Gravel	N		N		Looks like it leads to a garage in back					
91	89.17	Field access	FA	RT	Unsig. Full Movement	Gravel/Grass	N		N			I don't think this an access.				
92	89.20	Perfect Teeth	BA	RT	Unsig. Full Movement	Asphalt	N		N							
93	89.20	Dover Ave	PRU	LT	Unsig. Full Movement	Asphalt	N		N							

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Access ID No.	Mile Post *	Description	Type	Side	Existing Configuration	Surface Material	Gate		Cross Culvert		Existing Condition Comments	Field Notes	Existing Access Permit			
							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
94	89.21	Healing Arts Clinic	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connected					
95	89.22	Healing Arts Clinic	BA	RT	Unsig. Full Movement	Asphalt	N		N							
96	89.26	Residential	R	RT	Unsig. Full Movement	Asphalt	N		N							
97	89.26	Village Ave	PRU	LT	Unsig. Full Movement	Asphalt	N		N							
98	89.27	Jade Inn	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connected					
99	89.28	Jade Inn	BA	RT	Unsig. Full Movement	Asphalt	N		N							
100	89.29	Residential	R	LT	Unsig. Full Movement	Gravel/Grass	N		N							
101	89.29	Residential	R	RT	Unsig. Full Movement	Gravel/Grass	N		N							
102	89.30	Field access	FA	RT	Unsig. Full Movement	Gravel/Grass	Y		N							
103	89.30	Falls Ct	PRU	LT	Unsig. Full Movement	Asphalt	N		N							
104	89.31	Residential	R	RT	Unsig. Full Movement	Asphalt/Gravel	N		N							
105	89.32	Field access	FA	LT	Unsig. Full Movement	Grass	Y		N							
106	89.32	Vacant business	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #108					
107	89.33	Business/Residential	BA/R	LT	Unsig. Full Movement	Concrete	N		N							
108	89.33	Vacant business	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #106					
109	89.35	Fort Namaqua Liquours	BA	LT	Unsig. Full Movement	Asphalt	N		N		Connects to #111					
110	89.36	Residential	R	RT	Unsig. Full Movement	Gravel	N		N		Connects to #112					
111	89.36	Fort Namaqua Liquours	BA	LT	Unsig. Full Movement	Asphalt	N		N		Connects to #109 & #114					
112	89.37	Residential	R	RT	Unsig. Full Movement	Gravel	N		N		Connects to #110					
113	89.38	Namaqua Rd	PRU	RT	Unsig. Full Movement	Asphalt	N		N							
114	89.38	Elkhorn Fly Shop	BA	LT	Unsig. Full Movement	Asphalt	N		N		Connected.					
115	89.39	Elkhorn Fly Shop	BA	LT	Unsig. Full Movement	Asphalt	N		N							
115.5	89.39	The Clipper Hairstyling	BA	RT	Unsig. Full Movement	Rock	N		N		Currently blocked with rocks					
116	89.40	Residential	R	LT	Unsig. Full Movement	Asphalt	N		N		Connected.					
117	89.41	Residential	R	LT	Unsig. Full Movement	Asphalt	N		N							
118	89.42	Friends Studio/Wash Me! West Car Wash	BA	RT	Right-in, Right-out	Concrete?	N		N		Looks like it's supposed to be Right-in, Right-out but no signs are up to prevent left turns in; has channelizing island					
119	89.46	Dairy Delite	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connected					
120	89.46	Dairy Delite	BA	RT	Unsig. Full Movement	Asphalt	N		N							
121	89.47	Kennedy Ave	PRU	LT	Unsig. Full Movement	Asphalt	N		N							
122	89.48	Eckley Ct	PRU?	RT	Unsig. Full Movement	Asphalt	N		N							
123	89.51	Cherry Ave	PRU?	RT	Unsig. Full Movement	Asphalt/Gravel	N		N							
124	89.54	Residential	R	RT	Unsig. Full Movement	Concrete	N		N							

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							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments	
153	90.11	Evergreen Tennis Courts, Inc	BA	RT	Unsig. Full Movement	Asphalt/Concrete	N		N								
154	90.12	W Broadmoor Dr	PRU	RT	Unsig. Full Movement	Asphalt	N		N					499072	8/2/1999	Permit is for 2 access closures to property between W Broadmoor Dr and E Broadmoor Dr	
155	90.17	E Broadmoor Dr	PRU	RT	Unsig. Full Movement	Asphalt	N		N								
156	90.17	Sherwin Williams Paints	BA	LT	Unsig. Full Movement	Concrete	N		N				Y	409046	7/21/2009		
157	90.18	shopping center	BA	RT	Unsig. Full Movement	Asphalt	N		N								
158	90.20	(under construction)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Looks to be main entrance of future building	Just a parking lot now.					
159	90.20	A New Perspective Counseling	BA	LT	Unsig. Full Movement	Asphalt	N		N								
160	90.22	Pawn Experts	BA	LT	Unsig. Full Movement	Asphalt	N		N								
161	90.23	Chase bank	BA	LT	Right-out/Left-out (Exit only)	Asphalt	N		N		Connects to #163						
162	90.23	(under construction)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Looks like entrance will go away once building is completed	Just a parking lot now.					
163	90.24	Chase bank	BA	LT	Right-in/Left-in (Entrance only)	Asphalt	N		N		Connects to #161						
164	90.24	Artistry Salon	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connected						
165	90.25	Sizzors Salon/Liquor store	BA	RT	Unsig. Full Movement	Asphalt	N		N								
166	90.27	Van Buren Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N								
167	90.27	Van Buren Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N								
168	90.31	Bloedorn Lumber	BA	RT	Unsig. Full Movement	Asphalt	N		N					413034	5/6/2013	Permit for access closure to Bank of Colorado	
169	90.34	Showtime Video	BA	LT	Unsig. Full Movement	Asphalt	N		N								
170	90.35	shopping center	BA	RT	Unsig. Full Movement	Asphalt	N		N		Parking lot spans multiple businesses; Also connects to #168						
171	90.36	shopping center	BA	RT	Unsig. Full Movement	Asphalt	N		N		Parking lot spans multiple businesses						
172	90.37	McDonald's	BA	LT	Right-out/Left-out (Exit only)	Asphalt	N		N		Connects to #176		Y	411028	6/20/2011		
173	90.37	shopping center	BA	RT	Unsig. Full Movement	Asphalt	N		N		Parking lot spans multiple businesses						
174	90.39	Warehouse Liquors/Wind Straw Center	BA	RT	Unsig. Full Movement	Asphalt	N		N		Parking lot spans multiple businesses						
175	90.40	Wind Straw Center	BA	RT	Unsig. Full Movement	Asphalt	N		N		Parking lot spans multiple businesses						
176	90.40	McDonald's	BA	LT	Unsig. Full Movement	Asphalt	N		N		Connects to #172		Y	411029 411030	6/20/2011 6/20/2011	Permit 411030 is for access closure to McDonald's	
177	90.41	Subway	BA	LT	Right-out/Left-out (Exit only)	Asphalt	N		N								
178	90.42	Private Rd	PVRU	RT	Unsig. Full Movement	Gravel	N		N		Goes through and connects to W 12th St						
179	90.42	Smokey Monkey	BA	LT	Right-in/Left-in (Entrance only)	Asphalt	N		N								
180	90.43	Jiffy Lube	BA	RT	Unsig. Full Movement	Asphalt	N		N								
181	90.44	(empty lot)	BA	LT	Unsig. Full Movement	Asphalt	N		N		Back part looks overgrown	Drainage problem					
182	90.44	Bamboo Express	BA	LT	Right-out/Left-out (Exit only)	Asphalt	N		N								
183	90.45	Jiffy Lube/Fatso's	BA	RT	Unsig. Full Movement	Asphalt	N		N		Shared access; Connects to #184						

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							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
184	90.47	Fatso's	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #183					
185	90.47	Prospect Rd	PRU	LT	Unsig. Full Movement	Asphalt	N		N							
186	90.48	(shopping center)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #188					
187	90.50	Magnum Motors of Loveland, LLC (closed down?)	BA	LT	Unsig. Full Movement	Asphalt	N		N		Closed off with chainlink fence					
188	90.52	(shopping center)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #186					
189	90.52	Brent W Fidler, OD (dentistry)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #191, but parking lot is striped to prevent this					
190	90.53	Great Wall Buffet	BA	LT	Unsig. Full Movement	Asphalt	N		N		Used to be Oceans Bistro Chinese Thai					
191	90.53	(multiple businesses)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connects to #189, but parking lot is striped to prevent this					
192	90.54	Wendy's	BA	LT	Right-out/Left-out (Exit only)	Asphalt	N		N							
193	90.55	Starbucks Coffee	BA	RT	Unsig. Full Movement	Asphalt	N		N			Y	406069 497136	9/19/2006 7/11/1997		
194	90.58	(multiple businesses)	BA	LT	Unsig. Full Movement	Asphalt	N		N							
195	90.58	(shopping center)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Connected					
196	90.61	(shopping center)	BA	RT	Right-in, Right-out	Asphalt	N		N							
197	90.66	Taft Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N		County Rd 17					
198	90.66	Taft Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N							
199a	90.67	Western Gas and Convenience Store	BA	LT	Right-in, Right-out	Asphalt	N		N							
199b	90.67	Western Gas and Convenience Store	BA	LT	Right-in, Right-out	Asphalt	N		N							
200	90.69	(shopping center)	BA	LT	Right-in, Right-out	Asphalt	N		N							
201	90.70	1st Bank	BA	RT	Right-in, Right-out	Asphalt	N		N			Y	412099 412098 412100	11/8/2012 11/8/2012 11/8/2012	Permits 412098 and 412100 are for access closures to 1st Bank	
202	90.71	(multiple businesses)	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected					
203	90.74	(multiple businesses)	BA	LT	Unsig. Full Movement	Asphalt	N		N							
204	90.74	Harlow Ln	PRU	RT	Unsig. Full Movement	Asphalt	N		N							
204.5	90.80	gas station	BA	LT	Right-in, Right-out	Asphalt	N		N							
205	90.82	Westshore Dr	PRU	LT	Unsig. Full Movement	Asphalt	N		N							
205.5	90.84	Residential	R	LT	Right-in, Right-out	Asphalt/Concrete	N		N		Connected to #207.5 & #208.5					
206	90.83	Residential	R	RT	Unsig. Full Movement	Concrete	N		N							
207	90.84	Residential	R	RT	Right-in, Right-out	Concrete	N		N		Connected to #208	Y	401092	8/1/2001		
207.5	90.86	Residential	R	LT	Right-in, Right-out	Asphalt/Concrete	N		N		Connected to #205.5 & #208.5					
208	90.86	Residential	R	RT	Right-in, Right-out	Gravel	N		N		Connected to #207					
208.5	90.87	Residential	R	LT	Right-in, Right-out	Concrete	N		N		Connected to #207.5 & #205.5					
209	90.87	Residential	R	RT	Right-in, Right-out	Concrete	N		N		Connected					

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210	90.88	Residential	R	RT	Right-in, Right-out	Concrete	N		N		Connected					
211	90.89	Residential	R	RT	Right-in, Right-out	Concrete	N		N							
212	90.90	Residential	R	RT	Right-in, Right-out	Concrete	N		N		Connected					
213	90.91	Residential	R	RT	Right-in, Right-out	Concrete	N		N							
214	90.95	Loch Mount Dr	PRU	RT	Unsig. Full Movement	Asphalt	N		N							
215	90.95	Victoria Manor Townhouses	R	RT	Unsig. Full Movement	Asphalt	N		N							
215.5	90.98	Victoria Manor Townhouses	R	RT	Right-in, Right-out	Asphalt	Y		N			It has been chained off. Doesn't seemed used.				
	91.00	Milepost 91														
216	91.00	Field access	FA	RT	Right-in, Right-out	Asphalt	N		N		Canal access?	Y	497097	5/5/1997		
217	91.15	Blue Tree Real Estate	BA	RT	Right-in only	Asphalt	N		N		Connected					
218	91.17	Blue Tree Real Estate	BA	RT	Right-out only	Asphalt	N		N							
219	91.17	Western States Bank	BA	RT	Right-in, Right-out	Concrete	N		N							
220	91.20	Colorado Ave	PRS	RT	Sig. Full Movement	Asphalt	N		N							
221	91.25	Lake Loveland Dermatology	BA	RT	Right-in, Right-out	Asphalt	N		N							
222	91.28	South Shore Professional Center	BA	RT	Right-in, Right-out	Asphalt	N		N			Y	403099	11/17/2003		
223	91.31	Field access	FA	RT	Right-in, Right-out	Asphalt/Rocks	N		N							
224	91.33	South Shore Parkway	FA	LT	Right-in, Right-out	Asphalt	N		N		Parking for lake/trail; Connected to #226					
225	91.37	(multiple businesses)	BA	RT	Unsig. Full Movement	Asphalt	N		N		Has channelizing island	Y	411061 413022 408074, 410111 408075, 410112	8/15/2011 4/4/2013 7/8/2008, 11/3/2010 7/8/2008, 11/3/2010	Permits 408074, 408075, 408077, 410111, and 410112 are access closures to property east of this access point	
226	91.42	South Shore Parkway	FA	LT	Right-in, Right-out	Asphalt	N		N		Parking for lake/trail; Connected to #224					
227	91.43	Roosevelt Ave	PRU	RT	Right-in, Right-out	Asphalt	N		N							
228	91.44	Private Rd	PVRU	RT	Right-in, Right-out	Gravel	N		N		Alley access					
229	91.49	W 13th St	PRU	RT	Unsig. Full Movement	Asphalt	N		N		Has channelizing island					
230	91.59	Lake Dr	PRU	LT	Unsig. Full Movement	Asphalt	N		N		Has large channelizing island					
231a	91.63	Lake Dr	PRU	LT	Right-in only	Asphalt	N		N							
231b	91.63	Residential	R	LT	Right-in, Right-out	Concrete	N		N		Weird access off of Lake Dr/US-34					
232	91.65	Residential	R	LT	Right-in, Right-out	Concrete	N		N							
233	91.66	Residential	R	LT	Right-in, Right-out	Concrete	N		N							
234	91.68	Residential	R	LT	Right-in, Right-out	Concrete	N		N							
235	91.69	N Grant Ave	PRU	RT	Unsig. Full Movement	Asphalt	N		N							
236	91.70	Residential	R	LT	Unsig. Full Movement	Concrete	N		N							
237	91.70	Residential	R	LT	Right-in, Right-out	Concrete	N		N							

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							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
238	91.71	Residential	R	LT	Right-in, Right-out	Concrete	N		N							
239	91.72	Residential	R	RT	Right-in, Right-out	Concrete	N		N							
240	91.72	Alley	PRU	RT	Right-in, Right-out	Asphalt/Gravel	N		N		Alley access					
241	91.73	Residential	R	LT	Right-in, Right-out	Concrete	N		N							
242	91.76	N Garfield Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N							
243	91.76	N Garfield Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N							
244	91.80	Residential	R	RT	Right-in, Right-out	Gravel	N		N							
245	91.81	Arthur Ave	PRU	LT	Right-in, Right-out	Asphalt	N		N							
246	91.83	Arthur Ave	PRU	RT	Right-in, Right-out	Asphalt	N		N							
247	91.90	Alley	PRU	LT	Right-in, Right-out	Asphalt	N		N							
248	91.94	US 287 (Cleveland Ave) (south approach)	PRS	RT	Sig. 3/4 Movement?	Asphalt	N		N		One-way road southbound					
249	91.94	US 287 (Cleveland Ave) (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N		One-way road southbound					
250a	91.97	E 11th St	PRU	RT	Right-out only	Asphalt	N		N		One large access point					
250b	91.98	Good Times Burgers & Frozen Custard	BA	RT	Right-in, Right-out	Asphalt	N		N							
	92.00	Milepost 92														
251	92.01	US-287 (Lincoln Ave) (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N		One-way road northbound					
252	92.01	US-287 (Lincoln Ave) (north approach)	PRS	LT	Sig. 3/4 Movement?	Asphalt	N		N		One-way road northbound	There's now a Sprouts adjacent to this street				
253	92.04	Dairy Queen	BA	RT	Right-in, Right-out	Asphalt	N		N		Painted island		Y	401031 401032	3/15/2001 3/15/2001	
254	92.06	N Jefferson Ave (south approach)	PRU	RT	Right-in, Right-out	Asphalt	N		N				Y	412034	4/24/2012	
255	92.06	N Jefferson Ave (north approach)	PRU	LT	Right-in, Right-out	Asphalt	N		N			There's now a Sprouts adjacent to this street				
256	92.09	Mountain Rentals, Inc.	BA	LT	Right-in, Right-out	Asphalt	N		N							
257	92.11	Gateway Motel	BA	LT	Right-in, Right-out	Asphalt	N		N							
258	92.11	Alley	PRU	RT	Right-in, Right-out	Asphalt	N		N							
259	92.12	Multiple Businesses	BA	RT	Right-in, Right-out	Gravel	N		N		Connected					
260	92.13	Multiple Businesses	BA	RT	Right-in, Right-out	Gravel	N		N							
261	92.13	Shopping center	BA	LT	Right-in, Right-out	Asphalt	N		N							
262	92.15	Washington Ave (south approach)	PRU	RT	Unsig. Full Movement	Asphalt	N		N							
263	92.15	Washington Ave (north approach)	PRU	LT	Unsig. Full Movement	Asphalt	N		N							
264	92.17	Mile High Motors, LLC	BA	RT	Right-in, Right-out	Concrete	N		N							
265	92.17	RMOMS	BA	LT	Right-in, Right-out	Asphalt	N		N							
266	92.18	Alley	PRU	RT	Right-in, Right-out	Asphalt	N		N							
267	92.18	Rydquist Fine Jewelry	BA	LT	Right-in, Right-out	Asphalt	N		N				Y	410096	12/15/2010	

US 34 ACP Existing Access Point Inventory

* Mile Posts defined per CDOT Windshield reference point

Access ID No.	Mile Post *	Description	Type	Side	Existing Configuration	Surface Material	Gate		Cross Culvert		Existing Condition Comments	Field Notes	Existing Access Permit			
							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
268	92.18	(motel)	BA	RT	Right-in, Right-out	Asphalt	N		N		Could be apartments					
269	92.18	Collins Muffler Shop	BA	LT	Right-in, Right-out	Asphalt	N		N		(Collins Automotive & Metalworks)					
270	92.20	Milestone Square	BA	RT	Right-in, Right-out	Asphalt	N		N							
271	92.21	Adams Ave	PRU	LT	Right-in, Right-out	Asphalt	N		N							
272	92.22	(shopping center)	BA	LT	Right-in, Right-out	Asphalt	N		N		Looks pretty vacant; Connected to #274					
273	92.23	alley (Rosebud Motel)	BA	RT	Right-in, Right-out	Asphalt	N		N							
274	92.24	(shopping center)	BA	LT	Right-in, Right-out	Asphalt	N		N		Looks pretty vacant; Connected to #272					
275	92.26	Monroe Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N							
276	92.26	Monroe Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N							
277	92.31	Hertz/Finish Line Auto Sales/Printing Mailing Copying	BA	RT	Right-in, Right-out	Asphalt	N		N				Y	407035	5/10/2007	
278	92.42	Gorom Ave	PRU	RT	Unsig. Full Movement	Asphalt	N		N							
279	92.46	Auto Integrity	BA	RT	Right-in, Right-out	Asphalt	N		N					410118	12/15/2010	Permit is for access closure to this business
280	92.46	Goodwill/Hearing Aids/salon	BA	LT	Right-in, Right-out	Asphalt	N		N				Y	400087	9/25/2000	
281	92.50	Ford	BA	LT	Right-in, Right-out	Asphalt	N		N		Used to display cars; Connected to #283					
282	92.50	Gold's Gym/(other busineses)	BA	RT	Right-in only	Asphalt	N		N							
283	92.52	Ford	BA	LT	Unsig. Full Movement	Asphalt	N		N		Main entrance; Connected to #281					
284	92.59	Redwood Dr (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N				Y	401049	4/16/2001	
285	92.59	Redwood Dr (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N					408032	4/9/2008	Access closure to car wash on the NE corner of US 34 and Redwood Dr
286	92.62	Widow McCoy's Resaurant & Bar	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected	Drainage problem				
287	92.64	Widow McCoy's Resaurant & Bar	BA	LT	Right-in, Right-out	Asphalt	N		N			Drainage problem				
288	92.65	Hiway Motel	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected	Drainage problem				
289	92.66	Hiway Motel	BA	LT	Right-in, Right-out	Asphalt	N		N			Drainage problem				
290	92.69	Enterprise/Wright's Automotive	BA	LT	Unsig. 3/4 Movement	Asphalt	N		N		Connected to adjacent properties					
291	92.69	Sam's Club	BA	RT	Right-in, Right-out	Asphalt	N		N							
292	92.69	Loveland Bear Alignment	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected to adjacent properties					
293	92.71	U Pump It (gas station)	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected to adjacent properties					
294	92.72	U Pump It (gas station)	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected to adjacent properties					
295	92.73	34 Liqour	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected to adjacent properties					
296	92.74	7-Eleven	BA	LT	Right-in, Right-out	Asphalt	N		N		Connected to adjacent property					
297	92.76	Madison Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N				Y	410055	6/10/2010	
298	92.76	Madison Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N				Y	410055	6/10/2010	

US 34 ACP Existing Access Point Inventory

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Access ID No.	Mile Post *	Description	Type	Side	Existing Configuration	Surface Material	Gate		Cross Culvert		Existing Condition Comments	Field Notes	Existing Access Permit			
							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
299	92.79	Palmer Flowers/Foundation Pawn	BA	RT	Shared Right-in, Right-out	Asphalt	N		N		Connected to #301					
300	92.80	(vacant lot)	BA	LT	Right-in, Right-out	Concrete	N		N							
301	92.81	Foundation Pawn/tattoo & piercing shop	BA	RT	Right-in, Right-out	Asphalt	N		N		Connected to #299					
302	92.84	(shopping center)	BA	RT	Right-in, Right-out	Asphalt	N		N		Huge access point; sort of restricted by parking space markings; Connected to #304					
303	92.84	(vacant business)	BA	LT	Right-in, Right-out	Asphalt	N		N							
304	92.87	(multiple businesses)	BA	RT	Right-in, Right-out	Asphalt	N		N		Connected to #302					
305	92.90	Sun Sports Auto Center	BA	RT	Right-in, Right-out	Asphalt	N		N		Connected					
306	92.92	Gold Roofing, Inc.	BA	RT	Right-in, Right-out	Asphalt	N		N							
307	92.94	Gold Roofing, Inc.	BA	RT	Right-in, Right-out	Asphalt	N		N							
308	92.95	SIGNS	BA	RT	Right-in, Right-out	Asphalt	N		N							
309	92.96	(multiple businesses)	BA	LT	Unsig. 3/4 Movement	Asphalt	N		N		Has channelizing island					
310	92.97	Felker's Hitch & Welding Service/Anchor Auto Glass	BA	RT	Right-in, Right-out	Asphalt	N		N		Connected to #311	Y	497126	6/20/1997		
	93.00	Milepost 93														
311	93.00	Kum & Go	BA	RT	Right-in, Right-out	Asphalt	N		N		Connected to #310	Y	411091 411092	12/14/2011 12/14/2011	Permit 411092 is for access closure to this property	
312	93.01	7-Eleven	BA	LT	Right-in, Right-out	Concrete	N		N							
313	93.05	N Boise Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N							
314	93.05	N Boise Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N							
315	93.12	Rodeway Inn/Super 8	BA	LT	Right-in, Right-out	Asphalt	N		N		(Super 8 may be a Travelodge now)					
316	93.19	Cheyenne Ave	PRU	LT	Unsig. Full Movement	Asphalt	N		N			Y	498109	5/1/1998		
317	93.35	Shopping center	BA	LT	Right-in, Right-out	Asphalt	N		N		Includes Northern CO Implants & Prosthetics, Advantage Bank	Y	402008	2/11/2002		
318	93.37	Walmart	BA	RT	Right-in only	Asphalt	N		N			Y	401045	5/18/2001		
319	93.54	Denver Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N							
320	93.54	Denver Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N							
OLD																
321	93.80	Mountain Lion Dr	PRU	RT	Unsig. 3/4 Movement	Asphalt	N		N							
322	93.80	Private Rd	PVRU	LT	Right-in, Right-out	Gravel	N		N							
323	93.82	Field access	FA	LT	Right-in, Right-out	Grass	Y		N		Looks like it accesses an abandoned (possibly haunted) house					
324	93.91	Field access	FA	LT	Right-in, Right-out	Grass	N		N							
	94.00	Milepost 94														
325	94.00	Field access	FA	LT	Right-in, Right-out	Grass	Y		N		Leads to come concrete pad thing					

US 34 ACP Existing Access Point Inventory

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							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
326	94.04	Sculptor Dr	PRS	RT	Sig. Full Movement	Asphalt	N		N				Y	406174	1/23/2007	
327	94.05	Field access	FA	LT	Sig. Full Movement	Asphalt	N		N		Even has a loop detector					
328	94.14	Residential	R	LT	Right-in, Right-out	Asphalt	N		N							
329	94.17	Field access	FA	LT	Right-in, Right-out	Grass	Y		N							
330	94.23	Water treatment plant	BA	LT	Right-in, Right-out	Asphalt	N		N							
331	94.24	Business access	BA	LT	Right-in, Right-out	Asphalt	N		N		Not sure what kind of business					
332	94.25	Hearth House	BA	RT	Right-in, Right-out	Asphalt/Gravel	N		N		Connected to #335					
333	94.25	Windows & Siding Outlet	BA	LT	Right-in, Right-out	Asphalt/Gravel	N		N							
334	94.29	Rocky Mountain Storage Barns	BA	LT	Right-in, Right-out	Gravel	N		N		Not a clear access point					
335	94.29	Residential/(Projects)	R	RT	Right-in, Right-out	Asphalt/Gravel	N		N?		Connected to #332					
336	94.32	Residential	R	RT	Right-in, Right-out	Asphalt/Gravel	N		Y							
337	94.45	E 15th St (north approach)	PRU	LT	Unsig. 3/4 Movement	Asphalt	N		N				Y	407080	8/29/2007	
338	94.46	E 15th St (south approach)	PRU	RT	Unsig. 3/4 Movement	Asphalt	N		Y				Y	400029 406042	5/26/2000 5/8/06	
339	94.58	Jake's Farm (Ag business)	BA	RT	Right-in, Right-out	Asphalt	N		Y							
340	94.69	Field access	FA	RT	Right-in, Right-out	Dirt/Grass	N		N							
341	94.79	N Boyd Lake Ave (south approach)	PRS	RT	Sig. Full Movement	Asphalt	N		N		County Rd 9					
342	94.79	N Boyd Lake Ave (north approach)	PRS	LT	Sig. Full Movement	Asphalt	N		N				Y	407066 407102 402045	5/29/2007 2/4/2008 12/5/2002	Permit 402045 was for temporary emergency access that served office complex on 15th St
342.5	94.91	Field access	FA	RT	Right-in, Right-out	Grass	N		N							
	95.00	Milepost 95														
343	95.02	McWhinney Blvd	PRU	LT	Unsig. 3/4 Movement	Asphalt	N		N				Y	400048	6/20/2000	
343.5	95.02	Field access	FA	RT	Right-in, Right-out	Grass	N		N							
344	95.15	Field access	FA	LT	Right-in, Right-out	Gravel/Grass	N		N		Not sure if this is ever used					
345	95.17	Field access	FA	RT	Right-in, Right-out	Grass	N		N							
346	95.19	Cupid Rd	PRU	LT	Right-in, Right-out	Asphalt	N		N							
OLD																
348	95.28	Field access	FA	RT	Right-in, Right-out	Gravel/Grass	N		N							
348.5	95.30	Field access	FA	RT	Unsig. Full Movement	Grass	N		N			Doesn't look like it's being used at all				
349	95.30	Hahns Peak Dr	PRS	LT	Sig. Full Movement	Asphalt	N		N				Y	405043 405011	3/25/2005 2/3/2005	Permit 405011 was for tempory construction access that expired on 10/1/2005
350	95.33	Field access	FA	LT	Right-in, Right-out	Gravel	N		N		Canal access?					
351	95.51	Fall River Dr	PRU	LT	Unsig. 3/4 Movement	Asphalt	N		N				Y	403030 497237	6/3/2003 12/30/1997	
352	95.52	Residential/Business	R/BA	RT	Unsig. Full Movement	Asphalt	N		Y							
353	95.54	Field access	FA	RT	Right-in, Right-out	Grass	Y		Y							

US 34 ACP Existing Access Point Inventory

* Mile Posts defined per CDOT Windshield reference point

Access ID No.	Mile Post *	Description	Type	Side	Existing Configuration	Surface Material	Gate		Cross Culvert		Existing Condition Comments	Field Notes	Existing Access Permit			
							(Y/N)	Width	(Y/N)	Size			(Y/N)	Number	Date	Comments
354	95.67	Field access	FA	RT	Right-in, Right-out	Gravel	Y		N		Has grate, not culvert.					
355	95.78	Field access	FA	RT	Unsig. Full Movement	Gravel/Grass	N		N							
356	95.78	Rocky Mountain Ave	PRS	LT	Sig. Full Movement	Asphalt	N		N							
	96.00	Milepost 96														
357	96.00	Field access	FA	RT	Right-in, Right-out	Gravel/Grass	Y		N							
358	96.02	County Road 7	PRU	LT	Unsig. 3/4 Movement	Asphalt	N		N		Leads to looks like a Park & Ride/shopping center	Y	405049	5/3/2005		
359	96.02	Conoco/adjacent business	BA	RT	Unsig. 3/4 Movement	Asphalt	N		N		Connects					
360	96.07	Conoco/Best Western	BA	RT	Right-in, Right-out	Asphalt	N		N							
361	96.13	Entrance ramp to I-25 S	PRU	RT	Entrance ramp	Asphalt	N		N							
362	96.18	Exit ramp from I-25 S	PRS	LT	Sig. exit ramp	Asphalt	N		N							
363	96.21	Entrance ramp to I-25 S	PRU	RT	Entrance ramp	Asphalt	N		N							

Legend		
Access Type	Abbreviation	Google Earth kmz color
Business/Commercial Access	BA	Red
Field Access	FA	Yellow
Residential Access	R	Green
Public Road Signalized	PRS	Light Blue
Public Road Unsignalized	PRU	Dark Blue
Private Road Unsignalized	PVRU	White
Railroad crossing	RR	Purple
Old Access Point		Black
Mile Post	MP	Pink
Speed Limit	SL	Orange

Appendix B-Access Plan Compatibility Index

Access Plan Compatibility Index



The Access Plan will be evaluated using the following criteria to determine if the Plan meets the established project goals. In cases where the evaluation requires a comparison, the criteria will be measured against the Year 2040 without ACP scenario.

Project Goal	Evaluation Criteria	Status with Respect to Criteria		
		Favorable (+)	Neutral (0)	Unfavorable (-)
Increase Safety	Intersection Crash Risk	Reduced by implementing needed physical improvements and access control measures	Maintained by implementing needed physical improvements only	Increased due to failure to implement needed physical improvements or access control measures
	Functional Intersection Area	Full functional intersection area provided between intersections.	At a minimum, accommodates turn lane storage, decel and taper lengths between intersections without overlap.	Turn lane storage, decel and taper lengths overlap between intersections.
	Conformance with State Highway Access Code Auxiliary Lane Requirements	More locations meet auxiliary lane standards	Some locations meet auxiliary lane standards	Fewer locations meet auxiliary lane standards
	Number of Access Points	Fewer accesses per mile	Number of accesses is maintained	More accesses per mile
Accommodate increased travel and tourism demands to maintain the economic vitality of the region	Intersection Level of Service (LOS)	LOS improves for most intersections as compared to the No-ACP scenario	Little or no change to LOS for most intersections as compared to the No-ACP scenario	LOS reduced for most intersections as compared to the No-ACP scenario
	Corridor Travel Time	Decreases from No-ACP scenario	Little or no change from No-ACP scenario	Increases from No-ACP scenario
	Business Market Area	Expands market area for the majority of businesses in the corridor	Market area maintained for a majority of businesses in the corridor	Reduced market area for a majority of businesses in the corridor
	Phasing Opportunities	Plan recommendations can be segmented into logical, compatible pieces funded by private development	Plan recommendations can be segmented into logical, compatible pieces requiring public & private funding	Plan recommendations not easily segmented and require significant public investment to implement
Increase reliability of east-west regional travel, while balancing local access, mobility, and freight needs	Out of Direction Travel Distance	Less out-of-direction travel distance is required	No change	More out-of-direction travel distance is required
	Serviceability of Local Routes to Developments and Properties within the Study Area	Improve serviceability of local routes	Maintain serviceability of local routes	Reduce serviceability of local routes
	Multi-modal Access	Opportunities to expand access and/or improve safety	Current level of access maintained	Access reduced through the corridor

Access Plan Compatibility Index Evaluation

The Access Plan will be evaluated using the following criteria to determine if the Plan meets the established project goals. In cases where the evaluation requires a comparison, the criteria will be measured against the 2035 No-ACP Traffic Scenario.

Project Goal	Evaluation Criteria	Rating		Reasoning
Increase Safety	Intersection Crash Risk	Favorable	1	Number of conflict points is reduced by implementing needed physical improvements and access control measures, therefore crash risk is reduced.
	Functional Intersection Area	Favorable	1	Full auxiliary lane length between intersections is generally provided at a minimum.
	Conformance with State Highway Access Code Auxiliary Lane Requirements	Favorable	1	Spacing between major intersections provides for more length to accommodate auxiliary lane requirements. 3/4 movements allowed where auxiliary lane requirements are met.
	Number of Access Points	Favorable	1	Access points reduce from 428 to 230 on the US 34 corridor
Accommodate increased travel and tourism demands to maintain the economic vitality of the region	Intersection Level of Service (LOS)	Neutral	0	Under the ACP, LOS was equal or better than to the No-ACP option.
	Corridor Travel Time	Neutral	0	Corridor travel times are modelled to be equal or better than the No-ACP option.
	Business Market Area	Favorable	1	Market area maintained as evidenced by improved travel times. Consistent with local plans for economic development.
	Phasing Opportunities	Favorable	1	Plan recommendations can be segmented into logical, compatible pieces funded by private development. Conditional access points provided for interim development conditions. (Public funding may be used to implement plan, if available).
Increase reliability of east-west regional travel, while balancing local access, mobility, and freight needs	Out of Direction Travel Distance	Unfavorable	-1	Out-of-direction travel increases since access is limited between major intersections.
	Serviceability of Local Routes to Developments and Properties within the Study Area	Favorable	1	Access points are compatible with local routes to serve major traffic generators and consistent with travel patterns. Compatible with planned City and County Plans. Full movement access points serve public road intersections supporting multiple properties.
	Multi-modal Access	Favorable	1	Provides additional opportunities for ped crossing at all full movement intersections. Reduces vehicle/ped/bike conflicts on US 34 by reducing the number of access points.

7 Positive numerical result is favorable overall.

Appendix C-Access Control Plan Methodology



MEMORANDUM

To: US 34 PEL Technical Advisory Committee

From: Michelle Hansen, P.E.

Date: May 11, 2017

Re: US 34 PEL Access Plan Methodology

This memorandum describes the general approach proposed by Stolfus & Associates, Inc. to develop the US 34 PEL Access Plans. The purpose of this memorandum is to outline, for the benefit of CDOT and the local agencies participating, the primary assumptions that will be used in developing the recommended access plans and to document agency concurrence with the proposed methodology. A separate methodology for the related traffic engineering elements of the project has been prepared documenting the primary assumptions and procedures that will be used to develop future traffic projections and evaluate future traffic operations.

STUDY AREA

The study area consists of two separate segments of US 34 within the US 34 PEL project limits between Glade Road and Weld County Road 49. Segment 1, the West Segment, is located in Larimer County west of I-25. It extends from Glade Road (Larimer County Road (LCR) 23H) (MP 87.163) to I-25 (MP 96.25) for a total length of 9.1 miles. The majority of the segment is within Loveland city limits, with small portions located within unincorporated Larimer County. With the exception of the first half mile of US 34 beginning at Glade Road, the West Segment is entirely located within the City of Loveland Growth Management Area.

Segment 2, the East Segment, is located east of I-25 within Larimer County and Weld County. It extends from I-25 (MP 96.25) to Weld County Road (WCR) 49 (MP 117.251) for a total length of 21.0 miles. The segment travels through several municipalities and/or their urban growth boundaries, including Loveland, Johnstown, Windsor, Greeley, Evans, Garden City, and Kersey. An existing Access Control Plan was adopted in 2003 for the segment of US 34 between I-25 and WCR 55.

HIGHWAY ASSUMPTIONS

We will assume that the highway categories for US 34 will remain the same as it is today. Currently, the study corridor falls under three categories as described in the table below:

Access Category Assignments

Segment	MP	Description	CDOT Access Category
West	87.163-87.69	Glade Rd (LCR 23H) to Plaster Mill Rd (LCR 22B)	R-A
West	87.69-96.25	Plaster Mill Rd (LCR 22B) to I-25	NR-A
East	96.25-97.797	I-25 to LCR 3	NR-A
East	97.797-117.251	LCR 3 to WCR 49	EX

Guidance from the State Highway Access Code for these classifications will be considered in developing the Access Plans. The major characteristics of each classification are summarized below.

Category NR-A or Non-Rural Principal Highway applies to medium to high speed sections with medium to high traffic volumes within suburban and urban areas. Direct access is subordinate to through traffic movements. Full movement intersections are spaced 1/2 mile apart. Exceptions to 1/2 mile spacing may be permitted if no reasonable alternative exists, the need for the intersection is justified, and minimum 35% signal progression efficiency is achieved. One access is granted per parcel, if reasonable access cannot be obtained from the local street system. Locations of full movement intersections should serve as many properties and interest as possible. Three-quarter movements may be permitted if operations at adjacent full movement intersections are improved and design standards are met.

Category R-A or Regional Highway is similar to Category NR-A. It applies to medium to high speed sections with medium to high traffic volumes within rural areas. Direct access is subordinate to through traffic movements. Full movement intersections are spaced 1/2 mile apart. Exceptions to 1/2 mile spacing may be permitted if no reasonable alternative exists, the need for the intersection is justified, and minimum 35% signal progression efficiency is achieved. One access is granted per parcel, if reasonable access cannot be obtained from the local street system. Locations of full movement intersections should serve as many properties and interest as possible and preference shall be given to public roadways that meet or may reasonably be expected to meet signal warrants in the future.

Category EX or Expressway applies to high speed sections with high traffic volumes. Direct access is subordinate to through traffic movements. Full movement intersections are generally spaced 1 mile apart. Minimum 1/2 mile spacing for public roadways may be permitted if no reasonable alternative exists. Private access is not permitted unless reasonable access to the local street system is unavailable.

Given that an Access Control Plan already exists for the East Segment, that the character of the land use and the access category differ between segments, and that I-25 creates a major separator between the segments, two separate Access Control Plans will be developed. The East Segment Access Control Plan will include CDOT, City of Loveland, and Larimer County as signatories for the intergovernmental agreement (IGA). The West Segment Access Control Plan will include all of the current signatory agencies in the existing IGA, as well as the addition of Johnstown.

A single access control table will be developed for each Access Control Plan. The table will provide the following:

- Reference point and side
- Access point description
- Existing configuration
- Proposed configuration
- Conditions for implementation

Reference points will identify the location of each access point in the tables. A control point will be established for US 34 at I-25 for both Segments based on the CDOT Highway Segment Description Table and the existing Access Control Plan for the East Segment. All other access point locations will be measured from the control point established. The access control table will define conditions required to implement the ultimate access control plan configurations. As appropriate, the conditions will define interim configurations.

ACCESS ASSUMPTIONS

West Segment

The following assumptions regarding access points will be used during the development of the access plan for the West Segment:

- Maximum 1 mile-out of direction travel standard (1/2 mile each way) on US 34.
- Minimum full movement intersection spacing for intersections with auxiliary lanes and the potential for signalization will be based on the following measures:
 - Functional Intersection Area – AASHTO and the TRB Access Management Manual indicate separation of access points by a distance not less than the functional area of the intersection. The functional intersection area extends upstream and downstream from the physical intersection. The upstream distance is a combination of the storage length, deceleration and taper length, and the perception-reaction distance required for the speed of the segment. The downstream distance is measured as either acceleration length or decision sight distance. Providing acceleration length allows vehicles to accelerate to normal speed without conflict. Providing decision sight distance allows drivers to pass through an intersection before considering potential conflicts at the next intersection. Based on the urban character of US 34 through this segment, the need for acceleration lanes is low. Therefore, we will use decision sight distance as the controlling downstream functional intersection distance.

The functional intersection area will depend on the speed of the segment and the number of projected turning vehicles. As an example, in a 45-mph suburban section with a maximum of 100 turning vehicles during the peak hour, the upstream and downstream functional intersection areas (FIA) are as follows:

- Upstream FIA = 100' (SHAC storage) + 350'(AASHTO decel + taper) + 100'(Access Management Manual suburban perception-reaction) = 550'
- Downstream FIA = 590'(Access Management Manual suburban DSD)

For additional explanation of the functional intersection area, refer to attached excerpts from AASHTO A Policy on Geometric Design of Highways and Streets, 2011 and TRB Access Management Manual, 2014. The most current guidance available from AASHTO will be used for deceleration and taper lengths.

Ideally, the full functional intersection area will be provided between full movement intersections. At a minimum, the physical length needed to accommodate storage length, deceleration and taper length will be provided between intersections for the current speed limit to ensure that proposed improvements will meet current design standards on opening day upon construction.

- Other site-specific considerations as appropriate, including: locations of existing intersections, physical and/or right-of-way limitations, community and stakeholder input, type of access/traffic using access, etc.
- Consolidate private access to one access per ownership unless extenuating circumstances are identified related to property size, circulation and/or business operations
- Share private accesses or locate public accesses to serve multiple properties, wherever possible.
- Eliminate direct private access to US 34 if reasonable access to the local street network is available. Reasonable access is defined per the State Highway Access Code as: "Reasonable local access will be determined in consultation with the appropriate local authority. A determination of reasonable access from a local street or road should include consideration of the

local street or road function, purpose, capacity, operational and safety conditions and opportunities to improve the local street or road. Direct access to the highway should not be denied if the alternative local access would create a significant operational or safety problem at the alternative location and the direct access to the state highway would not be a significant problem to the highway.”

- The appropriateness of additional access points between full movement intersections will be considered on a case-by-case basis. If such access is appropriate, it will be limited to right-in, right-out unless circumstances suggest that $\frac{3}{4}$ movement is more appropriate for safety or operations.
- Potential techniques for access management will be identified within the access study document, but particular techniques will not be identified for specific access points in the Access Control Plan. Particular techniques will be developed through the alternatives process of the US 34 PEL consistent with the Access Control Plan.

East Segment

Based on feedback from participating agencies, the existing Access Control Plan is generally working well for the East Segment. The US 34 PEL process will approach the East Segment as an update to the existing Access Control Plan. The existing Access Control Plan and associated IGA will continue to be a binding document between the participating agencies regardless of the outcomes of this study. We will review potential changes to the Access Control Plan either identified by local agencies or through traffic engineering analysis that may be based on land use changes, community vision changes, and/or operational or safety issues that have occurred since the adoption of the Access Control Plan in 2003. The existing Access Control Plan will be modified, as necessary, to reflect changes identified through this process. In addition, non-participating agencies will be invited and encouraged to become participating members of the IGA.

The following assumptions regarding access points will be used during the development of the access plan for the East Segment:

- Minimum interchange spacing will be based on the latest guidance from NCHRP Report 687 Guidelines for Ramp and Interchange Spacing, 2011. The guidelines are based on design, operations, safety and signing considerations.
- Minimum full movement intersection spacing for intersections with auxiliary lanes and the potential for signalization will be based on the following measures:
 - Functional Intersection Area – AASHTO and the TRB Access Management Manual indicate separation of access points by a distance not less than the functional area of the intersection. The functional intersection area extends upstream and downstream from the physical intersection. The upstream distance is a combination of the storage length, deceleration and taper length, and the perception-reaction distance required for the speed of the segment. The downstream distance is measured as either acceleration length or decision sight distance. Providing acceleration length allows vehicles to accelerate to normal speed without conflict. Providing decision sight distance allows drivers to pass through an intersection before considering potential conflicts at the next intersection. Based on the high-speed expressway character of US 34 through this segment, there is a greater potential for acceleration lanes. Therefore, we will generally use acceleration length as the controlling downstream functional intersection distance. In more suburban settings with signals, decision sight distance may be reconsidered.

The functional intersection area will depend on the speed of the segment and the number of projected turning vehicles. As an example, in a 65-mph rural section with a maximum of 100 turning vehicles during the peak hour, the upstream and downstream functional intersection areas (FIA) are as follows:

- Upstream FIA = 100' (SHAC storage) + 725'(AASHTO decel + taper) + 240'(Access Management Manual rural perception-reaction) = 1065'
- Downstream FIA = 1380'(SHAC accel)

For additional explanation of the functional intersection area, refer to attached excerpts from AASHTO A Policy on Geometric Design of Highways and Streets, 2011 and TRB Access Management Manual, 2014. The most current guidance available from AASHTO will be used for deceleration and taper lengths.

Ideally, the full functional intersection area will be provided between full movement intersections. At a minimum, the physical length needed to accommodate storage length, deceleration and taper length will be provided between intersections for the current speed limit to ensure that proposed improvements will meet current design standards on opening day upon construction.

- Other site-specific considerations as appropriate, including: locations of existing intersections, physical and/or right-of-way limitations, community and stakeholder input, type of access/traffic using access, etc.
- Eliminate direct private access to US 34 if reasonable access to the local street network is available.
- If access to the local street system is unavailable, consolidate private access to one access per ownership.
- Share private accesses or locate public accesses to serve multiple properties, wherever possible.
- Private access points will be limited to right-in, right-out unless circumstances suggest that ¾ movement is more appropriate for safety or operations.
- Existing field access points may remain as field access points unless safety or operational issues are identified with proposed improvements, i.e. field access point is in conflict with a proposed interchange configuration. Field access points that are currently full movement may be restricted to right-in/right-out in the interim.
- Potential techniques for access management will be identified within the access study document, but particular techniques will not be identified for specific access points in the Access Control Plan. Particular techniques will be developed through the alternatives process of the US 34 PEL consistent with the Access Control Plan.

ACCESS PLAN EVALUATION

The project team will develop a single overall recommended access scenario. While options for specific areas may be identified and evaluated during the overall development of the plan, multiple corridor scenarios will not be developed and compared beyond those defined in the Traffic Methodology Memo. Evaluation of the recommended access improvements will be coordinated with the overall US 34 PEL purpose and need and alternatives evaluation criteria established for the study.

Appendix D-Crash History

US 34 Access Control Plan Crash History

system	mp	date	time	severity	injlev	injlev	injlev	injlev	injlev	location	road_desc	vehic	contour	condition	lighting	weather	ram	rucode
	87	10/15/2015	1649	INJ	1	1	1	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
	87.05	2/24/2014	1737	INJ	2	3	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.05	2/25/2014	0743	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.06	1/21/2013	1101	INJ	1	2	0	1	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.06	1/18/2014	1504	PDO	4	0	0	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.06	12/31/2013	1631	INJ	1	1	1	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAWN OR DUSK	NONE	N	RURAL
	87.07	7/18/2014	1454	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.09	7/3/2014	1340	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.1	9/8/2012	2235	PDO	2	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	RURAL
	87.1	9/12/2015	1800	PDO	2	0	0	0	0	ON	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.1	4/2/2013	0720	PDO	1	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.19	10/16/2012	0725	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.19	9/29/2013	0400	PDO	1	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	RURAL
	87.25	6/13/2014	1114	INJ	1	0	1	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.3	1/14/2015	0728	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
	87.4	7/29/2012	1600	PDO	5	0	0	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.4	1/8/2015	0845	PDO	3	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.5	5/8/2012	0700	INJ	0	1	0	0	0	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.5	1/30/2011	0625	PDO	2	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	RURAL
	87.5	12/12/2014	0600	PDO	1	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.6	6/8/2012	0830	PDO	1	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	87.69	2/14/2015	1208	PDO	2	0	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
	87.7	5/13/2011	2215	PDO	1	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTE	NONE	N	RURAL
	87.74	5/27/2011	1859	INJ	0	1	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.79	4/8/2011	1527	INJ	2	3	1	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.8	11/9/2014	0715	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.87	7/31/2013	2030	PDO	2	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	RURAL
	87.9	10/16/2012	0745	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	87.9	7/10/2015	2150	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	1	STRAIGHT ON-GRADE	WET	DARK-UNLIGHTE	RAIN	N	RURAL
	87.91	9/26/2013	0911	INJ	0	1	1	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	88	1/15/2012	0052	INJ	0	0	1	0	0	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTE	NONE	N	RURAL
	88	2/3/2014	0850	PDO	2	0	0	0	0	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	88.02	2/13/2013	1445	INJ	2	2	0	1	0	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
	88.03	8/29/2015	1636	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
	88.1	11/21/2014	1900	PDO	3	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTE	NONE	N	URBAN
	88.1	7/19/2013	0945	INJ	1	1	0	0	0	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
	88.13	6/11/2012	0855	PDO	2	0	0	0	0	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
	88.13	9/4/2012	0800	PDO	2	0	0	0	0	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
	88.13	12/28/2013	2348	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	SNOWY	DARK-UNLIGHTE	SNOW/SLEET/H/I	N	URBAN
	88.13	4/27/2011	0548	PDO	1	0	0	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTE	NONE	N	URBAN
	88.15	12/5/2015	1344	INJ	0	0	1	0	0	OFF LEFT	NON-INTERSECTION	1	CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
	88.3	5/22/2015	1715	PDO	1	0	0	0	0	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
	88.32	6/15/2012	2014	PDO	2	0	0	0	0	ON	AT INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
	88.4	10/2/2011	1454	INJ	5	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
	88.44	8/8/2015	1732	INJ	3	2	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
	88.46	4/4/2014	1200	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL

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88.5	8/13/2015	1800	INJ	1	0	1	4	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	UNKNOWN	N	RURAL
88.5	6/24/2015	1705	INJ	6	0	1	0	0 ON	AT DRIVEWAY ACCESS	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
88.5	9/16/2011	1945	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	RURAL
88.52	9/1/2014	1830	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	RURAL
88.52	3/10/2011	1738	INJ	1	0	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	RURAL
88.53	5/30/2014	1823	INJ	2	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	RURAL
88.53	12/17/2014	2120	INJ	3	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	RURAL
88.53	11/24/2013	2020	PDO	1	0	0	0	0 ON	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	RURAL
88.55	9/11/2011	1215	INJ	3	0	1	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
88.63	9/5/2015	2216	PDO	1	0	0	0	0 ON	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	URBAN
88.64	2/14/2015	1635	PDO	3	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
88.66	7/7/2013	1145	INJ	11	2	0	0	0 ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
88.68	5/6/2011	0029	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	RAIN	N	URBAN
88.68	5/1/2013	0041	INJ	0	0	1	0	0 OFF RIGHT	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	SNOW/SLEET/H/I	N	URBAN
88.68	12/22/2012	0006	PDO	0	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
88.7	7/16/2011	1330	INJ	1	1	1	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
88.74	11/2/2013	0456	PDO	1	0	0	0	0 ON	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
88.75	2/26/2014	0726	INJ	0	1	1	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	N	URBAN
88.75	4/7/2012	0740	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
88.78	7/12/2015	1245	PDO	1	0	0	0	0 OFF RIGHT	NON-INTERSECTION	1 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
88.8	8/30/2013	0813	INJ	2	1	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
88.82	5/14/2015	1721	INJ	0	0	0	1	0 OFF IN MEDIAN	INTERSECTION RELATED	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
88.82	11/21/2014	1757	INJ	0	0	1	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
88.82	1/22/2015	1225	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
88.82	5/13/2012	1141	FAT	0	1	0	0	1 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
88.85	11/6/2012	0751	PDO	6	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
88.9	8/14/2014	1758	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.03	3/6/2012	1910	PDO	1	0	0	0	0 ON	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	URBAN
89.05	11/8/2015	0655	INJ	1	0	0	1	0 ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
89.1	10/22/2012	1055	INJ	2	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
89.1	12/9/2015	1515	INJ	0	0	1	0	0 OFF RIGHT	NON-INTERSECTION	1 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	RURAL
89.11	3/23/2012	1756	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
89.11	10/29/2013	1726	PDO	3	0	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
89.12	6/18/2012	1743	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
89.12	3/18/2012	1751	PDO	1	0	0	0	0 ON	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	RURAL
89.15	7/26/2014	1255	INJ	2	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
89.25	8/1/2013	2125	PDO	3	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTE	NONE	N	RURAL
89.31	10/2/2015	1428	PDO	2	0	0	0	0 ON	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.33	7/31/2014	1510	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
89.34	5/16/2011	2345	PDO	2	0	0	0	0 ON	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	RURAL
89.39	5/25/2015	1128	INJ	2	0	1	3	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.39	8/9/2011	1231	PDO	1	0	0	0	0 OFF LEFT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.39	4/12/2014	2025	PDO	4	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.45	12/17/2014	1520	INJ	1	1	0	1	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.46	9/20/2015	1730	INJ	1	1	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.56	12/26/2011	1425	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	RURAL
89.72	6/15/2011	0956	INJ	0	0	2	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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89.75	4/19/2011	1517	INJ	1	1	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.75	10/27/2012	1706	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.78	6/16/2012	1755	INJ	4	0	1	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.78	1/11/2011	1457	PDO	4	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY W/VIS ICY	DAYLIGHT	NONE	N	URBAN
89.84	10/2/2013	1047	INJ	1	1	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.85	2/16/2013	1521	INJ	0	0	1	0	0 OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
89.85	6/3/2014	1310	INJ	1	0	1	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.89	1/11/2012	0721	INJ	1	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN
89.91	4/11/2012	1056	INJ	1	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	7/4/2012	2158	PDO	6	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	9/9/2015	0934	INJ	2	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	7/26/2011	1337	INJ	2	0	1	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	10/3/2014	1715	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	12/5/2015	1040	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	2/22/2013	1639	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	7/31/2011	2222	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	3/25/2013	1618	INJ	2	0	1	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	4/16/2014	0431	PDO	0	0	0	0	0 OFF RIGHT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	7/15/2015	2106	INJ	2	2	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	8/24/2015	1637	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	5/23/2014	1949	INJ	5	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
89.94	1/26/2015	1846	INJ	2	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	11/17/2011	1848	INJ	1	0	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	12/7/2011	1619	INJ	0	2	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
89.94	12/11/2014	1525	INJ	3	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	8/27/2015	0810	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	12/20/2014	1228	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	6/2/2015	1602	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	8/24/2011	0743	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	1/27/2011	1527	INJ	4	0	0	2	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	2/17/2012	1221	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	2/2/2013	1606	INJ	4	0	1	0	0 ON	AT INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	9/8/2011	1725	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	12/17/2015	1421	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	WET W/VIS ICY	DAYLIGHT	NONE	N	URBAN
89.94	3/11/2014	1653	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
89.94	9/16/2011	0155	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	1/25/2011	1837	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
89.94	1/31/2013	1656	INJ	0	1	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
89.94	7/9/2013	1243	INJ	3	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	1/1/2013	1340	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	12/22/2015	1553	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
89.94	12/22/2015	1322	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
89.94	5/22/2012	1555	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90	2/15/2013	1836	INJ	1	0	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.07	10/29/2013	0909	PDO	2	0	0	0	0 OFF RIGHT	INTERSECTION RELATED	1 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
90.07	7/3/2013	1428	INJ	2	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.07	9/1/2015	1400	INJ	2	1	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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90.07	10/23/2014	0730	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.12	8/13/2015	1829	INJ	0	1	1	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	UNKNOWN	N	URBAN
90.17	1/5/2014	0940	PDO	1	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/H	N	URBAN
90.2	1/19/2015	1707	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.28	4/1/2012	1650	PDO	1	0	0	0	0 OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.28	4/30/2012	1457	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.28	12/3/2012	0824	INJ	1	1	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.28	8/22/2014	1624	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN
90.28	5/3/2013	1729	INJ	4	6	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.28	7/28/2011	1038	PDO	2	0	0	0	0 OFF RIGHT	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.28	11/4/2011	1724	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
90.28	8/29/2013	1730	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.28	1/19/2014	1314	PDO	5	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.28	10/4/2012	1905	PDO	0	0	0	0	0 OFF RIGHT	INTERSECTION RELATED	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.28	5/29/2011	1809	INJ	1	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.28	2/21/2015	1522	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/H	N	URBAN
90.34	4/9/2012	1746	INJ	1	1	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.35	9/2/2014	2054	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.4	1/7/2015	1516	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.4	8/7/2013	1154	INJ	1	0	1	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.47	8/4/2014	1955	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.55	4/6/2013	1017	INJ	3	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.58	6/8/2011	1418	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.6	9/16/2015	1038	INJ	2	1	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.6	12/12/2014	1434	INJ	1	0	1	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.6	8/30/2015	1239	INJ	1	0	0	1	0 ON	NON-INTERSECTION	2 CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.6	7/4/2015	2122	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.61	5/12/2011	1400	INJ	3	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
90.65	10/5/2012	1130	INJ	2	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	6/16/2012	0528	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
90.66	5/25/2014	1153	INJ	6	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.66	7/11/2014	0835	INJ	0	0	1	0	0 ON	INTERSECTION RELATED	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	2/12/2011	1559	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	7/22/2013	1135	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	6/18/2013	1413	INJ	1	1	2	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	9/12/2015	1734	INJ	1	0	0	1	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	8/31/2014	1735	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	4/23/2013	2158	INJ	1	3	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.66	4/18/2012	1900	INJ	2	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	7/1/2015	1500	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	9/22/2014	1542	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	7/12/2012	1520	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	9/5/2013	1700	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.66	1/6/2015	1048	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NONE	N	RURAL
90.66	8/3/2015	0827	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	6/30/2011	2020	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAWN OR DUSK	NONE	N	URBAN
90.66	10/27/2014	1728	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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90.66	1/17/2013	1520	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	11/22/2011	1721	INJ	0	1	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.66	3/16/2012	1913	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
90.66	1/15/2014	0654	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
90.66	10/18/2015	1642	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.66	5/8/2012	1146	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	11/18/2015	0821	INJ	0	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	10/20/2011	1655	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	5/18/2013	1005	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	3/19/2014	1646	INJ	0	0	2	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	7/30/2013	1423	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	3/31/2014	1932	PDO	4	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	10/13/2013	1407	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.66	10/28/2013	1333	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
90.66	9/20/2015	0245	INJ	1	1	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN
90.66	9/17/2015	2238	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
90.66	11/19/2013	0637	INJ	3	0	0	1	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
90.66	9/19/2015	0802	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	2/24/2011	1348	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.66	10/3/2013	2129	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
90.7	7/3/2012	1254	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.7	7/9/2015	1618	INJ	1	1	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.74	8/17/2011	1504	PDO	3	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
90.74	3/28/2015	1608	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.75	10/12/2015	1634	INJ	4	1	0	0	0 ON	AT DRIVEWAY ACCESS	3 CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.83	11/23/2012	0954	INJ	1	0	1	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.83	7/1/2011	1421	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.84	2/9/2014	2106	PDO	1	0	0	0	0 OFF LEFT	NON-INTERSECTION	1 CURVE ON-LEVEL	ICY	DARK-LIGHTED	SNOW/SLEET/HI	N	URBAN
90.85	4/23/2015	1346	INJ	2	1	0	0	0 ON	INTERSECTION RELATED	2 CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
90.95	5/12/2011	1245	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 CURVE ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN
90.95	7/24/2012	1014	INJ	8	1	0	1	0 ON	AT INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91	2/5/2015	1319	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.2	5/9/2015	2249	INJ	0	1	0	0	0 OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/HI	N	URBAN
91.21	12/8/2014	1914	INJ	1	0	0	1	0 ON	AT INTERSECTION	2 CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.21	5/17/2015	1527	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.21	11/28/2015	2202	INJ	0	0	1	0	0 OFF AT TEE	AT INTERSECTION	1 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	NONE	N	URBAN
91.21	6/29/2012	1003	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.4	2/4/2015	0800	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/HI	N	URBAN
91.41	12/31/2011	1712	PDO	1	0	0	0	0 OFF LEFT	AT DRIVEWAY ACCESS	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.45	12/7/2015	0953	PDO	1	0	0	0	0 OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.49	9/2/2012	0254	PDO	1	0	0	0	0 OFF LEFT	AT INTERSECTION	1 CURVE ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.58	3/4/2015	1533	INJ	2	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.59	5/12/2015	1908	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.59	7/30/2015	0959	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 CURVE ON-LEVEL	DRY	DAYLIGHT	UNKNOWN	N	URBAN
91.6	5/20/2015	1504	INJ	0	0	0	1	0 OFF LEFT	NON-INTERSECTION	1 CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.69	5/16/2012	1308	PDO	4	0	0	0	0 ON	AT INTERSECTION	2 CURVE ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.71	12/1/2013	0159	INJ	0	0	1	0	0 OFF RIGHT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN

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91.75	5/13/2015	0940	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.76	10/21/2013	1540	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.76	11/12/2014	0710	INJ	1	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	ICY	DAYLIGHT	SNOW/SLEET/H	N	URBAN
91.76	9/3/2014	2109	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.76	8/30/2011	1653	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.76	8/1/2011	0726	PDO	3	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.76	1/27/2014	1007	INJ	0	2	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/H	N	URBAN
91.76	3/13/2011	2140	INJ	2	1	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.76	7/3/2012	2310	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.76	7/23/2012	1010	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.78	7/24/2014	1939	INJ	0	0	2	0	0	OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.79	4/15/2013	1641	PDO	3	0	0	0	0	ON	NON-INTERSECTION	2 HILLCREST	SNOWY	DAYLIGHT	SNOW/SLEET/H	N	URBAN
91.8	2/5/2015	0855	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.85	7/5/2011	1538	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2 HILLCREST	DRY	DAYLIGHT	NONE	N	URBAN
91.85	3/3/2011	1005	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	3 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.85	1/17/2015	1402	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.87	9/4/2012	0714	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.9	1/27/2015	0830	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.92	2/28/2014	2233	INJ	0	2	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.92	10/27/2011	2152	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	URBAN
91.92	7/13/2012	1543	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.92	4/7/2015	0626	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	9/6/2015	1435	PDO	5	0	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	9/1/2014	2036	PDO	3	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.92	5/18/2015	1813	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
91.92	3/29/2015	1615	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.92	8/3/2015	1109	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	7/4/2012	1950	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	9/14/2013	1151	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	3/18/2011	0814	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	1/16/2015	1559	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.92	6/25/2014	0014	PDO	5	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	RAIN	N	URBAN
91.92	4/4/2011	1945	PDO	4	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.92	12/25/2011	1106	FAT	2	1	0	0	1	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	12/1/2012	0801	INJ	0	0	2	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	7/24/2014	1233	PDO	3	0	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
91.92	12/5/2015	0117	INJ	0	2	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
91.92	6/30/2013	0801	INJ	0	0	1	1	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
91.98	6/20/2014	1547	INJ	1	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	12/9/2011	2035	PDO	3	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.01	3/6/2014	0944	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	2/27/2011	1025	INJ	1	0	2	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
92.01	7/7/2015	1055	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	1/17/2012	1401	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
92.01	9/8/2013	1446	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	7/8/2014	2201	INJ	0	2	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.01	7/13/2011	0908	INJ	0	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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92.01	4/5/2015	1745	INJ	6	1	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	1/16/2015	1556	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	2/3/2015	1350	INJ	1	0	0	1	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	3/26/2012	1700	PDO	4	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	3/30/2011	1201	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
92.01	12/9/2015	1554	INJ	2	1	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN
92.01	6/6/2012	1850	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	12/31/2011	1106	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	WIND	N	URBAN
92.01	2/23/2013	1505	INJ	3	2	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	9/25/2011	1547	PDO	4	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	12/22/2012	0541	PDO	3	0	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.01	12/11/2014	0424	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.01	12/12/2013	1009	INJ	3	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	4/20/2015	1135	INJ	2	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
92.01	4/6/2015	1045	PDO	3	0	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	12/21/2014	1054	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	5/4/2015	2028	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
92.01	7/7/2015	1930	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.01	7/22/2014	1652	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.03	9/18/2012	0735	INJ	2	0	0	1	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.03	8/20/2011	1408	INJ	5	1	0	0	0	ON	AT DRIVEWAY ACCESS	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.07	12/30/2015	2254	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.07	5/21/2013	0000	PDO	1	0	0	0	0	UNKNOWN	IN ALLEY	1 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	URBAN
92.09	7/1/2013	1128	INJ	2	2	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.1	1/31/2014	1708	PDO	4	0	0	0	0	OFF RIGHT	AT DRIVEWAY ACCESS	3 STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	NONE	N	URBAN
92.1	8/12/2015	1240	INJ	4	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.13	6/1/2012	1438	INJ	0	1	1	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.13	3/15/2012	1815	PDO	4	0	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.15	5/31/2013	1555	INJ	3	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.15	2/23/2015	1517	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
92.15	7/18/2014	1504	INJ	2	2	0	0	0	ON	INTERSECTION RELATED	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.15	8/3/2012	1424	INJ	1	0	1	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.16	12/23/2011	1223	PDO	14	0	0	0	0	ON	INTERSECTION RELATED	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.17	7/23/2015	1653	INJ	3	1	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	UNKNOWN	N	URBAN
92.19	7/26/2011	1739	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
92.19	10/14/2011	0703	PDO	1	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.2	8/13/2013	1428	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.2	6/28/2014	1348	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
92.2	7/31/2013	1746	INJ	4	1	0	0	0	ON	INTERSECTION RELATED	4 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
92.2	5/2/2014	1419	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.21	7/15/2014	1719	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	RAIN	N	URBAN
92.24	9/22/2011	1025	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.26	12/13/2011	1549	INJ	4	1	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.26	6/17/2011	1738	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.26	9/7/2011	1530	PDO	3	0	0	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
92.26	5/30/2015	1916	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.26	7/11/2015	1104	PDO	7	0	0	0	0	ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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92.26	12/21/2012	1807	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.26	2/15/2013	1430	INJ	3	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.26	4/13/2015	1312	INJ	1	0	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.27	8/20/2012	1211	PDO	4	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.31	6/7/2011	0915	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.42	8/17/2013	1613	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.42	10/27/2015	0645	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
92.5	11/5/2014	1847	PDO	1	0	0	0	0 OFF RIGHT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.5	10/20/2014	0845	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.53	7/3/2013	1249	INJ	0	1	1	1	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.57	10/18/2011	0851	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	11/3/2013	1953	PDO	4	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.6	5/27/2015	1610	INJ	4	0	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	8/18/2015	1907	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN
92.6	12/25/2012	1821	INJ	0	1	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY W/VIS ICY	DARK-LIGHTED	NONE	N	URBAN
92.6	3/5/2015	0925	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	9/17/2014	1219	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	3/13/2014	1612	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	12/7/2015	1717	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.6	8/12/2012	1431	INJ	2	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	3/11/2014	1610	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	3/10/2014	1804	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	3/17/2011	1249	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	6/24/2014	1604	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	6/18/2011	2030	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.6	1/23/2012	0836	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	10/22/2012	1028	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	9/18/2015	1420	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	9/9/2014	1350	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
92.6	10/19/2015	1858	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.6	6/18/2012	0825	INJ	0	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.6	10/14/2014	1205	INJ	3	1	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.64	6/29/2012	1615	PDO	3	0	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.64	1/5/2011	2353	PDO	1	0	0	0	0 OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.64	7/31/2012	1434	INJ	1	1	1	0	0 ON	AT DRIVEWAY ACCESS	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.65	3/30/2013	1640	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.65	1/2/2015	1432	PDO	3	0	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	NONE	N	URBAN
92.67	7/3/2013	1650	INJ	3	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.68	11/3/2012	1833	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.7	9/28/2013	1633	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.74	4/3/2015	0927	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	11/11/2013	1921	INJ	3	1	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.76	12/23/2014	1832	PDO	3	0	0	0	0 OFF LEFT	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.76	11/18/2011	1208	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	10/17/2012	1607	PDO	1	0	0	0	0 OFF LEFT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN
92.76	10/3/2012	1003	INJ	0	1	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	6/9/2011	1715	PDO	4	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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92.76	11/10/2014	1755	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 CURVE ON-LEVEL	WET	DARK-UNLIGHTE	NONE	N	URBAN
92.76	6/18/2012	1531	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	6/26/2011	2108	PDO	5	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.76	3/30/2013	0657	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	12/28/2012	2235	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.76	8/3/2011	1315	INJ	5	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	5/8/2015	1524	PDO	3	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
92.76	11/9/2011	1355	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	12/29/2014	2012	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/H	N	URBAN
92.76	9/10/2013	2025	PDO	1	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	WET	DARK-LIGHTED	RAIN	N	URBAN
92.76	10/22/2012	1702	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	6/9/2011	1828	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	10/22/2013	1711	INJ	2	0	1	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	5/27/2011	0458	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.76	1/18/2012	1829	INJ	5	1	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.76	10/18/2012	0631	INJ	0	1	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
92.76	10/8/2012	1536	INJ	2	2	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	9/16/2011	0950	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	8/25/2012	1033	INJ	2	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	10/19/2012	1330	INJ	0	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	11/4/2012	1448	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
92.76	6/17/2012	1512	INJ	4	3	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	8/19/2012	1027	PDO	5	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	2/28/2011	1108	INJ	2	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	5/8/2011	0955	INJ	2	0	0	2	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	4/4/2011	0947	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	7/22/2011	1524	INJ	2	1	0	2	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	8/22/2011	1559	INJ	5	0	1	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	3/3/2012	1430	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	9/27/2011	1421	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	10/16/2011	1306	PDO	5	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.76	1/30/2012	1935	PDO	3	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
92.76	5/24/2011	1320	INJ	2	3	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	WET	DAYLIGHT	RAIN	N	URBAN
92.77	2/11/2011	1642	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.79	8/5/2012	1528	INJ	2	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.8	11/4/2015	2153	INJ	0	1	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
92.82	5/4/2011	1835	PDO	2	0	0	0	0 OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
92.87	8/4/2015	1643	INJ	2	2	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.87	10/9/2015	0814	INJ	0	2	1	0	0 OFF RIGHT	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.88	6/1/2012	1835	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.9	7/26/2013	1637	INJ	1	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
92.94	8/5/2011	1623	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
93	8/25/2014	1653	PDO	4	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93	8/26/2014	2020	INJ	1	0	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	URBAN
93.04	10/25/2013	2235	INJ	4	1	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.05	6/11/2015	1156	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.05	12/19/2013	1220	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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93.06	1/8/2011	1712	INJ	1	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	2/21/2011	1805	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	2/11/2015	1817	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	12/4/2014	1658	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	2/15/2011	1226	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
93.06	2/24/2012	1326	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	10/29/2015	1600	PDO	4	0	0	0	0 ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	8/24/2014	0037	INJ	0	3	0	1	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	10/25/2013	2009	PDO	1	0	0	0	0 OFF LEFT	INTERSECTION RELATED	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	6/26/2012	1340	INJ	2	0	0	1	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	3/15/2011	2007	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	8/17/2011	2027	INJ	1	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
93.06	3/26/2012	1306	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	5/15/2012	1733	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	1/17/2012	0951	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	N	URBAN
93.06	7/9/2014	1601	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
93.06	1/5/2015	0642	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	4/22/2013	2054	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	SLUSHY	DARK-LIGHTED	SNOW/SLEET/H	N	URBAN
93.06	8/20/2014	1911	PDO	4	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	11/17/2011	1723	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	9/18/2014	1147	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	8/14/2015	1600	INJ	2	1	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	7/10/2015	1753	INJ	1	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	10/19/2011	1654	INJ	2	1	2	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	4/25/2013	0827	INJ	0	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	9/29/2013	1531	INJ	1	3	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	1/13/2015	1550	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	2/28/2015	1331	INJ	2	1	3	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	10/23/2013	0746	INJ	1	1	1	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	6/15/2015	1255	INJ	3	0	2	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	9/9/2014	1755	PDO	4	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	11/10/2014	1236	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	SNOW/SLEET/H	N	URBAN
93.06	10/30/2015	1953	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.06	4/26/2012	1038	INJ	5	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	1/17/2013	0909	INJ	0	3	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	7/28/2015	0814	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	10/16/2011	1642	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	4/8/2014	1658	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	1/10/2013	1128	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	8/28/2012	1857	INJ	4	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.06	6/27/2014	1245	INJ	2	1	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.14	1/28/2012	1327	INJ	4	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.15	5/2/2013	1209	INJ	6	1	1	0	0 ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.15	1/24/2015	1440	PDO	5	0	0	0	0 ON	INTERSECTION RELATED	5 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.15	8/19/2013	1141	PDO	3	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.15	5/8/2013	2048	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	URBAN
93.19	2/23/2014	0256	INJ	0	1	0	0	0 ON	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN

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93.19	8/26/2012	1208	PDO	1	0	0	0	0 OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.2	1/11/2013	1857	PDO	2	0	0	0	0 OFF LEFT	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.2	10/13/2012	1417	INJ	4	4	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
93.2	1/17/2012	0714	PDO	1	0	0	0	0 OFF LEFT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	ICY	DAWN OR DUSK	NONE	N	URBAN
93.35	7/6/2012	1550	INJ	5	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
93.35	11/12/2012	1717	PDO	3	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
93.35	11/24/2012	1155	PDO	8	0	0	0	0 ON	INTERSECTION RELATED	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.47	11/27/2012	1740	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
93.48	8/31/2011	1507	INJ	4	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.49	6/14/2011	1555	INJ	0	4	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	1/14/2011	1524	INJ	6	0	1	0	0 ON	AT INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	8/19/2011	1204	INJ	1	2	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	8/7/2014	1634	INJ	1	2	1	1	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	7/18/2015	1630	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	9/1/2015	1756	PDO	2	0	0	0	0 OFF IN MEDIAN	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
93.55	8/20/2012	2038	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.55	2/16/2014	1630	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
93.55	11/25/2012	1749	INJ	3	3	1	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.55	4/8/2014	2039	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.55	2/17/2011	2014	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.55	3/7/2013	1831	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.55	7/31/2012	1238	INJ	3	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	7/6/2015	1640	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	4/28/2012	1125	INJ	4	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	7/3/2012	1217	INJ	3	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	7/27/2013	1416	INJ	3	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	6/30/2015	1855	INJ	4	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	5/6/2011	1844	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	5/26/2013	1702	INJ	4	2	0	0	0 ON	INTERSECTION RELATED	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	12/14/2014	1413	PDO	5	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
93.55	2/24/2011	1418	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	1/27/2011	1331	PDO	5	0	0	0	0 ON	AT INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.55	5/19/2013	2214	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.55	10/25/2012	2058	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	SNOW/SLEET/H/I	N	URBAN
93.55	10/14/2012	2010	INJ	1	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.55	12/16/2015	1848	INJ	2	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	SLUSHY	DARK-LIGHTED	NONE	N	URBAN
93.58	7/26/2012	1723	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.59	5/10/2011	1602	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.6	8/17/2013	1520	INJ	4	1	1	0	0 ON	AT INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.69	4/29/2015	1131	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.75	2/24/2015	0743	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.8	10/15/2015	1649	INJ	1	1	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.83	1/18/2013	1845	INJ	1	1	1	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
93.85	6/30/2011	1415	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.85	7/11/2011	0849	PDO	4	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.85	7/7/2013	1445	INJ	1	0	0	2	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.9	9/16/2013	1213	INJ	2	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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93.9	3/12/2013	0637	PDO	1	0	0	0	0	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAWN OR DUSK	SNOW/SLEET/H/N	N	URBAN
93.9	10/28/2014	1420	PDO	3	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.9	8/9/2013	1358	PDO	4	0	0	0	0	ON	AT DRIVEWAY ACCESS	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
93.92	11/30/2011	1623	INJ	0	3	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
94	3/12/2012	1544	PDO	4	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.03	3/6/2015	1723	INJ	4	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	3/25/2012	0054	INJ	0	0	0	1	0	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
94.05	2/5/2012	2130	PDO	1	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
94.05	9/17/2013	0708	INJ	3	1	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
94.05	11/16/2014	0058	INJ	0	1	1	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	SNOWY	DARK-LIGHTED	NONE	N	URBAN
94.05	12/14/2012	1807	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
94.05	11/19/2014	1724	PDO	4	0	0	0	0	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTE	NONE	N	URBAN
94.05	12/19/2015	1258	INJ	3	1	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	1/9/2011	0837	INJ	0	1	0	0	0	OFF RIGHT	AT INTERSECTION	1	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	SNOW/SLEET/H/N	N	URBAN
94.05	4/6/2013	1805	INJ	0	2	1	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	5/1/2015	1503	INJ	1	1	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	9/3/2014	1637	INJ	1	0	2	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	6/26/2014	1428	PDO	3	0	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	5/14/2011	1404	PDO	3	0	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	10/23/2013	1043	INJ	0	2	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	6/2/2011	1725	PDO	2	0	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.05	12/24/2012	1447	INJ	3	2	0	0	0	OFF IN MEDIAN	AT INTERSECTION	3	STRAIGHT ON-LEVEL	DRY W/VIS ICY	DAYLIGHT	WIND	N	URBAN
94.1	5/22/2013	1517	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.11	2/24/2011	1519	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.11	7/11/2011	0856	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.2	7/13/2011	1621	INJ	1	1	0	0	0	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.2	12/10/2014	1226	PDO	4	0	0	0	0	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.25	2/10/2014	0915	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	ICY	DAYLIGHT	FOG	N	URBAN
94.4	2/4/2015	0811	PDO	1	0	0	0	0	OFF RIGHT	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	SLUSHY	DAYLIGHT	SNOW/SLEET/H/N	N	URBAN
94.42	4/1/2013	1437	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.51	10/23/2015	1110	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
94.65	10/28/2014	1716	INJ	2	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.65	9/17/2013	1558	INJ	0	0	1	0	0	ON	NON-INTERSECTION	1	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.75	2/1/2013	1514	INJ	2	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	WIND	N	URBAN
94.76	1/24/2012	1805	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
94.77	9/29/2011	1723	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.78	10/27/2012	1223	INJ	9	2	0	0	0	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.78	8/16/2012	1801	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
94.8	9/18/2013	1311	INJ	5	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	3/10/2012	1921	INJ	2	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
94.81	9/23/2011	1814	INJ	2	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	8/8/2011	1705	PDO	2	0	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	2/7/2014	1439	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	5/20/2011	1741	INJ	1	1	0	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
94.81	9/11/2013	1456	INJ	2	1	0	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
94.81	10/8/2012	1453	INJ	3	1	2	0	0	ON	INTERSECTION RELATED	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	9/30/2013	0732	INJ	2	0	0	1	0	ON	AT INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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94.81	7/30/2013	1036	INJ	3	1	1	2	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	10/9/2013	2218	INJ	2	1	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
94.81	12/16/2012	1252	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	11/12/2014	2117	INJ	2	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	ICY	DARK-LIGHTED	FOG	N	URBAN
94.81	7/6/2012	2340	INJ	0	0	2	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	URBAN
94.81	9/17/2012	1125	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
94.81	5/27/2014	1511	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	3/30/2015	1545	INJ	1	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	9/2/2011	1543	INJ	2	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
94.81	9/23/2011	0700	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	11/18/2011	1809	INJ	2	3	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
94.81	4/8/2012	1942	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
94.81	11/29/2012	1622	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
94.81	2/15/2011	0730	INJ	0	0	2	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	3/11/2011	1424	INJ	2	0	0	1	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	5/1/2011	1310	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	3/19/2012	0727	INJ	0	1	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	8/11/2015	1626	INJ	0	2	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	9/15/2015	1201	INJ	1	2	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	12/30/2013	0837	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	1/18/2012	0723	PDO	5	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	11/13/2012	0758	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	4/19/2015	1153	INJ	1	1	0	2	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	5/5/2014	1511	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	4/15/2013	1446	INJ	0	1	0	1	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	SNOWY	DAYLIGHT	SNOW/SLEET/H	N	URBAN
94.81	5/7/2014	1949	INJ	2	0	1	0	0	ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
94.81	1/4/2011	1727	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
94.81	11/29/2013	1502	INJ	2	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	8/1/2011	1004	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	3/27/2011	1603	INJ	6	0	0	1	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.81	12/17/2013	1740	INJ	0	2	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN
94.81	6/29/2014	2021	INJ	1	0	1	0	0	ON	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
94.81	9/20/2012	1629	INJ	1	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
94.81	6/25/2013	1653	PDO	1	0	0	0	0	OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
94.82	7/22/2014	0011	PDO	1	0	0	0	0	OFF RIGHT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
94.82	9/2/2015	1209	INJ	5	2	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.82	12/16/2013	1623	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
94.83	4/22/2014	1539	PDO	5	0	0	0	0	ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
94.83	2/28/2012	1434	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95	5/19/2015	0019	PDO	1	0	0	0	0	OFF AT TEE	AT INTERSECTION	1 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
95.03	4/7/2011	1211	INJ	3	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.04	12/11/2013	1653	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
95.05	5/30/2015	0322	PDO	1	0	0	0	0	OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.05	8/27/2012	0716	INJ	2	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.05	8/2/2013	1737	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.05	10/28/2014	1714	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.05	1/5/2012	2024	INJ	1	0	1	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN

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95.05	8/12/2011	1815	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.05	11/2/2014	0222	PDO	1	0	0	0	0 OFF LEFT	INTERSECTION RELATED	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.1	10/11/2014	1148	INJ	1	2	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.1	9/25/2014	0726	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.1	9/25/2014	0751	INJ	2	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.12	12/21/2012	1313	INJ	4	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.15	5/6/2014	2035	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.15	1/8/2015	1145	PDO	3	0	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.15	10/26/2014	1500	INJ	2	1	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.15	4/6/2014	1247	INJ	2	2	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.15	12/5/2014	1458	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.15	12/27/2012	1201	PDO	7	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.15	1/23/2015	1316	PDO	2	0	0	0	0 OFF IN MEDIAN	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.17	3/6/2015	1652	PDO	3	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.17	3/26/2015	1612	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.18	1/3/2012	1552	INJ	3	1	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.19	6/4/2014	1149	INJ	3	0	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.2	12/23/2013	1327	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.2	12/22/2011	1331	INJ	6	0	1	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
95.2	11/2/2013	1804	INJ	2	3	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
95.26	4/20/2012	1616	INJ	4	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.29	10/26/2012	0452	INJ	2	1	0	0	0 OFF LEFT	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	ICY	DARK-UNLIGHTE	SNOW/SLEET/H	N	URBAN
95.29	6/8/2012	1427	INJ	1	1	0	1	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.3	11/16/2013	1350	INJ	2	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	11/25/2011	1719	INJ	4	3	1	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.33	11/4/2013	1130	INJ	4	1	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	7/20/2011	1258	PDO	3	0	0	0	0 ON	AT INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	11/27/2015	1133	INJ	4	1	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
95.33	7/17/2011	0445	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.33	6/24/2015	1641	INJ	1	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	12/26/2012	1751	INJ	2	0	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.33	11/23/2013	1802	INJ	0	2	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.33	12/9/2014	1913	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.33	12/10/2012	1227	INJ	0	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	5/9/2013	1734	PDO	3	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	11/11/2014	1645	PDO	6	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	SNOWY	DARK-UNLIGHTE	NONE	N	URBAN
95.33	11/23/2011	2142	PDO	1	0	0	0	0 OFF LEFT	INTERSECTION RELATED	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.33	1/19/2013	1511	INJ	1	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	3/23/2012	0729	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.33	8/27/2014	1642	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
95.34	4/19/2012	1740	INJ	2	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-GRADE	WET	DAWN OR DUSK	RAIN	N	URBAN
95.34	2/13/2012	0632	PDO	1	0	0	0	0 OFF RIGHT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY W/VIS ICY	DARK-UNLIGHTE	NONE	N	URBAN
95.35	7/9/2013	1546	PDO	5	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.36	9/8/2012	1403	INJ	4	1	0	0	0 ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.37	10/27/2011	1431	INJ	1	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.39	11/12/2011	1307	INJ	3	1	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.4	9/5/2013	1130	INJ	3	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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95.44	10/16/2012	0957	INJ	3	1	0	0	0 ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.45	11/23/2012	2011	INJ	4	1	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.49	9/20/2015	1250	INJ	3	3	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.5	12/12/2014	1755	PDO	8	0	0	0	0 ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.5	6/21/2014	1402	INJ	1	0	1	1	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.5	9/9/2014	1445	INJ	2	2	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
95.5	8/11/2014	0845	INJ	0	2	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.5	12/20/2011	1741	INJ	0	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.5	2/1/2014	1930	INJ	0	0	2	0	0 OFF RIGHT	NON-INTERSECTION	1 CURVE ON-LEVEL	SNOWY	DARK-LIGHTED	SNOW/SLEET/H	N	URBAN
95.5	6/15/2015	0737	INJ	0	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.5	6/26/2015	1328	PDO	4	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
95.5	9/8/2014	1619	INJ	0	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.5	12/13/2014	1152	PDO	3	0	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.5	12/31/2014	1751	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	ICY	DARK-LIGHTED	SNOW/SLEET/H	N	URBAN
95.5	3/26/2015	1452	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.5	8/30/2014	1610	INJ	7	0	0	1	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.51	9/12/2012	1202	PDO	3	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
95.53	10/19/2011	1658	PDO	3	0	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.53	1/4/2011	1407	INJ	2	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.53	6/15/2011	1417	INJ	5	0	2	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.53	3/22/2011	1406	PDO	5	0	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.53	8/10/2012	1731	PDO	4	0	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.55	5/22/2013	1717	INJ	1	3	0	0	0 ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.55	5/19/2014	1601	INJ	3	1	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.55	12/4/2015	1231	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.55	9/25/2012	1722	INJ	2	0	2	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
95.55	7/13/2014	2107	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.55	9/21/2013	1421	INJ	2	2	1	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.55	11/5/2015	0532	PDO	2	0	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	NONE	N	URBAN
95.55	11/3/2012	0050	PDO	1	0	0	0	0 OFF RIGHT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.55	12/21/2015	1714	PDO	2	0	0	0	0 ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.55	6/26/2013	1118	INJ	1	2	0	0	0 ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
95.59	5/28/2014	1623	INJ	7	1	0	0	0 ON	AT DRIVEWAY ACCESS	5 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.59	4/30/2014	1443	INJ	1	0	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.63	9/27/2011	1540	INJ	2	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.63	5/7/2011	1456	PDO	3	0	0	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.65	5/31/2013	1427	INJ	1	2	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.65	5/5/2013	1554	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.65	8/23/2014	1621	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.65	8/23/2014	1631	PDO	2	0	0	0	0 ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.65	10/9/2014	1629	PDO	1	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
95.67	5/23/2014	1333	PDO	2	0	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.7	3/30/2013	1404	INJ	2	0	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.7	1/10/2014	1624	PDO	4	0	0	0	0 ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.73	10/17/2014	1708	INJ	1	1	0	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
95.75	11/7/2014	1647	INJ	1	0	1	0	0 ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.75	10/18/2014	1353	INJ	3	0	1	0	0 ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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95.75	4/9/2015	1436	INJ	0	0	2	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
95.75	8/17/2014	1641	INJ	11	1	0	0	0	ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.76	10/12/2012	1756	INJ	1	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.76	11/4/2011	0653	INJ	1	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
95.79	6/28/2011	1636	INJ	1	2	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.79	1/22/2013	2108	INJ	2	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-GRADE	DRY	DARK-UNLIGHTED	NONE	N	URBAN
95.79	3/30/2012	2105	INJ	1	0	0	1	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.8	1/17/2014	1838	PDO	4	0	0	0	0	ON	NON-INTERSECTION	4 STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN
95.8	12/25/2011	1329	INJ	1	0	1	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	WET	DAYLIGHT	NONE	N	URBAN
95.81	7/26/2012	1715	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.81	10/1/2014	1908	PDO	3	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
95.82	7/23/2011	2332	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.82	11/9/2015	0653	INJ	0	2	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
95.82	10/19/2012	1517	INJ	3	1	0	0	0	ON	INTERSECTION RELATED	4 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
95.82	4/1/2015	1920	INJ	3	3	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.82	8/9/2014	0502	PDO	1	0	0	0	0	OFF LEFT	AT INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
95.82	11/29/2014	1749	INJ	2	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
95.82	11/18/2014	1900	PDO	9	0	0	0	0	ON	AT INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
95.82	3/20/2015	0714	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
95.82	8/30/2014	1445	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.82	6/30/2015	1552	INJ	1	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.82	4/9/2015	1018	INJ	1	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.82	1/28/2013	2019	INJ	3	1	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	SNOW/SLEET/H	N	URBAN
95.82	9/22/2015	1913	INJ	5	2	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN
95.83	11/22/2011	1611	INJ	2	1	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.85	4/8/2015	2045	PDO	4	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
95.86	11/25/2011	1758	INJ	2	1	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
95.9	4/2/2013	1952	PDO	1	0	0	0	0	OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	WET	DARK-UNLIGHTED	RAIN	N	URBAN
95.9	12/14/2013	0113	PDO	1	0	0	0	0	OFF LEFT	NON-INTERSECTION	1 STRAIGHT ON-LEVEL	DRY	DARK-UNLIGHTED	NONE	N	URBAN
95.9	12/14/2012	1717	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
95.9	9/14/2013	1301	INJ	6	1	2	0	0	ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.9	10/28/2014	0827	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.9	2/2/2015	1356	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.9	1/29/2014	0658	INJ	2	1	0	0	0	ON	INTERSECTION RELATED	3 STRAIGHT ON-LEVEL	DRY W/VIS ICY	DAWN OR DUSK	NONE	N	URBAN
95.94	11/12/2013	1557	INJ	1	3	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.95	9/20/2013	1651	PDO	3	0	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
95.98	8/29/2012	1622	INJ	6	1	1	0	0	ON	NON-INTERSECTION	4 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96	11/23/2013	1841	INJ	2	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96	5/11/2013	1301	INJ	6	1	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96	6/13/2011	1540	INJ	2	1	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96	7/23/2011	1228	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96	5/28/2011	1856	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96	7/31/2011	2018	INJ	1	0	1	0	0	ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
96.02	8/17/2013	1545	PDO	3	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.03	1/12/2012	1301	PDO	2	0	0	0	0	ON	AT DRIVEWAY ACCESS	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.04	11/11/2011	1631	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.05	11/29/2013	1754	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN

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96.05	12/21/2012	1154	INJ	4	1	1	0	0	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.06	8/1/2014	2203	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96.08	8/2/2014	1513	INJ	3	1	1	0	0	ON	AT INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.1	9/7/2012	1452	INJ	2	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.1	8/20/2011	1021	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.1	10/11/2014	1857	INJ	2	1	1	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.11	12/29/2015	1227	INJ	4	0	1	0	0	ON	NON-INTERSECTION	2	HILLCREST	DRY	DAYLIGHT	NONE	N	URBAN
96.11	11/6/2015	0730	INJ	2	0	1	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.11	10/13/2015	1536	INJ	1	0	0	1	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.11	10/17/2015	1721	PDO	3	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.11	9/24/2015	1008	INJ	2	1	0	0	0	ON	RAMP	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.11	12/26/2015	1452	PDO	4	0	0	0	0	ON	NON-INTERSECTION	4	HILLCREST	DRY	DAYLIGHT	NONE	N	URBAN
96.11	11/10/2015	1451	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.11	12/10/2015	2321	PDO	3	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96.11	11/6/2015	1908	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96.11	11/3/2015	1025	INJ	2	1	1	0	0	OFF LEFT	NON-INTERSECTION	1	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.12	11/25/2014	1707	PDO	4	0	0	0	0	ON	AT INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96.12	12/29/2012	1549	INJ	4	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.12	3/25/2014	1914	INJ	5	2	1	1	0	ON	AT INTERSECTION	6	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN
96.12	11/9/2012	1706	INJ	2	1	0	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
96.12	2/11/2012	1851	INJ	1	2	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96.12	8/2/2014	1513	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.12	2/6/2011	1513	PDO	4	0	0	0	0	ON	INTERSECTION RELATED	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.15	4/12/2015	1254	INJ	5	1	1	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.15	5/19/2013	1336	INJ	6	1	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.15	11/29/2013	1448	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.15	4/14/2015	1317	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.15	10/28/2014	1707	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.16	11/30/2012	1815	INJ	3	3	0	0	0	ON	AT INTERSECTION	6	STRAIGHT ON-GRADE	DRY	DARK-LIGHTED	NONE	N	URBAN
96.16	12/31/2012	1632	INJ	2	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAWN OR DUSK	NONE	N	URBAN
96.16	12/26/2012	1141	INJ	2	1	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.16	3/9/2012	1158	INJ	3	1	3	0	0	ON	NON-INTERSECTION	4	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.16	12/21/2012	1154	INJ	3	0	1	0	0	ON	NON-INTERSECTION	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.16	11/23/2012	1057	PDO	4	0	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.19	5/20/2011	1636	INJ	4	1	0	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.19	7/21/2011	1200	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.19	1/19/2011	1210	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.19	7/11/2013	1315	INJ	2	0	1	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.19	7/3/2011	1506	INJ	10	3	0	0	0	ON	NON-INTERSECTION	4	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.19	10/6/2013	1757	INJ	1	1	1	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.19	7/14/2011	1315	INJ	3	0	1	0	0	ON	AT INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.19	4/22/2011	1716	INJ	3	0	1	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.19	5/31/2013	1338	PDO	3	0	0	0	0	ON	NON-INTERSECTION	2	CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.19	12/1/2011	0526	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2	STRAIGHT ON-GRADE	SNOWY	DARK-LIGHTED	SNOW/SLEET/H	N	URBAN
96.2	9/22/2013	1223	PDO	6	0	0	0	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.2	5/30/2013	1723	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.2	9/16/2013	1548	INJ	3	0	1	2	0	ON	NON-INTERSECTION	3	STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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96.2	6/18/2013	1326	PDO	5	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.2	12/3/2013	1212	INJ	1	1	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.2	12/20/2015	1442	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	ICY	DAYLIGHT	NONE	N	URBAN
96.2	5/20/2015	0136	PDO	2	0	0	0	0	ON	AT INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DARK-LIGHTED	RAIN	N	URBAN
96.23	10/8/2012	0910	PDO	1	0	0	0	0	ON	RAMP	1 CURVE ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.23	10/26/2012	1025	PDO	4	0	0	0	0	ON	AT INTERSECTION	2 CURVE ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
96.23	12/4/2012	1735	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96.24	12/9/2013	1753	PDO	3	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DARK-LIGHTED	NONE	N	URBAN
96.24	3/11/2013	0941	PDO	2	0	0	0	0	ON	INTERSECTION RELATED	2 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN
96.25	9/4/2013	0742	INJ	1	0	1	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-GRADE	DRY	DAYLIGHT	NONE	N	URBAN
96.25	7/31/2013	1745	PDO	2	0	0	0	0	ON	NON-INTERSECTION	2 STRAIGHT ON-LEVEL	WET	DAYLIGHT	RAIN	N	URBAN
96.25	12/27/2014	1453	INJ	2	2	0	0	0	ON	NON-INTERSECTION	3 STRAIGHT ON-LEVEL	WET	DAYLIGHT	NONE	N	URBAN
96.25	7/9/2013	1353	PDO	4	0	0	0	0	ON	AT DRIVEWAY ACCESS	3 STRAIGHT ON-LEVEL	DRY	DAYLIGHT	NONE	N	URBAN

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event_1	event_2	event_3	mhe	acctype	dir_1	vehicle_1
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
HEAD-ON			HEAD-ON	HEAD-ON	W	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	E	PASS CAR/VAN
DOMESTIC ANIMAL			DOMESTIC ANIMAL	DOMESTIC ANIMAL	E	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
ROAD MAINTENANCE EQUIPMENT			ROAD MAINTENANCE EQUIPMENT	ROAD MAINTENANCE EQUIPMENT	W	PASS CAR/VAN
OVERTAKING TURN			OVERTAKING TURN	OVERTAKING TURN	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	SUV
SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	E	SUV
EMBANKMENT CUT/FILL SLOPE	FENCE		EMBANKMENT CUT/FILL SLOPE	EMBANKMENT CUT/FILL SLOPE	E	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	E	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	W	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	E	MOTORCYCLE
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION			SIDESWIPE OPPOSITE DIRECTION	SIDESWIPE OPPOSITE DIRECTION	W	HIT & RUN - UNKNOWN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	W	PASS CAR/VAN
SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	W	SUV
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
SIGN	EMBANKMENT CUT/FILL SLOPE	OVERTURNING	OVERTURNING	EMBANKMENT CUT/FILL SLOPE	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
PARKED MOTOR VEHICLE			PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE	E	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	E	SUV
EMBANKMENT CUT/FILL SLOPE	OVERTURNING		OVERTURNING	EMBANKMENT CUT/FILL SLOPE	E	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
WILD ANIMAL			WILD ANIMAL	WILD ANIMAL	E	PASS CAR/VAN
TRAFFIC SIGNAL POLE	TREE/SHRUBBERY		TREE/SHRUBBERY	TRAFFIC SIGNAL POLE	W	PICKUP TRUCK/UTILITY VAN
OTHER FIXED OBJECT	LARGE BOULDERS OR ROCKS		LARGE BOULDERS OR ROCKS	OTHER FIXED OBJECT	E	SUV
APPROACH TURN			APPROACH TURN	APPROACH TURN	W	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	SUV

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UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
BICYCLE		BICYCLE	BICYCLE	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
WILD ANIMAL		WILD ANIMAL	WILD ANIMAL	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
WILD ANIMAL		WILD ANIMAL	WILD ANIMAL	W	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	S	PASS CAR/VAN
DELINEATOR POST		DELINEATOR POST	DELINEATOR POST	W	PASS CAR/VAN
SIGN	PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE	SIGN	W	PASS CAR/VAN
LIGHT/UTILITY POLE		LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	W	SUV
UNKNOWN	OVERTURNING	OVERTURNING	REAR-END	W	PICKUP TRUCK/UTILITY VAN
ROAD MAINTENANCE EQUIPMENT		ROAD MAINTENANCE EQUIPMENT	ROAD MAINTENANCE EQUIPMENT	E	MOTORCYCLE
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
MAILBOX		MAILBOX	MAILBOX	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	S	PASS CAR/VAN
OVERTURNING		OVERTURNING	OVERTURNING	E	SUV
TRAFFIC SIGNAL POLE		TRAFFIC SIGNAL POLE	TRAFFIC SIGNAL POLE	E	MOTORCYCLE
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	SUV
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SCHOOL BUS < 15 PEOPLE
WILD ANIMAL		WILD ANIMAL	WILD ANIMAL	E	SUV
BICYCLE		BICYCLE	BICYCLE	E	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION	UNKNOWN	SIDESWIPE OPPOSITE DIRECTION	SIDESWIPE OPPOSITE DIRECTION	E	PASS CAR/VAN
LARGE BOULDERS OR ROCKS	OVERTURNING	OVERTURNING	LARGE BOULDERS OR ROCKS	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
OTHER NON-COLLISION	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
INVOLVING OTHER OBJECT		INVOLVING OTHER OBJECT	INVOLVING OTHER OBJECT	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
PARKED MOTOR VEHICLE		PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE	E	PASS CAR/VAN
WILD ANIMAL		WILD ANIMAL	PARKED MOTOR VEHICLE	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	FENCE	UNKNOWN	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN W/TRAILER
WILD ANIMAL		WILD ANIMAL	REAR-END	W	PASS CAR/VAN
BROADSIDE		BROADSIDE	WILD ANIMAL	W	PASS CAR/VAN
LIGHT/UTILITY POLE		BROADSIDE	BROADSIDE	N	SUV
BROADSIDE		LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	E	PASS CAR/VAN
PARKED MOTOR VEHICLE		BROADSIDE	BROADSIDE	N	SUV
BICYCLE		PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE	W	PASS CAR/VAN
EMBANKMENT CUT/FILL SLOPE		BICYCLE	BICYCLE	W	SUV
REAR-END		EMBANKMENT CUT/FILL SLOPE	EMBANKMENT CUT/FILL SLOPE	E	PASS CAR/VAN
		REAR-END	REAR-END	W	PASS CAR/VAN W/TRAILER

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BROADSIDE		BROADSIDE	BROADSIDE	S	SUV
BROADSIDE		BROADSIDE	BROADSIDE	S	SUV
REAR-END		REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	BROADSIDE	N	SUV
BROADSIDE		BROADSIDE	BROADSIDE	S	PASS CAR/VAN
CURB/RAISED MEDIAN	LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	SUV
REAR-END		REAR-END	REAR-END	E	SUV
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	E	SUV
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	SIDESWIPE OPPOSITE DIRECTION	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	BROADSIDE	S	PASS CAR/VAN
TREE/SHRUBBERY	OVERTURNING	OVERTURNING	TREE/SHRUBBERY	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	S	MOTORCYCLE
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	HIT & RUN - UNKNOWN
HEAD-ON		HEAD-ON	HEAD-ON	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PICKUP TRUCK/UTILITY VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	N	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	LIGHT/UTILITY POLE	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	PASS CAR/VAN
UNKNOWN	OVERTURNING	UNKNOWN	BROADSIDE	E	SUV
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	S	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	S	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	PASS CAR/VAN
PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	S	OTHER - SEE REPORT
SIGN	TREE/SHRUBBERY	TREE/SHRUBBERY	SIGN	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	S	PASS CAR/VAN
UNKNOWN	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN

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APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
OVERTURNING		OVERTURNING	OVERTURNING	W	SUV
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
LIGHT/UTILITY POLE		LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	SUV
BICYCLE		BICYCLE	BICYCLE	N	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
TRAFFIC SIGNAL POLE	UNKNOWN	UNKNOWN	TRAFFIC SIGNAL POLE	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
OTHER NON-COLLISION	UNKNOWN	UNKNOWN	OTHER NON-COLLISION	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
LIGHT/UTILITY POLE		LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	W	MOTORCYCLE
BROADSIDE		BROADSIDE	BROADSIDE	W	SUV
LIGHT/UTILITY POLE		LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	NW	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
HEAD-ON		HEAD-ON	HEAD-ON	S	SUV
BICYCLE		BICYCLE	BICYCLE	S	PICKUP TRUCK/UTILITY VAN
BROADSIDE		BROADSIDE	BROADSIDE	N	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	N	PASS CAR/VAN
BICYCLE		BICYCLE	BICYCLE	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	SUV
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	BROADSIDE	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
INVOLVING OTHER OBJECT		INVOLVING OTHER OBJECT	INVOLVING OTHER OBJECT	N	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	N	PASS CAR/VAN
TRAFFIC SIGNAL POLE		TRAFFIC SIGNAL POLE	TRAFFIC SIGNAL POLE	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
UNKNOWN	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	REAR-END	E	SUV
OVERTURNING	UNKNOWN	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	N	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	BROADSIDE	S	SUV
BROADSIDE		BROADSIDE	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	N	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	N	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	N	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	W	OTHER - SEE REPORT
BICYCLE		BICYCLE	BICYCLE	S	PASS CAR/VAN
BICYCLE		BICYCLE	BICYCLE	N	SUV

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SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION		E	PASS CAR/VAN
UNKNOWN	CURB/RAISED MEDIAN		WALL/BUILDING		E	SUV
APPROACH TURN			APPROACH TURN		E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		N	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN		N	SUV
UNKNOWN	UNKNOWN		UNKNOWN		N	SUV
APPROACH TURN			APPROACH TURN		W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		W	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN		N	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END		W	PASS CAR/VAN
UNKNOWN	CURB/RAISED MEDIAN		UNKNOWN		S	PASS CAR/VAN
BROADSIDE			BROADSIDE		W	PASS CAR/VAN
BROADSIDE			BROADSIDE		N	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN		W	PASS CAR/VAN
BROADSIDE			BROADSIDE		W	SUV
BROADSIDE			BROADSIDE		N	PASS CAR/VAN
SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION		W	PICKUP TRUCK/UTILITY VAN
BICYCLE			BICYCLE		S	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN		W	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION			SIDESWIPE OPPOSITE DIRECTION		S	SUV
UNKNOWN	UNKNOWN		UNKNOWN		E	SUV
BICYCLE	UNKNOWN		BICYCLE		S	PASS CAR/VAN
REAR-END			REAR-END		E	PICKUP TRUCK/UTILITY VAN
LIGHT/UTILITY POLE			LIGHT/UTILITY POLE		W	PASS CAR/VAN
REAR-END			REAR-END		W	PASS CAR/VAN
REAR-END			REAR-END		E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN		W	PASS CAR/VAN
REAR-END			REAR-END		E	PASS CAR/VAN
CULVERT/HEADWALL	FENCE	TREE/SHRUBBERY	TREE/SHRUBBERY		W	PASS CAR/VAN
BROADSIDE			BROADSIDE		E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END		W	PICKUP TRUCK/UTILITY VAN
CURB/RAISED MEDIAN	EMBANKMENT CUT/FILL SLOPE		EMBANKMENT CUT/FILL SLOPE		N	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
REAR-END			REAR-END		E	PASS CAR/VAN
LIGHT/UTILITY POLE			LIGHT/UTILITY POLE		W	PASS CAR/VAN
CURB/RAISED MEDIAN	OTHER FIXED OBJECT	INVOLVING OTHER OBJECT	TREE/SHRUBBERY		W	PICKUP TRUCK/UTILITY VAN
LIGHT/UTILITY POLE			LIGHT/UTILITY POLE		E	PASS CAR/VAN
REAR-END			REAR-END		E	PASS CAR/VAN
CURB/RAISED MEDIAN			CURB/RAISED MEDIAN		W	PASS CAR/VAN
REAR-END			REAR-END		W	PICKUP TRUCK/UTILITY VAN
LIGHT/UTILITY POLE	OTHER NON-COLLISION		LIGHT/UTILITY POLE		W	SUV
APPROACH TURN			APPROACH TURN		W	SUV
OTHER FIXED OBJECT	WALL/BUILDING		OTHER FIXED OBJECT		W	PICKUP TRUCK/UTILITY VAN

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REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
BICYCLE		BICYCLE	BICYCLE	E	BICYCLE
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
UNKNOWN	OVERTURNING	UNKNOWN	BROADSIDE	W	PASS CAR/VAN
PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	N	OTHER - SEE REPORT
CURB/RAISED MEDIAN	OVERTURNING	OVERTURNING	OVERTURNING	W	MOTORCYCLE
REAR-END		REAR-END	REAR-END	E	SUV
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	SUV
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	S	SUV
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	S	SUV
BROADSIDE		BROADSIDE	BROADSIDE	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	OVERTAKING TURN	S	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
REAR-END		REAR-END	REAR-END	W	SUV
BICYCLE		BICYCLE	BICYCLE	S	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	W	PICKUP TRUCK/UTILITY VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	S	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	PASS CAR/VAN
UNKNOWN	SIGN	UNKNOWN	BROADSIDE	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	BROADSIDE	S	PICKUP TRUCK/UTILITY VAN
BROADSIDE		BROADSIDE	BROADSIDE	S	SUV
UNKNOWN	OVERTURNING	UNKNOWN	BROADSIDE	S	SUV
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	N	PASS CAR/VAN
PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	N	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
BICYCLE		BICYCLE	BICYCLE	N	SUV
BROADSIDE		BROADSIDE	BROADSIDE	W	PASS CAR/VAN
PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	E	HIT & RUN - UNKNOWN

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REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	N	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	E	PASS CAR/VAN
PEDESTRIAN	PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	N	SUV
PEDESTRIAN			PEDESTRIAN	PEDESTRIAN	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	BROADSIDE	W	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN
BROADSIDE			BROADSIDE	BROADSIDE	E	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	N	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	BROADSIDE	E	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	E	SUV
BROADSIDE			BROADSIDE	BROADSIDE	N	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	N	SUV
UNKNOWN	OVERTURNING		OVERTURNING	BROADSIDE	E	SUV
REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	WALL/BUILDING		UNKNOWN	REAR-END	E	PICKUP TRUCK/UTILITY VAN
OTHER FIXED OBJECT			OTHER FIXED OBJECT	OTHER FIXED OBJECT	W	SUV
REAR-END			REAR-END	REAR-END	W	SUV
SIGN	UNKNOWN	PARKED MOTOR VEHICLE	UNKNOWN	SIGN	W	SUV
REAR-END			REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PASS CAR/VAN
UNKNOWN	SIDESWIPE SAME DIRECTION		UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	N	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
					W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
LIGHT/UTILITY POLE	WALL/BUILDING		LIGHT/UTILITY POLE	SIDESWIPE SAME DIRECTION	E	HIT & RUN - UNKNOWN
REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	LIGHT/UTILITY POLE		UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	OVERTURNING		OVERTURNING	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	SUV

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APPROACH TURN			APPROACH TURN		APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	SIGN		UNKNOWN		APPROACH TURN	E	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	E	SUV
BICYCLE			BICYCLE		BICYCLE	E	BICYCLE
INVOLVING OTHER OBJECT			INVOLVING OTHER OBJECT		INVOLVING OTHER OBJECT	E	PASS CAR/VAN
OTHER NON-COLLISION	SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION		DOMESTIC ANIMAL	W	SUV
UNKNOWN	FENCE		UNKNOWN		REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END		REAR-END	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		APPROACH TURN	N	SUV
APPROACH TURN			APPROACH TURN		APPROACH TURN	E	SUV
REAR-END			REAR-END		REAR-END	E	SUV
DELINEATOR POST	LIGHT/UTILITY POLE		LIGHT/UTILITY POLE		LIGHT/UTILITY POLE	E	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END		REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		APPROACH TURN	E	PASS CAR/VAN
BROADSIDE			BROADSIDE		BROADSIDE	S	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		APPROACH TURN	W	SUV
UNKNOWN	UNKNOWN		UNKNOWN		APPROACH TURN	W	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION			SIDESWIPE OPPOSITE DIRECTION		APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE OPPOSITE DIRECTION			SIDESWIPE OPPOSITE DIRECTION		APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
BROADSIDE			BROADSIDE		BROADSIDE	N	PASS CAR/VAN
BROADSIDE			BROADSIDE		BROADSIDE	W	PASS CAR/VAN
BROADSIDE			BROADSIDE		BROADSIDE	N	PASS CAR/VAN
APPROACH TURN			APPROACH TURN		APPROACH TURN	W	SUV
PEDESTRIAN			PEDESTRIAN		PEDESTRIAN	N	PASS CAR/VAN
BICYCLE			BICYCLE		BICYCLE	N	HIT & RUN - UNKNOWN
UNKNOWN	UNKNOWN		UNKNOWN		APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN		REAR-END	E	SUV
SIGN			SIGN		SIGN	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN		APPROACH TURN	E	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END		REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END		REAR-END	E	PASS CAR/VAN
SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	E	SUV
REAR-END			REAR-END		REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN		UNKNOWN		REAR-END	N	PASS CAR/VAN
LIGHT/UTILITY POLE	VEHICLE CARGO/DEBRIS	VEHICLE CARGO/DEBRIS	LIGHT/UTILITY POLE		LIGHT/UTILITY POLE	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN		APPROACH TURN	W	PASS CAR/VAN
SIGN			SIGN		SIGN	N	SUV
APPROACH TURN			APPROACH TURN		APPROACH TURN	W	PASS CAR/VAN
REAR-END			REAR-END		REAR-END	W	PASS CAR/VAN

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UNKNOWN	SIGN	UNKNOWN	APPROACH TURN	N	SUV
UNKNOWN	SIGN	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
TRAFFIC SIGNAL POLE		SIGN	SIGN	N	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	S	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	S	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN
OTHER NON-COLLISION	SIGN	SIGN	SIDESWIPE SAME DIRECTION	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
REAR-END		REAR-END	REAR-END	N	HIT & RUN - UNKNOWN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	N	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	N	PASS CAR/VAN
SIDESWIPE SAME DIRECTION	UNKNOWN	UNKNOWN	SIDESWIPE SAME DIRECTION	E	MOTORCYCLE
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	SIGN	UNKNOWN	APPROACH TURN	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	E	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	SUV
UNKNOWN	TRAFFIC SIGNAL POLE	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	SIGN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	SIGN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	BROADSIDE	N	PICKUP TRUCK/UTILITY VAN
BROADSIDE		BROADSIDE	BROADSIDE	S	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	SUV
LIGHT/UTILITY POLE		LIGHT/UTILITY POLE	LIGHT/UTILITY POLE	S	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	N	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
CURB/RAISED MEDIAN	UNKNOWN	OVERTURNING	CURB/RAISED MEDIAN	W	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	S	OTHER - SEE REPORT
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
OVERTAKING TURN		OVERTAKING TURN	OVERTAKING TURN	W	PASS CAR/VAN

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REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	N	SUV
BROADSIDE		BROADSIDE	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
CURB/RAISED MEDIAN	CURB/RAISED MEDIAN	CURB/RAISED MEDIAN	CURB/RAISED MEDIAN	N	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
BICYCLE		BICYCLE	BICYCLE	S	BICYCLE
PEDESTRIAN		PEDESTRIAN	PEDESTRIAN	S	SUV
BROADSIDE		BROADSIDE	BROADSIDE	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	N	SUV
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	SUV
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	S	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	S	SUV
REAR-END		REAR-END	REAR-END	N	PICKUP TRUCK/UTILITY VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	OTHER NON-COLLISION	UNKNOWN	BROADSIDE	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	S	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
BICYCLE		BICYCLE	BICYCLE	W	BICYCLE
OVERTURNING		OVERTURNING	OVERTURNING	W	PICKUP TRUCK/UTILITY VAN

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SIGN		SIGN	SIGN	W	PASS CAR/VAN
GUARD RAIL	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	GUARD RAIL	E	SUV
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
GUARD RAIL		GUARD RAIL	GUARD RAIL	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN W/TRAILER
SIDESWIPE SAME DIRECTION	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	N	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	N	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	SUV
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	N	SUV
REAR-END		REAR-END	REAR-END	E	MOTORCYCLE
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	S	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	S	SUV
OTHER NON-COLLISION	UNKNOWN	UNKNOWN	OTHER NON-COLLISION	E	PASS CAR/VAN
SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	S	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	N	SUV
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN

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OVERTURNING			OVERTURNING	OVERTURNING	E	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	INVOLVING OTHER OBJECT	SIGN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
CULVERT/HEADWALL	CULVERT/HEADWALL	TRAFFIC SIGNAL POLE	TRAFFIC SIGNAL POLE	CULVERT/HEADWALL	W	PASS CAR/VAN
PARKED MOTOR VEHICLE			PARKED MOTOR VEHICLE	PARKED MOTOR VEHICLE	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	SUV
TRAFFIC SIGNAL POLE			TRAFFIC SIGNAL POLE	TRAFFIC SIGNAL POLE	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	E	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN		UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
GUARD RAIL			GUARD RAIL	GUARD RAIL	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
OTHER NON-COLLISION	UNKNOWN		UNKNOWN	SIDESWIPE SAME DIRECTION	E	SUV
CULVERT/HEADWALL	DELINEATOR POST		CULVERT/HEADWALL	CULVERT/HEADWALL	W	PASS CAR/VAN
PEDESTRIAN			PEDESTRIAN	PEDESTRIAN	S	OTHER - SEE REPORT
REAR-END			REAR-END	REAR-END	E	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	SUV
OVERTURNING			OVERTURNING	OVERTURNING	E	MOTORCYCLE
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
OTHER NON-COLLISION	OVERTURNING		OVERTURNING	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	N	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	SUV

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UNKNOWN	OVERTURNING	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
UNKNOWN	OVERTURNING	UNKNOWN	BROADSIDE	N	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
BICYCLE		BICYCLE	BICYCLE	S	OTHER - SEE REPORT
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	W	PICKUP TRUCK/UTILITY VAN
SIDESWIPE OPPOSITE DIRECTION	UNKNOWN	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	W	PICKUP TRUCK/UTILITY VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	SIDESWIPE SAME DIRECTION	UNKNOWN	APPROACH TURN	E	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	OVERTURNING	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	OTHER FIXED OBJECT	UNKNOWN	APPROACH TURN	W	PASS CAR/VAN
UNKNOWN	SIDESWIPE SAME DIRECTION	UNKNOWN	APPROACH TURN	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	APPROACH TURN	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	SIGN	UNKNOWN	APPROACH TURN	W	SUV
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
VEHICLE CARGO/DEBRIS		VEHICLE CARGO/DEBRIS	VEHICLE CARGO/DEBRIS	E	MOTORCYCLE
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
OTHER FIXED OBJECT		OTHER FIXED OBJECT	OTHER FIXED OBJECT	W	OTHER - SEE REPORT
INVOLVING OTHER OBJECT		INVOLVING OTHER OBJECT	INVOLVING OTHER OBJECT	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
INVOLVING OTHER OBJECT		INVOLVING OTHER OBJECT	INVOLVING OTHER OBJECT	S	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
SIGN		SIGN	SIGN	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	CURB/RAISED MEDIAN	UNKNOWN	BROADSIDE	W	SUV
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN

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REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
SIGN			SIGN	SIGN	W	OTHER - SEE REPORT
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	SUV
UNKNOWN	FENCE		UNKNOWN	SIDESWIPE OPPOSITE DIRECTION	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	HEAD-ON	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
OTHER NON-COLLISION	CULVERT/HEADWALL		CULVERT/HEADWALL	OTHER NON-COLLISION	W	OTHER - SEE REPORT
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN		UNKNOWN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
SIGN			SIGN	SIGN	N	PICKUP TRUCK/UTILITY VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	W	PASS CAR/VAN
BROADSIDE			BROADSIDE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
FENCE	FENCE		FENCE	FENCE	E	PASS CAR/VAN
SIDESWIPE SAME DIRECTION			SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN

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UNKNOWN	UNKNOWN	UNKNOWN	OVERTAKING TURN	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
TREE/SHRUBBERY		TREE/SHRUBBERY	TREE/SHRUBBERY	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	HIT & RUN - UNKNOWN
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
OVERTAKING TURN		OVERTAKING TURN	OVERTAKING TURN	W	SUV
OVERTURNING	UNKNOWN	OVERTURNING	OVERTURNING	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
UNKNOWN	CURB/RAISED MEDIAN	UNKNOWN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
CURB/RAISED MEDIAN		CURB/RAISED MEDIAN	CURB/RAISED MEDIAN	E	PASS CAR/VAN
APPROACH TURN		APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
BROADSIDE		BROADSIDE	BROADSIDE	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV

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REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	S	PASS CAR/VAN
SIGN	UNKNOWN		UNKNOWN	HEAD-ON	W	PASS CAR/VAN
SIGN			SIGN	SIGN	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	S	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	S	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	SUV
BROADSIDE			BROADSIDE	BROADSIDE	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
SIGN			SIGN	SIGN	W	PASS CAR/VAN
DELINEATOR POST			DELINEATOR POST	DELINEATOR POST	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	W	SUV
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
SIDESWIPE OPPOSITE DIRECTION			SIDESWIPE OPPOSITE DIRECTION	APPROACH TURN	E	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION	OVERTURNING		OVERTURNING	APPROACH TURN	W	SUV
OTHER NON-COLLISION	SIGN		SIGN	APPROACH TURN	E	PASS CAR/VAN
APPROACH TURN			APPROACH TURN	APPROACH TURN	E	SUV
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN

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UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	S	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
SIDESWIPE OPPOSITE DIRECTION		SIDESWIPE OPPOSITE DIRECTION	SIDESWIPE OPPOSITE DIRECTION	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
GUARD RAIL		GUARD RAIL	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	S	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	SUV
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
SIDESWIPE SAME DIRECTION		SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	S	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	SUV
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
REAR-END		REAR-END	REAR-END	S	PICKUP TRUCK/UTILITY VAN
UNKNOWN	TRAFFIC SIGNAL POLE	UNKNOWN	REAR-END	W	PICKUP TRUCK/UTILITY VAN
UNKNOWN	SIDESWIPE SAME DIRECTION	UNKNOWN	REAR-END	W	SUV
REAR-END		REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN	UNKNOWN	REAR-END	W	PASS CAR/VAN

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REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	E	SUV
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
OVERTURNING			OVERTURNING	OVERTURNING	S	TRUCK GVW > 10K/BUSSES > 15 PEOPLE
REAR-END			REAR-END	REAR-END	N	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	SUV
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
REAR-END			REAR-END	REAR-END	W	PASS CAR/VAN
UNKNOWN	OVERTURNING		UNKNOWN	REAR-END	E	MOTORCYCLE
REAR-END			REAR-END	REAR-END	E	PASS CAR/VAN
UNKNOWN	UNKNOWN		UNKNOWN	REAR-END	W	SUV
SIDESWIPE SAME DIRECTION	LIGHT/UTILITY POLE	VEHICLE CARGO/DEBRIS	SIDESWIPE SAME DIRECTION	SIDESWIPE SAME DIRECTION	E	PASS CAR/VAN

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driver_1	factor_1	speed_1	veh_move_1	age_1	sex_1	state_1	belt_1	dir_2	vehicle_2	driver_2
RX/MEDICATION/DR	UNKNOWN	UK	GOING STRAIGHT	27	F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	51	M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER FATIGUE	030	GOING STRAIGHT	37	M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	020	GOING STRAIGHT	55	M	WY	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	40	M	MS	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	52	M	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	22	F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	060	PASSING	32	M	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	42	F	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	26	F	IL	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	26	F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT	52	F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	035	GOING STRAIGHT	43	M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING U-TURN	19	M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	48	F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	28	F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	005	MAKING U-TURN	22	F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	72	M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	23	M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	29	F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	69	M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	51	F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	47	F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	41	M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	27	F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	WEAVING	0				E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	25	F	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	24	M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	67	F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	44	M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	055	GOING STRAIGHT	23	M	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	59	M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	040	GOING STRAIGHT	58	F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	045	WEAVING	45	F	OH	Y	UK	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	38	F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	070	OTHER	56	M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	21	M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN	45	M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT	17	M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	58	M	CO	Y			NO IMPAIRMENT
ALCOHOL	UNKNOWN	055	GOING STRAIGHT	48	M	IN	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	0	F	CO				NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN	59	M	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	17	F	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	48	M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	SLOWING	49	F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	DISTRACTED BY PASSENGER	010	MAKING U-TURN	20 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	17 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	003	MAKING LEFT TURN	63 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	040	GOING STRAIGHT	22 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	025	MAKING LEFT TURN	30 M	CO	Y	E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	21 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
RX/MEDICATION/DR	NONE APPARENT	000	STOPPED IN TRAFFIC	40 F	CO		W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	29 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	28 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	77 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT	73 F	SD	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	39 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	AVOIDING OBJECT/VEHICLE IN ROAD	40 M	WI				NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	37 M	CO	N	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	MAKING RIGHT TURN	0	CO				NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	040	SLOWING	43 M	CO		E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	0	CO				NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	OTHER	17 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	73 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	82 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	29 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	040	OTHER	65 M	CO				NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	045	GOING STRAIGHT	17 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	59 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	86 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	69 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	38 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	57 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	25 M	CO		E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	055	GOING STRAIGHT	20 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	055	GOING STRAIGHT	23 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	19 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	33 M	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	OTHER	24 F	UT	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	26 F	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	21 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	BACKING	41 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	58 M	WY	Y			NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	010	ENTERING/LEAVING PARKED POSITION	54 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	AVOIDING OBJECT/VEHICLE IN ROAD	74 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	47 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER EMOTIONALLY UPSET	015	MAKING RIGHT TURN	23 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	18 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	80 F	CO	Y	W	OTHER - SEE REPORT	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	16 F	CO	N	E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	WEAVING	67 F	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	69 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	42 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN	40 M	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	OTHER	29 F		N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	89 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	94 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ASLEEP AT WHEEL	UK	GOING STRAIGHT	74 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	23 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	52 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT	88 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	47 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	MAKING LEFT TURN	16 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT	89 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	002	GOING STRAIGHT	73 M	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	010	GOING STRAIGHT	54 M	CO		W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	UK	SLOWING	70 M	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	MAKING RIGHT TURN	16 M	CO	Y	E	PASS CAR/VAN	ALCOHOL
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	24 F	CO		W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	0	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	40 F	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	66 M	CO		S	MOTORCYCLE	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING U-TURN	0		N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	36 F	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	21 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	22 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	025	MAKING LEFT TURN	66 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	51 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	23 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	66 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	MAKING LEFT TURN	31 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	21 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	26 F	CO	Y	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	86 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN	57 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	84 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	CHANGING LANES	18 M	CO		W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	28 M	CO	Y	W	PASS CAR/VAN	ALCOHOL
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	53 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	58 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	35 F	CO		N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING RIGHT TURN	62 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN	65 M	CO	N	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	48 F	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	57 M			E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	030	GOING STRAIGHT	27 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	54 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	78 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	82 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	20 F	CO	N	NW	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	0			E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	35 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER FATIGUE	040	GOING STRAIGHT	31 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	60 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	23 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	MAKING RIGHT TURN	37 M	CO	Y	N	BICYCLE	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	000	STOPPED IN TRAFFIC	37 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	AVOIDING OBJECT/VEHICLE IN ROAD	67 F	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	16 F	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	SLOWING	20 M	CO	N	E	NON-SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING RIGHT TURN	49 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	0					NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	45 F	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	28 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	OTHER	25 F	TX	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN	60 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	66 F	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING RIGHT TURN	57 F	CO	Y	E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	23 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	28 F	WY	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	53 M	CO	Y	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER FATIGUE	UK	GOING STRAIGHT	29 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	19 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	26 M	CO	Y	E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	BACKING	53 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	WEAVING	21 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	28 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	19 M	CO	Y	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	MAKING LEFT TURN	34 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	UK	GOING STRAIGHT	49 M	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	40 F	CO	Y	N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING RIGHT TURN	42 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	030	MAKING LEFT TURN	22 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	29 F	CO	Y	E	MOTORCYCLE	NO IMPAIRMENT
ALCOHOL	UNKNOWN	005	GOING STRAIGHT	60 M	CO	N	N	SUV	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	020	GOING STRAIGHT	48 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	58 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	21 F	CO		N	MOTORCYCLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	18 M	CO		N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	20 M	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	19 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ASLEEP AT WHEEL	UK	GOING STRAIGHT	41 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL	NONE APPARENT	UK	GOING STRAIGHT	60 M			W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING RIGHT TURN	32 M	CO	N	E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	MAKING RIGHT TURN	36 M	CO	N	UK	BICYCLE	NO IMPAIRMENT

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NO IMPAIRMENT	UNKNOWN	010	MAKING RIGHT TURN	91 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	48 M	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	64 F	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	65 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	18 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	70 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	35 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	28 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	27 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN	53 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	005	MAKING LEFT TURN	81 M	TX	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	010	MAKING LEFT TURN	25 F	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	42 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	33 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	035	GOING STRAIGHT	20 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	17 F	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT	26 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	66 M	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	23 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER EMOTIONALLY UPSET	010	GOING STRAIGHT	20 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	CHANGING LANES	26 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	002	MAKING LEFT TURN	39 F	CO	Y	E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	32 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	63 M	CA	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	44 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING RIGHT TURN	60 M	CO	N	E	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	19 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	20 F	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	SLOWING	21 M	CO		W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	23 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	78 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	045	GOING STRAIGHT	27 M	CO	N			NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	48 F	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	015	GOING STRAIGHT	47 M	CO		W	MOTORCYCLE	NO IMPAIRMENT
ALCOHOL	UNKNOWN	035	GOING STRAIGHT	22 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	30 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	81 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	42 M	CO	Y			NO IMPAIRMENT
ALCOHOL	UNKNOWN	040	GOING STRAIGHT	29 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	29 F	CO		E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	035	GOING STRAIGHT	40 F	CO				NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	30 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	UK	WEAVING	72 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	27 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	045	GOING STRAIGHT	26 M	CO	Y			NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	28 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	24 M			S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	27 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	36 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	010	MAKING LEFT TURN	37 M	FL	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	44 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	71 F	NE	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	25 F	CO	N	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	36 M	NY	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	OTHER	0			W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	DRIVER INEXPERIENCE	030	GOING STRAIGHT	36 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	46 M	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	70 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	68 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	52 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	20 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	26 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	42 F	CO	Y	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	43 F	CO	Y	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	57 F	CO	Y	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	0	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	OTHER	23 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	62 M	CO	Y	W	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	015	GOING STRAIGHT	40 M	CO	N	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	035	GOING STRAIGHT	18 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	24 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	68 M	TN	N	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT	22 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING RIGHT TURN	68 M	CO		N	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	020	MAKING LEFT TURN	52 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	48 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	035	GOING STRAIGHT	47 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	77 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	86 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	73 F	CO	Y	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	56 M	NE	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	29 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	23 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	015	GOING STRAIGHT	55 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING RIGHT TURN	26 M	CO	N	N	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING RIGHT TURN	41 M	CO	Y	UK	OTHER - SEE REPORT	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	18 M	CO	Y	E	UNKNOWN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING RIGHT TURN	81 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	015	GOING STRAIGHT	53 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING RIGHT TURN	29 F	CO	N	W	BICYCLE	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	34 F	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	MAKING RIGHT TURN	0			E	OTHER - SEE REPORT	NO IMPAIRMENT

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NO IMPAIRMENT	DRIVER INEXPERIENCE	020	GOING STRAIGHT	18 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	GOING STRAIGHT	15 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	SLOWING	27 M	CO	Y	E	MOTORCYCLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	SLOWING	48 M	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	68 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING RIGHT TURN	40 M	CO		W	OTHER - SEE REPORT	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING RIGHT TURN	41 F	CO	Y	E	OTHER - SEE REPORT	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	MAKING LEFT TURN	86 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	UK	MAKING LEFT TURN	46 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	22 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	40 M	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	68 M	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	36 F	CO		N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	40 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	53 F	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	68 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	23 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	23 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	34 M	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	25 F	CO	Y	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	44 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	18 M	ND	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	BACKING	31 M	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	22 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 M	CO	N	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	UK	GOING STRAIGHT	62 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	26 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	015	GOING STRAIGHT	89 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	39 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING RIGHT TURN	58 F	CO	N	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	73 M	KS		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	17 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	26 M	WY	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	23 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	015	CHANGING LANES	32 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	0			E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	62 F	CO	Y	E	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	010	GOING STRAIGHT	40 M	SC	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	SLOWING	52 F	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	54 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	38 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	CHANGING LANES	58 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	26 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	28 F	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	40 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	035	MAKING LEFT TURN	17 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	020	GOING STRAIGHT	47 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	20 F	OH	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	23 F	WY	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	57 F	CO		W	MOTORCYCLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	20 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	60 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	47 M	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	34 M			W	SUV	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	UK	UNKNOWN	31 F	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	AVOIDING OBJECT/VEHICLE IN ROAD	27 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	UK	GOING STRAIGHT	53 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	21 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN	16 M	CO		S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	27 F	CO	Y	W	MOTORCYCLE	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	24 F	CO	Y	E	SUV	NO IMPAIRMENT
ALCOHOL/DRUGS	ASLEEP AT WHEEL	035	GOING STRAIGHT	30 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	22 F	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	18 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	42 M	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	28 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	57 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	020	MAKING LEFT TURN	58 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	28 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	45 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	47 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	040	GOING STRAIGHT	30 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	28 M	OK	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	17 M	CO	Y	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	86 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	44 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING RIGHT TURN	69 F	CO		S	OTHER - SEE REPORT	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING RIGHT TURN	0			W	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	56 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	51 M	CA	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	035	GOING STRAIGHT	32 F	CO	Y			NO IMPAIRMENT
ALCOHOL	UNKNOWN	015	MAKING U-TURN	52 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	59 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	67 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	030	GOING STRAIGHT	33 M	LA	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	21 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	040	GOING STRAIGHT	24 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	68 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	44 M	MD	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	OTHER	72 F	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	MAKING LEFT TURN	33 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	BACKING	40 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	80 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	24 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	44 M	CO		S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	012	MAKING LEFT TURN	56 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	025	GOING STRAIGHT	46 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	035	GOING STRAIGHT	48 M	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	MAKING LEFT TURN	69 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	SLOWING	26 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	69 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	65 M	TX	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	MAKING RIGHT TURN	64 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	0		N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	OTHER	36 M	CO	N	N	PASS CAR/VAN	RX/MEDICATION/DR
NO IMPAIRMENT	NONE APPARENT	015	MAKING RIGHT TURN	56 M	CO		E	NON-SCHOOL BUS < 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING RIGHT TURN	63 M	CO		E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	015	MAKING LEFT TURN	30 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	MAKING LEFT TURN	54 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	36 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	89 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	MAKING LEFT TURN	60 M	CO	Y	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN	34 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	54 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	MAKING LEFT TURN	57 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	18 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	17 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	69 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	010	MAKING LEFT TURN	77 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	010	MAKING LEFT TURN	32 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	70 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	81 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	49 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	19 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	39 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	UK	GOING STRAIGHT	41 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	68 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	19 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	19 M	CO	N	E	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	050	GOING STRAIGHT	26 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	MAKING LEFT TURN	35 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	57 M	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	045	OTHER	61 M	WI	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	24 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	17 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	015	SLOWING	27 M	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	GOING STRAIGHT	22 F	CO		E	SUV	NO IMPAIRMENT
ALCOHOL	NONE APPARENT	UK	OTHER	40 M			E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	38 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	33 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING RIGHT TURN	92 M	CO	Y	W	SUV	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	20 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	24 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	MAKING RIGHT TURN	31 F	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	89 M	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	24 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	010	MAKING RIGHT TURN	30 F	CO	Y	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	23 M	CO	N	W	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	MAKING LEFT TURN	34 F	CO		W	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	040	MAKING LEFT TURN	30 M	CO	N			NO IMPAIRMENT
ALCOHOL	UNKNOWN	040	GOING STRAIGHT	20 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	010	GOING STRAIGHT	18 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	75 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	21 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	001	GOING STRAIGHT	16 M	OK	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	SLOWING	53 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	15 M			E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	59 F	CO	Y	S	OTHER - SEE REPORT	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	020	GOING STRAIGHT	25 F	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	35 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	MAKING LEFT TURN	27 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	56 M	CO		N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	18 M	CO	Y	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	MAKING LEFT TURN	31 M	CO	N	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	78 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	55 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	015	MAKING LEFT TURN	40 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	27 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	MAKING LEFT TURN	27 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	53 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	MAKING LEFT TURN	16 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	31 M	CO		N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	58 F	CO	Y	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	002	BACKING	63 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	16 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	52 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	24 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	045	OTHER	86 F	IL		S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN	59 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	82 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	41 M	CO	N	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	34 M	NM		E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	65 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	030	GOING STRAIGHT	26 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	29 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	045	GOING STRAIGHT	18 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 M			W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER FATIGUE	UK	GOING STRAIGHT	30 M	CO	Y			NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	18 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	30 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	50 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	OTHER	20 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	19 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	18 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	030	GOING STRAIGHT	21 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	040	GOING STRAIGHT	51 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	SLOWING	71 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	17 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	030	GOING STRAIGHT	53 F	CA	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	003	GOING STRAIGHT	30 M	CO		N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	82 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	0	CO		W	SUV	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	015	MAKING RIGHT TURN	32 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	22 F	GE		N	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	31 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	030	GOING STRAIGHT	32 M	WY		N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	22 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	17 F	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	GOING STRAIGHT	26 F	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	STOPPED IN TRAFFIC	35 F	CO	Y	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	35 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	22 F	WY	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	34 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	44 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	005	MAKING LEFT TURN	19 F	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	005	GOING STRAIGHT	43 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	020	GOING STRAIGHT	30 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	15 M	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	CHANGING LANES	77 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	030	GOING STRAIGHT	56 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	66 F	CO	N	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	STOPPED IN TRAFFIC	37 F	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	31 M	CO	Y	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	002	SLOWING	37 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	20 F	CO		W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	20 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	035	GOING STRAIGHT	61 F	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	25 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	20 M	CO	Y	W	SUV	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	UK	GOING STRAIGHT	27 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	005	MAKING LEFT TURN	54 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	23 F	WY	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	24 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	21 M	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	CHANGING LANES	72 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	20 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	67 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	43 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	80 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	23 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	17 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	ASLEEP AT WHEEL	065	GOING STRAIGHT	17 F	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	43 M	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	GOING STRAIGHT	16 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	055	GOING STRAIGHT	23 M		N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	61 M	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	040	GOING STRAIGHT	16 M	CO		E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	66 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	OTHER	49 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	MAKING LEFT TURN	78 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	21 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN	41 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	24 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	055	GOING STRAIGHT	43 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	54 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	050	GOING STRAIGHT	22 F	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	060	GOING STRAIGHT	22 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	18 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	56 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	79 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	19 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	67 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	050	AVOIDING OBJECT/VEHICLE IN ROAD	44 M	CO	Y	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	OTHER	20 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	86 M			W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	25 F	MD	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	045	GOING STRAIGHT	63 F	CO		W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	AVOIDING OBJECT/VEHICLE IN ROAD	34 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	18 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	35 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	26 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	43 F	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	17 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	55 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	CHANGING LANES	26 F	CO	Y	W	MOTORCYCLE	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	41 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	38 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	010	GOING STRAIGHT	65 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	39 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	22 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	18 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	47 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	DRIVER PREOCCUPIED	015	MAKING LEFT TURN	76 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	040	GOING STRAIGHT	53 M	CO	N	W	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	040	SLOWING	21 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	56 F	CO		S	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	040	GOING STRAIGHT	25 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	025	GOING STRAIGHT	20 M	CO	Y	W	SUV	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	UK	GOING STRAIGHT	37 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	64 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	35 M	CO	Y	W	BICYCLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	MAKING RIGHT TURN	29 F	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	56 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	MAKING LEFT TURN	18 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	UK	MAKING LEFT TURN	17 F	CO	N	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	018	MAKING LEFT TURN	17 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	MAKING LEFT TURN	84 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	020	MAKING LEFT TURN	49 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	56 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	MAKING LEFT TURN	55 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	37 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	89 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	018	MAKING LEFT TURN	19 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	47 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	20 F	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	17 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	MAKING LEFT TURN	50 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	MAKING LEFT TURN	51 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	CHANGING LANES	63 F	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	23 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	46 M	CO	Y	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	72 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	21 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	SLOWING	37 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	GOING STRAIGHT	18 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	UK	GOING STRAIGHT	33 M	CO				NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	UK	GOING STRAIGHT	22 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	GOING STRAIGHT	31 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	050	CHANGING LANES	25 M	MO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	UK	GOING STRAIGHT	41 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	26 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	MAKING LEFT TURN	22 F	CO	N			NO IMPAIRMENT
RX/MEDICATION/DR	DRIVER PREOCCUPIED	050	GOING STRAIGHT	22 F	CO	Y	W	PASS CAR/VAN	RX/MEDICATION/DR
NO IMPAIRMENT	DRIVER PREOCCUPIED	030	GOING STRAIGHT	18 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ASLEEP AT WHEEL	UK	GOING STRAIGHT	28 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	16 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	030	CHANGING LANES	52 M	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	41 F	CO		N	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	MAKING LEFT TURN	50 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	UNKNOWN	025	GOING STRAIGHT	70 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	065	WRONG WAY	18 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	26 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	27 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	19 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	68 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	UK	CHANGING LANES	44 M	AL	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL	NONE APPARENT	UK	GOING STRAIGHT	51 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	37 M	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	17 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	33 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	045	GOING STRAIGHT	45 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	UK	GOING STRAIGHT	55 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	62 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	18 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	20 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	24 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	54 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	18 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	020	GOING STRAIGHT	23 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	45 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	18 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	42 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	33 M	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	16 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	82 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	055	GOING STRAIGHT	36 F	CO	N	E	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	055	GOING STRAIGHT	36 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	29 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	36 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	015	MAKING LEFT TURN	32 M	OR	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	40 M	CA		W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	46 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	010	MAKING LEFT TURN	0			W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	63 F	CO		W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	BACKING	50 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	17 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	20 M	TX	Y	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	CHANGING LANES	20 M	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	50 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	075	OTHER	31 M	CO	N			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	050	CHANGING LANES	20 M	CO	N	W	OTHER - SEE REPORT	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	SLOWING	16 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	25 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	34 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	UK	MAKING U-TURN	80 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	020	GOING STRAIGHT	41 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	20 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	16 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	055	GOING STRAIGHT	52 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	62 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	23 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	45 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	035	GOING STRAIGHT	24 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	0			W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	45 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	29 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	31 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	GOING STRAIGHT	20 M	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING U-TURN	84 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	31 M	CO	N	E	MOTORCYCLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	SLOWING	54 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	29 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	62 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	31 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	33 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	055	GOING STRAIGHT	37 M	CO		W	PASS CAR/VAN W/TRAILER	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	055	GOING STRAIGHT	26 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	17 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	20 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	055	GOING STRAIGHT	23 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	MAKING LEFT TURN	23 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	18 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING LEFT TURN	36 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	MAKING LEFT TURN	40 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	MAKING LEFT TURN	29 F	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER UNFAMILIAR W/AREA	UK	GOING STRAIGHT	43 M	TN	N	N	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	19 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	68 M	CO	Y	W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	SLOWING	31 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	18 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	28 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	25 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	24 F	FL	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	68 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	055	CHANGING LANES	0		N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT	22 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	055	OTHER	51 F	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	43 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	31 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	020	GOING STRAIGHT	46 F	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	SLOWING	17 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	ILLNESS	045	GOING STRAIGHT	48 M	KS	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	22 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	37 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	MAKING LEFT TURN	21 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	030	SLOWING	34 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	000	STOPPED IN TRAFFIC	33 M	CO	N	E	SUV	ALCOHOL/DRUGS
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	36 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	040	GOING STRAIGHT	22 F	CA	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER FATIGUE	050	GOING STRAIGHT	80 M	CO		E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	035	GOING STRAIGHT	24 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NO IMPAIRMENT
ALCOHOL	UNKNOWN	055	GOING STRAIGHT	0	CO		E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	37 M	CO	N	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	21 F	WY	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	56 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	84 M	IL	Y	E	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	UK	GOING STRAIGHT	21 M	CO				NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	84 F	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	39 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	22 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	MAKING LEFT TURN	33 M	WY	N	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	005	GOING STRAIGHT	24 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	37 F	CO	Y	W	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	020	GOING STRAIGHT	40 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	010	MAKING LEFT TURN	25 F	CO	Y	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	44 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	045	GOING STRAIGHT	40 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	055	GOING STRAIGHT	44 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	ILLNESS	055	GOING STRAIGHT	77 M	CO	Y			NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	UK	GOING STRAIGHT	20 F	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	60 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	43 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	61 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	030	GOING STRAIGHT	36 F	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	26 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	040	CHANGING LANES	16 F	CO	N	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	53 F	WY	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	45 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	29 M	CO		W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	045	GOING STRAIGHT	34 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	19 M	CO	Y	E	SUV	NO IMPAIRMENT
RX/MEDICATION/DR	NONE APPARENT	060	GOING STRAIGHT	63 F	CO		E	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	010	MAKING LEFT TURN	26 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	MAKING U-TURN	19 F	CO	Y	E	MOTORCYCLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	020	MAKING LEFT TURN	20 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	018	MAKING LEFT TURN	50 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	015	GOING STRAIGHT	20 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	36 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	69 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL	UNKNOWN	025	GOING STRAIGHT	20 M	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	17 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	17 M	CO	Y	W	SUV	NO IMPAIRMENT
ALCOHOL	UNKNOWN	045	MAKING RIGHT TURN	25 M	CO	N	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	47 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	18 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	030	GOING STRAIGHT	18 M	CO	Y	W	PASS CAR/VAN	ALCOHOL
RX/MEDICATION/DR	UNKNOWN	035	CHANGING LANES	28 F	CO		W	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	010	GOING STRAIGHT	21 F	CO		W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	19 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	28 F	NE	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	17 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	19 F	CO		E	PASS CAR/VAN	ALCOHOL
NO IMPAIRMENT	NONE APPARENT	025	GOING STRAIGHT	45 M	WY	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	31 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	045	GOING STRAIGHT	37 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	19 F	CO		E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	050	GOING STRAIGHT	30 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
ALCOHOL/DRUGS	UNKNOWN	020	GOING STRAIGHT	26 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	22 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	37 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	005	GOING STRAIGHT	19 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	UK	GOING STRAIGHT	44 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	20 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER INEXPERIENCE	040	GOING STRAIGHT	19 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	23 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	CHANGING LANES	22 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	36 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	16 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	22 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	23 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	025	GOING STRAIGHT	51 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	21 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	040	GOING STRAIGHT	20 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	28 M	LA	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	002	GOING STRAIGHT	23 F	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	21 F	CO	N	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	050	GOING STRAIGHT	38 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
RX/MEDICATION/DR	UNKNOWN	050	GOING STRAIGHT	19 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	040	GOING STRAIGHT	39 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	GOING STRAIGHT	24 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	010	SLOWING	22 M	CO	Y	S	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	51 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	050	GOING STRAIGHT	32 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	015	GOING STRAIGHT	68 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DISTRACTED BY PASSENGER	040	GOING STRAIGHT	20 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT

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NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	30 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	29 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	035	CHANGING LANES	22 F	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	UK	GOING STRAIGHT	42 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	025	MAKING RIGHT TURN	59 M	CO	Y			NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	015	MAKING RIGHT TURN	27 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	49 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT
NO IMPAIRMENT	UNKNOWN	015	GOING STRAIGHT	31 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	DRIVER PREOCCUPIED	035	GOING STRAIGHT	54 M	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	GOING STRAIGHT	51 M	NE		E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	020	GOING STRAIGHT	51 M	CO	Y	E	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	030	GOING STRAIGHT	63 F	CO	Y	W	SUV	NO IMPAIRMENT
NO IMPAIRMENT	NONE APPARENT	UK	CHANGING LANES	19 F	CO	Y	E	SUV	NO IMPAIRMENT

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factor_2	speed_2	veh_move_2	age_2	sex_2	state_2	belt_2	dir_3	vehicle_3	driver_3	factor_3	speed_3
NONE APPARENT	UK	SLOWING	26	M	CO	Y			NO IMPAIRMENT		
NONE APPARENT	UK	GOING STRAIGHT	52	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	SLOWING	37	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	66	F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	16	F	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	19	M	CO	N	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	36	F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	57	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	60	F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	36	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	32	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	18	F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	050	GOING STRAIGHT	48	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	28	F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	35	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	46	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	58	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	34	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	72	F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	48	F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	000	PARKED	22	M	CO	N	UK	SUV	NO IMPAIRMENT	UNKNOWN	000
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	31	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	AVOIDING OBJECT/VEHICLE IN ROAD	21	F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	045	GOING STRAIGHT	19	M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	025
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	37	M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	31	M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	SLOWING	57	M	WY	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	75	M	CO	Y			NO IMPAIRMENT	NONE APPARENT	

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UNKNOWN	045	GOING STRAIGHT	24 F	CO	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	16 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	045	GOING STRAIGHT	26 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	25 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	37 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	64 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	16 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	76 M	IA	Y			NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT		
NONE APPARENT	040	GOING STRAIGHT	58 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	008	SLOWING	61 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	PARKED	0	CO				NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	39 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	41 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	SLOWING	60 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	24 F	AZ	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
			0					NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	47 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	44 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	53 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	28 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	41 M					NO IMPAIRMENT		
NONE APPARENT	045	GOING STRAIGHT	83 M	CO	Y	E	TRUCK GVW > 10K/BUSSES > 15 PEOPLE	NO IMPAIRMENT	NONE APPARENT	045
			0					NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	18 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	SLOWING	60 F	CO	N	E	SUV	NO IMPAIRMENT	NONE APPARENT	015
NONE APPARENT	045	OTHER	66 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	60 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	PARKED	0	CO				NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT		
NONE APPARENT	005	SLOWING	22 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	21 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	19 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	PARKED	0	IN	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	16 F					NO IMPAIRMENT	NONE APPARENT	
			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	66 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	045	GOING STRAIGHT	68 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	39 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	17 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	MAKING LEFT TURN	36 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040
NONE APPARENT	UK	GOING STRAIGHT	35 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	52 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	63 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	53 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	58 M	CO	N	W	PASS CAR/VAN	RX/MEDICATION/DR	NONE APPARENT	UK
NONE APPARENT	UK	GOING STRAIGHT	40 F	CO	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	21 M	KS	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	50 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	37 M	CO	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	57 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	MAKING LEFT TURN	22 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	25 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	37 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	70 M	CO				NO IMPAIRMENT		
NONE APPARENT	030	GOING STRAIGHT	42 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	18 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	16 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	MAKING LEFT TURN	56 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	015	GOING STRAIGHT	26 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	52 M	CO	Y			NO IMPAIRMENT		
NONE APPARENT	UK	GOING STRAIGHT	51 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	38 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	035	GOING STRAIGHT	63 M	MO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	18 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	36 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	41 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	025	GOING STRAIGHT	27 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	18 M	CO	Y			NO IMPAIRMENT		
NONE APPARENT	035	GOING STRAIGHT	31 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	22 F	NC	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	55 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	23 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	44 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	17 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	76 F	CO	Y			NO IMPAIRMENT		
NONE APPARENT	015	GOING STRAIGHT	74 M	CO	N			NO IMPAIRMENT		
NONE APPARENT	030	GOING STRAIGHT	16 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	035	OTHER	67 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	44 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	65 M	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	UK

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NONE APPARENT	UK	GOING STRAIGHT	17 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	005	MAKING LEFT TURN	72 M	CO	Y				NO IMPAIRMENT		
NONE APPARENT	030	GOING STRAIGHT	20 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	65 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING RIGHT TURN	49 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	47 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	59 M						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	24	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	BACKING	36 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	21 M	IL	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	49 M	NE					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	68 F	CO	Y	W	SUV		NO IMPAIRMENT	NONE APPARENT	030
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	52 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	20 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	40 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	69 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	13 F						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	57 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	24 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	47 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	0	CO	N	E	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	72 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	0						NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	23 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	76 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	71 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	59 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	30 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	57 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	38 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	45 F	CO					NO IMPAIRMENT		
NONE APPARENT	UK	GOING STRAIGHT	59 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	16 M		Y	N	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	MAKING LEFT TURN	65 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	67 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	51 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	67 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
DRIVER INEXPERIENCE	005	STOPPED IN TRAFFIC	17 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	36 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING RIGHT TURN	24 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	003	GOING STRAIGHT	17						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	UNKNOWN	1 M						NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	010	MAKING LEFT TURN	17 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	37 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	58 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	25 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	80 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	21 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	31 F	UT	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	42 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	61 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	38 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	46 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	19 M	OK				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	81 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	20 M	AZ	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	30 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	MAKING LEFT TURN	35 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	48 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	035
NONE APPARENT	010	MAKING LEFT TURN	41 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	19 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	24 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	64 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	15 F					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	24 F	CO	Y	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	MAKING LEFT TURN	16 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	61 F	CO	N	E	SUV	NO IMPAIRMENT	NONE APPARENT	001
NONE APPARENT	005	GOING STRAIGHT	0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	19 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	49 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	52 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	SLOWING	43 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010
NONE APPARENT	UK	SLOWING	19 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	23 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	34 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	32 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	46 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	48 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	UK	MAKING RIGHT TURN	62 M	LA	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	20 M	IN	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	

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UNKNOWN	000	STOPPED IN TRAFFIC	63 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING RIGHT TURN	64 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	60 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	33 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	20 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	64 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	59 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	MAKING LEFT TURN	22 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	31 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	010	MAKING RIGHT TURN	46 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	000	STOPPED IN TRAFFIC	55 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	22 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	68 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	43 F	CO		E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	60 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	23 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	53 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	57 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	51 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	39 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	19 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	67 M	TX	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	23 F	NY	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	19 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	86 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	66 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	28 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	15 M					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	61 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	18 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	18 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	16 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	56 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	64 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	67 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	035	GOING STRAIGHT	37 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
DRIVER PREOCCUPIED	025	GOING STRAIGHT	88 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	32 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING RIGHT TURN	53 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	UNKNOWN	57 M					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	SLOWING	53 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	79 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	63 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	20 M					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	75 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	0		N			NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	000	STOPPED IN TRAFFIC	36 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	36 F	CO	Y	E	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	43 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	47 F	MT	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	55 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	OTHER	28 F			W	OTHER - SEE REPORT	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	UK	GOING STRAIGHT	40 F					NO IMPAIRMENT	NONE APPARENT	
DRIVER PREOCCUPIED	UK	GOING STRAIGHT	56 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	38 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	29 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	30 F	CO	N	N	SUV	NO IMPAIRMENT	NONE APPARENT	010
NONE APPARENT	035	GOING STRAIGHT	59 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	32 M	MT	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	26 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	40 M	CO	N	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	005
NONE APPARENT	025	GOING STRAIGHT	68 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	26 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	71 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	38 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	33 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	28 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	005
NONE APPARENT	005	MAKING RIGHT TURN	34 F	CO	N			NO IMPAIRMENT		
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	50 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING RIGHT TURN	18 F	CO	N	SW	SUV	NO IMPAIRMENT	NONE APPARENT	000
UNKNOWN	000	STOPPED IN TRAFFIC	34 M	CO	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	27 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	38 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	DRIVER PREOCCUPIED	025
NONE APPARENT	000	STOPPED IN TRAFFIC	37 F	FL	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	42 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	75 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	59 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	SLOWING	77 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
UNKNOWN	000	STOPPED IN TRAFFIC	29 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	UNKNOWN	000
NONE APPARENT	015	GOING STRAIGHT	19 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	015
NONE APPARENT	030	OTHER	23 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	58 F	CO	Y	E	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	54 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	55 M	CO	N	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	55 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	48 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	56 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	19 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	020	GOING STRAIGHT	31 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	45 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	MAKING LEFT TURN	22 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	45 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000

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NONE APPARENT	035	GOING STRAIGHT	70 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	29 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	20 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	43 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	37 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	SLOWING	23 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	43 F	CO	Y				NO IMPAIRMENT		
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	31 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	36 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	41 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	17 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	004	GOING STRAIGHT	32 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	32 F	CO	Y				NO IMPAIRMENT		
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING RIGHT TURN	67 M	KS	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	43 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	23 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	43 M	CO	Y				NO IMPAIRMENT		
NONE APPARENT	005	GOING STRAIGHT	27 M		N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	22 M	WA	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	34 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	55 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	34 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	MAKING LEFT TURN	23 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	30 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	GOING STRAIGHT	57 F	AZ	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	GOING STRAIGHT	82 F	CO	Y				NO IMPAIRMENT		
NONE APPARENT	010	MAKING LEFT TURN	44 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	OTHER	15 M						NO IMPAIRMENT		
NONE APPARENT	010	GOING STRAIGHT	34 M						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	19 M	CO	Y	N	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	60 M	CO	N	E	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	49 F	CO	Y	W	MOTORCYCLE		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	015	SLOWING	37 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	63 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	19 F	CO	N	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	030	GOING STRAIGHT	23 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	32 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	37 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	20 F	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	030
NONE APPARENT	UK	GOING STRAIGHT	37 F	CO	N	W	SUV		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	035	GOING STRAIGHT	45 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	29 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	16 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	010	MAKING LEFT TURN	52 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	16 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	25 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	44 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	31 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	28 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	MAKING LEFT TURN	37 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	43 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	71 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	015	MAKING RIGHT TURN	17 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	60 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	45 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	040	GOING STRAIGHT	42 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	17 M	CO	N	NE	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	040
NONE APPARENT	UK	GOING STRAIGHT	51 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	40 M	CO	Y	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	040	GOING STRAIGHT	60 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	32 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	67 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	64 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	46 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	23 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	23 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	29 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	37 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	56 F	MO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	34 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040
NONE APPARENT	UK	GOING STRAIGHT	58 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	76 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	44 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	40 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	040	GOING STRAIGHT	50 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	24 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	73 F	WY	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	20 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	41 M	CO	Y	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	54 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	30 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	47 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	31 M	OH	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	28 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	39 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	22 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	65 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	34 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	000	STOPPED IN TRAFFIC	59 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	53 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	GOING STRAIGHT	27 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	STOPPED IN TRAFFIC	65 F	CO	N	W	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT	NONE APPARENT	005
NONE APPARENT	000	STOPPED IN TRAFFIC	58 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING RIGHT TURN	53 M	NV	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	26 M	CO	N	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	UK	GOING STRAIGHT	22 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	44 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	20 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	38 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	69 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	25 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	77 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	24 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	59 F						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	35 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	20 M	CO	N	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	030	GOING STRAIGHT	33 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	51 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	41 F	CO	Y				NO IMPAIRMENT		
NONE APPARENT	010	GOING STRAIGHT	46 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	39 F	WI	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	72 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	33 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	18 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	30 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	31 M	CO	Y	N	TRUCK GVW > 10K/BUSSES > 15 PEOPLE		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	20 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	15 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	22 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	43 F	CO	Y				NO IMPAIRMENT		
NONE APPARENT	010	MAKING LEFT TURN	26 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	20 M	NE	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	61 M	IN	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	46 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	22 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	GOING STRAIGHT	48 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	60 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	38 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	64 M	CO	Y	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	45 M	CO	Y	W	SUV		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	31 F	CO	Y	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	28 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	CHANGING LANES	65 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	

US 34 Access Control Plan Crash History

NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	39 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	15 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	59 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	32 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	26 F	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	29 M	CO	Y	W	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	005	SLOWING	45 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	29 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	23 F	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	59 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	40 F	CO	Y	S	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
UNKNOWN	020	GOING STRAIGHT	45 F	CO					NO IMPAIRMENT		
NONE APPARENT	015	MAKING LEFT TURN	42 F	CO	Y				NO IMPAIRMENT		
NONE APPARENT	010	MAKING LEFT TURN	16 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	MAKING LEFT TURN	74 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	39 M	CO		N	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	70 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	52 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	27 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	56 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	64 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	20 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	19 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	44 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	33 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	34 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	54 M	CO	Y	E	SUV		NO IMPAIRMENT	NONE APPARENT	005
NONE APPARENT	014	GOING STRAIGHT	47 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	68 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	41 F	CO	Y	S	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	020	GOING STRAIGHT	26 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	52 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	32 M	IN	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	44 M	CO	Y				NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	34 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	26 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	60 M	CO	N	E	SUV		NO IMPAIRMENT	NONE APPARENT	005
NONE APPARENT	000	STOPPED IN TRAFFIC	48 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	45 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	26 M	CO	Y				NO IMPAIRMENT		
NONE APPARENT	035	GOING STRAIGHT	36 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	27 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	72 F		Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	63 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	CHANGING LANES	21 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	75 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	58 M	CA	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	GOING STRAIGHT	48 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	SLOWING	50 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	44 F	CO	N	E	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT	NONE APPARENT	010
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	PARKED	0	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	66 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	31 M	WY					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	SLOWING	61 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	24 M	CO		E	SUV		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	UK	SLOWING	60 F	CO	Y				NO IMPAIRMENT		
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	60 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	79 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	22 M	NM	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	48 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	MAKING LEFT TURN	81 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	19 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	SLOWING	26 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	70 M	CO		W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	035	SLOWING	18 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	20 F	WY	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	35 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	66 F	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	050	GOING STRAIGHT	35 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	32 M	MO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	76 F	CO	N				NO IMPAIRMENT		
NONE APPARENT	010	GOING STRAIGHT	45 F	CO		W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	010
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	38 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	41 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	020
NONE APPARENT	040	SLOWING	62 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	66 M	CO	N	E	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	24 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	77 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	48 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	SLOWING	45 F	CO	Y	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	030
NONE APPARENT	000	STOPPED IN TRAFFIC	39 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	31 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	55 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	36 M	CO	Y	N	SUV		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	010	SLOWING	56 F	CO	Y	E	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	54 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	050	GOING STRAIGHT	23 M	CO	N	S	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	44 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	020	MAKING LEFT TURN	88 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	40 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	22 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	17 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	42 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	72 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	MAKING LEFT TURN	41 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	93 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	48 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	42 M	PA				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	58 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	20 M	MT	Y	N	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	049	SLOWING	45 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	28 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	060	GOING STRAIGHT	62 F	CO	Y			NO IMPAIRMENT		
NONE APPARENT	UK	GOING STRAIGHT	23 M	WA	Y			NO IMPAIRMENT		
NONE APPARENT	UK	GOING STRAIGHT	64 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	43 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	22 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	32 M	CO	N	S	SUV	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	UK	GOING STRAIGHT	47 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	050	GOING STRAIGHT	22 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	27 M	CO	Y	N	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	025	SLOWING	26 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	MAKING LEFT TURN	34 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	56 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	MAKING LEFT TURN	53 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	31 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	57 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	GOING STRAIGHT	55 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT		003
UNKNOWN	055	GOING STRAIGHT	41 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	40 M	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	20 F	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	86 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	48 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	38 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	MAKING LEFT TURN	30 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	MAKING LEFT TURN	21 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	20 F	CO	N			NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	000	STOPPED IN TRAFFIC	19 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	GOING STRAIGHT	63 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	56 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	43 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	50 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	24 M	KS	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	28 F	CO	Y	W	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	005	GOING STRAIGHT	29 M	CO	N	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	005
NONE APPARENT	UK	GOING STRAIGHT	20 F	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	UK	SLOWING	48 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	63 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	52 F	WY	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	41 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	17 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	22 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	80 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	015	SLOWING	44 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	41 F	CO	Y	E	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	040	SLOWING	32 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	41 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	22 F	CO	N	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	68 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	66 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	44 F	CO	N	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	035	GOING STRAIGHT	79 M	CO	Y	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	030
NONE APPARENT	000	STOPPED IN TRAFFIC	20 M	CO	Y	E	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	54 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	27 F	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	17 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	31 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	27 M	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	37 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	18 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	43 F	CO					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	65 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	MAKING LEFT TURN	53 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	GOING STRAIGHT	41 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	SLOWING	48 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN		NO IMPAIRMENT	NONE APPARENT	020
NONE APPARENT			0						NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	26 M	CO	N				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	46 F	CO	Y	W	PASS CAR/VAN		NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	UK	SLOWING	42 M	CO	Y				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	20 F	CO	Y	W	SUV		NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	34 F	CO	Y				NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	UK	GOING STRAIGHT	64 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	38 M		Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	29 F	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	005	SLOWING	31 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	010
NONE APPARENT	005	GOING STRAIGHT	60 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	32 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	005	SLOWING	58 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	52 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	28 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	21 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	46 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	32 M	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	005	SLOWING	52 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	23 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
DRIVER PREOCCUPIED	035	GOING STRAIGHT	58 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	SLOWING	21 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	39 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	28 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	GOING STRAIGHT	17 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	52 M	NE	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	23 M	CO		W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	015	SLOWING	63 F	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	53 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	47 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	32 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	055	GOING STRAIGHT	28 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	55 M	OK	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	29 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	43 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	40 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	64 F	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	35 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	60 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	21 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	040
NONE APPARENT	UK	SLOWING	73 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	74 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	68 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	43 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	055	GOING STRAIGHT	31 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	63 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	73 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	31 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	020
NONE APPARENT	UK	GOING STRAIGHT	41 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	45 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	22 F	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000

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NONE APPARENT	000	STOPPED IN TRAFFIC	61 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	50 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	49 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	20 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	22 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	UK	GOING STRAIGHT	20 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	41 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	63 M	CO	N	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	68 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	27 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	36 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	34 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	49 F	WY	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	30 M	AZ	Y	S	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	40 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	33 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	78 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	GOING STRAIGHT	34 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	31 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	47 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	22 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	24 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	MAKING LEFT TURN	41 F	CO	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	43 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	010	MAKING LEFT TURN	34 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	SLOWING	38 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	65 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	19 M	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	35 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	GOING STRAIGHT	31 M	ND	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	56 M	CO	Y	E	HIT & RUN - UNKNOWN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	27 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	70 M	CO	Y	E	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	68 M	CO	Y	E	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	25 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	45 M	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	010	GOING STRAIGHT	18 F	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010
NONE APPARENT	000	STOPPED IN TRAFFIC	53 F	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	GOING STRAIGHT	41 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	50 M	CO				NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	045	GOING STRAIGHT	44 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	GOING STRAIGHT	28 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	21 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	010	SLOWING	27 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	

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NONE APPARENT	025	GOING STRAIGHT	53 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030
NONE APPARENT	000	STOPPED IN TRAFFIC	16 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	32 M	WY	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	42 F	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	025	MAKING RIGHT TURN	22 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	22 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	35 F	CO	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	25 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	035	GOING STRAIGHT	35 M	CO	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	38 F	CO				NO IMPAIRMENT		
NONE APPARENT	UK	GOING STRAIGHT	44 M	CO	Y	E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	28 M	CO	N	E	SUV	NO IMPAIRMENT	NONE APPARENT	001
NONE APPARENT	000	STOPPED IN TRAFFIC	39 F	CO	N			NO IMPAIRMENT		
UNKNOWN	UK	GOING STRAIGHT	53 F	MT				NO IMPAIRMENT		
NONE APPARENT	010	GOING STRAIGHT	25 M	CO	Y			NO IMPAIRMENT		
			0					NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	17 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	61 M	CO		E	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	33 M	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	010	SLOWING	31 F	CO	N	E	SUV	NO IMPAIRMENT	NONE APPARENT	010
NONE APPARENT	035	GOING STRAIGHT	28 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	GOING STRAIGHT	51 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
DRIVER UNFAMILIAR W/AREA	000	STOPPED IN TRAFFIC	33 M	NE	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	43 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	SLOWING	40 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	020	SLOWING	51 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	70 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	41 F	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	21 M	CO	Y	E	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	21 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	UK	SLOWING	54 F	CO	Y	W	SUV	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	005	GOING STRAIGHT	25 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	005
NONE APPARENT	025	GOING STRAIGHT	39 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	42 F	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK
NONE APPARENT	000	STOPPED IN TRAFFIC	58 F	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	43 M	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	50 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	57 M	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	33 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	21 M	CO	Y	S	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	040	GOING STRAIGHT	72 F	CO		W	SUV	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	20 F	CO	N	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	000	STOPPED IN TRAFFIC	65 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	050	STOPPED IN TRAFFIC	0	CO	N			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	040	SLOWING	31 M	CO	Y	W	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	050
NONE APPARENT	000	STOPPED IN TRAFFIC	43 F	CO	Y	E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	000
NONE APPARENT	025	GOING STRAIGHT	53 F	CO	N	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	010

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NONE APPARENT	000	STOPPED IN TRAFFIC	35 M	VA	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	UK	SLOWING	32 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	035	GOING STRAIGHT	43 M	WY	Y			NO IMPAIRMENT		
NONE APPARENT	000	STOPPED IN TRAFFIC	46 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT			0					NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	40 F	AZ	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	005	SLOWING	19 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
UNKNOWN	010	STOPPED IN TRAFFIC	22 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	025	SLOWING	76 F	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	23 M	CO	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	000	STOPPED IN TRAFFIC	35 F	WY	Y			NO IMPAIRMENT	NONE APPARENT	
NONE APPARENT	030	GOING STRAIGHT	49 M	CO	Y	W	PASS CAR/VAN	NO IMPAIRMENT	NONE APPARENT	030
NONE APPARENT	UK	GOING STRAIGHT	40 F	CO		E	PICKUP TRUCK/UTILITY VAN	NO IMPAIRMENT	NONE APPARENT	UK

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veh_move_3	age_3	sex_3	state_3	belt_3	wan_type	narrative	crash_info	diagram	loc_01	link
	0								EISENHOWER BLVD E	AT
	0								E EISENHOWER BLVD	AT
	0								E EISENHOWER BLVD	AT
	0								EISENHOWER BLVD W	AT
STOPPED IN TRAFFIC	26 M		CO	Y					EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	35 M		CO	N					EISENHOWER BLVD E	AT
	0								EISENHOWER BLVD	AT
	0					VEHICLE #1 WAS TRAVELI	OnSysPrepro		HWY 34	00368FW
	0				ELK	VEHICLE #1 WAS EASTBOUND ON CO 34 WHEN AN ELK ENTER			HWY 34	00528FE
	0				UNKNOWN	VEHICLE #1 WAS TRAVELI	**OnSysPrepro		HWY 34	000.10ME
	0				DEER	VEHICLE #1 (GOULD) WAS	OnSysPrepro		EISENHOWER BLVD	00528FE
	0					VEHICLE #2 WAS EASTBOUND ON COLORADO HIGHWAY 34 S			HWY 34	00.20ME
	0					VEHICLE #1 WAS TRAVELING WESTBOUND ON HIGHWAY 34 A			EISENHOWER BLVD	00979FE
	0					VEHICLE #1 WAS STOPPED ON THE RIGHT SHOULDER ALONG I			HWY 34	00287FE
	0								EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	36 M		NM	Y		VEHICLE #1 WAS WESTBOUND ON CO 34 APPROACHING BUTT			HWY 34	00.60MW
	0					VEHICLE #1 (CLARK) WAS STOPPED ON THE RIGHT SHOULDER			HWY 34	03168FW
	0					VEHICLE #1 WAS EASTBOUND ON COLORADO HIGHWAY 34. V			HWY 34	00.50ME
	0				DEER	Vehicle #1 (Glazier) was traveling west on CO Hwy. 34 when a			HWY 34	00.50ME
	0				ELK	VEHICLE #1 WAS TRAVELI	OnSysPrepro		HWY 34	02640FE
	0				DEER	VEHICLE 1 WAS EASTBOUND ON H34. A DEER CAME FROM TH			HWY 34	00.40MW
	0						OnSysPrepro		EISENHOWER BLVD	AT
	0				DEER	VEHICLE#1 WAS TRAVELING WESTBOUND COLORADO 34. THE			HWY 34	00.30MW
	0				DEER	Vehicle #1 (motorcycle) w non overturn mc			HWY 34	00250FW
	0					Vehicle #1 was westbound on Colorado Highway 34. Vehicle #			HWY 34	AT
	0					VEHICLE #1 WAS TRAVELING WEST ON HIGHWAY 34. VEHICLE			HWY 34	01056FW
	0				DEER	VEHICLE #1 (MOORE) WA	OnSysPrepro		EISENHOWER BLVD	00013FW
	0					VEHICLE #1 AND #2 WERE WESTBOUND ON COLORADO 34. V			HWY 34	00528FW
	0				DEER	VEHICLE #1 WAS TRAVELI	OnSysPrepro		EISENHOWER BLVD	00528FW
	0								EISENHOWER BLVD	AT
	0					VEHICLE #1 WAS INVOLVED IN 3 HIT AND RUN CRASHES SOUT			HWY 34	AT
	0					VEHICLE #1 WAS WESTBC	OnSysPrepro		HWY 34	AT
	0					VEHICLE #1 AND #2 WERE WESTBOUND ON COLORADO 34. V			EISENHOWER BLVD	00100FE
PARKED	0		CO			VEHICLE #1 WAS EASTBOI			EISENHOWER BLVD E	00528FW
	0				DEER	VEHICLE #1 WAS EASTBOI	OnSysPrepro		HWY 34	00528FE
	0					VEHICLE #1 WAS TRAVELING EASTBOUND ON HIGHWAY 34. I			EISENHOWER BLVD	00552FE
	0					VEHICLE #1 WAS WESTBOUND ON COLORADO HIGHWAY 34. \			HWY 34	AT
	0					VEHICLE #1 (LINGER) WAS ATTEMPTING TO MAKE A LEFT HAN			EISENHOWER BLVD	AT
SLOWING	29 M		CO	Y			OnSysPrepro		EISENHOWER BLVD E	AT
	0				DEER	Vehicle #1 was eastbound on Colorado Highway 34. I deer ent			HWY 34	00025FW
	0								EISENHOWER BLVD	AT
	0					VEHICLE #1 WAS EASTBOUND ON H34. VEHICLE #1 DROVE OF			HWY 34	00031FW
	0								EISENHOWER BLVD	AT
	0								EISENHOWER BLVD W	00400FE
	0					VEHICLES 1 AND 2 WERE \	OnSysPrepro		HWY 34	00402FE
	0					VEHICLE #1 AND #2 WERE TRAVELING EASTBOUND ON COLOF			HWY 34	00343FW

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	0			VEHICLE #1 WAS STOPPED OFF THE NORTH SIDE OF US HIGHWAY 34	02640FE
STOPPED IN TRAFFIC	31 F	WY	Y	VEHICLE #1 WAS EASTBOUND ON SYSTEMS PREPARED	02640FE
	0			EISENHOWER BLVD W	AT
	0			EISENHOWER BLVD W	AT
	0			VEHICLE #1 (JOHNSON) WAS WESTBOUND ON SYSTEMS PREPARED	AT
	0			HWY 34	AT
	0			EISENHOWER BLVD W	AT
	0			VEHICLE #1 WAS WESTBOUND ON SYSTEMS PREPARED	00077FE
	0			HWY 34	00039FE
	0			VEHICLE #1 WAS STOPPED IN THE WESTBOUND LANE OF CO 3 HWY 34	00050FE
	0		DEER	VEHICLE #1 (WILLIAMSON) WAS WESTBOUND ON CO. 34 AND EISENHOWER BLVD	00154FE
	0			EISENHOWER BLVD W	AT
	0		ELK	**OnSysPrepro	EISENHOWER BLVD
	0			VEHICLE 1 WAS STOPPED IN A BUSINESS DRIVEWAY FACING WEST ON EISENHOWER BLVD W	00206FW
STOPPED IN TRAFFIC	24 F	WA	Y	VEHICLE # 1 WAS WESTBOUND ON H34. VEHICLE #2 WAS WESTBOUND ON EISENHOWER BLVD W	00111FW
	0			EISENHOWER BLVD W	AT
	0			EISENHOWER BLVD	AT
	0			VEHICLE #1 WAS WESTBOUND ON H34 IN THE RIGHT TURN LANE ON EISENHOWER BLVD	AT
	0			Vehicle #1 (a motorcycle) was eastbound on Colorado Highway 34	00.70ME
	0			EISENHOWER BLVD W	AT
	0			EISENHOWER BLVD	AT
	0			VEHICLE #1 (MASTERSON) WAS TRAVELING EAST ON CO HWY 34	00361FE
	0			VEHICLE #1 WAS SOUTHBOUND ON MORNING DRIVE WHEN IT TURNED LEFT ON EISENHOWER BLVD	00528FN
STOPPED IN TRAFFIC	48 F	CO	Y	EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD
	0			OnSysPrepro	EISENHOWER BLVD W
	0			OnSysPrepro	EISENHOWER BLVD W
	0			EISENHOWER BLVD W	AT
	0			EISENHOWER BLVD 3900 W	AT
	0			EISENHOWER BLVD	AT
	0			HWY 34	AT
	0		ELK	EISENHOWER BLVD	00162FE
	0			VEHICLE #1 WAS TRAVELING EAST ON HWY 34	00272FE
GOING STRAIGHT	56 M	CO	Y	VEHICLE #1 WAS WESTBOUND COLORADO 34 IN THE LEFT LANE ON EISENHOWER BLVD	00528FE
	0			VEHICLE #1 WAS EASTBOUND ON HWY 34	00528FE
	0			EISENHOWER BLVD	AT
SLOWING	18 M	CO	N	EISENHOWER BLVD	AT
	0			EISENHOWER BLVD 3500 E	AT
	0			Tree branch broke off and landed on the car (went through windshield) on EISENHOWER BLVD 3500 E	AT
	0			EISENHOWER BLVD	AT
	0			EISENHOWER BLVD W	AT
	0		DEER	VEHICLE #1 WAS TRAVELING EAST ON HWY 34 **OnSysPrepro	00075FE
	0			VEHICLE #1 WAS STOPPED ON SYSTEMS PREPARED	EISENHOWER BLVD
	0		ELK	Vehicle #1 was traveling westbound on Colorado 34 in the right lane on EISENHOWER BLVD W	00207FE
	0			EISENHOWER BLVD	AT
	0			EISENHOWER BLVD W	AT
	0			EISENHOWER BLVD	AT
	0			EISENHOWER BLVD	AT
	0			EISENHOWER BLVD	AT
	0			EISENHOWER BLVD	AT
	0			EISENHOWER BLVD W	AT
	0			EISENHOWER BLVD W	AT

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	0				EISENHOWER BLVD	00003FW
	0			MM Approx.	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
GOING STRAIGHT	18 M	CO	Y		EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0			Wal Mart entrance	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 2600 W	00274FW
	0				EISENHOWER BLVD	AT
SLOWING	17 M	CO	N	preprocessed	EISENHOWER BLVD W	AT
	0			**OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0			**OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	31 F	CO			EISENHOWER BLVD	AT
	0			HR	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0			**OnSysPrepro	EISENHOWER BLVD	AT
	0			HR	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0			40.407353,-105.110418	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0			**OnSysPrepro	EISENHOWER BL W	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISEHOWER BLVD	AT
STOPPED IN TRAFFIC	36 M	CO	Y		EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0			**OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0			pedpro	EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
GOING STRAIGHT	75 F	NE	Y		EISENHOWER BLVD	AT

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	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0			Hit and run.	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
GOING STRAIGHT	39 M	CO	Y	OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	61 F	CO	Y	HR	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	00245FW
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 1331 W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
STOPPED IN TRAFFIC	39 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD (HWY 34)	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0			pedpro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT

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	0			Exception: V1 & V2 turned from opp	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0			**OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0			**OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	19 F	CO	Y	OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	76 M	CO	Y		EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	20 F	CO	Y	**PedPro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				W EISENHOWER BLVD	00056FW
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
SLOWING	17 M	CO	Y		EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0			**OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT

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	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	00150FE
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	42 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				E EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	29 M	WY	Y	**OnSysPrepro	EISENHOWER RD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			EXCEPTION - V1 TURNED FROM WR	EISENHOWER BLVD	AT
	0				EISENHOWER RD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	34 F	CO	Y	OnSysPrepro	EISENHOWER BLVD	AT
	0			**OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0			pedpro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			EXCEPTION: Turned into same direc	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT

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STOPPED IN TRAFFIC	34 F	CO	N	Vehicle collided with vehicle 3 on re	EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	67 M	CO	Y	OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0			VEHICLE #1 AND VEHICLE #2 WERE NORTHBOUND COLORADC	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
OTHER	9 F			**PedPro**	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	21 M	CO	N		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
GOING STRAIGHT	27 M	CO	N	OnSysPrepro	EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	99999FE
SLOWING	22 M	WY	Y		EISENHOWER BLVD	AT
	0			**OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
PARKED	0	CO			EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
AVOIDING OBJECT/VEHICLE IN ROAD	33 M	CO	Y		EISENHOWER BLVD	00112FW
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	38 M	CO		OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 400 E	AT
STOPPED IN TRAFFIC	21 F	NM	Y		EISENHOWER BLVD 400 E	99999FE
STOPPED IN TRAFFIC	62 F	CO	N		500 E EISENHOWER BLVD	AT
GOING STRAIGHT	28 F	CO	N		EISENHOWER BLVD E 600 BLK	99999FE
	0			V1 CHANGED LANES. V2 SWERVED TO MISS V1 AND WENT OF	EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	78 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	23 M	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	64 M	CO	N		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	70 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	28 M	CO	Y	OnSysPrepro	EISENHOWER BLVD E	AT

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	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD 800 BLK E	00.01ME
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0	UNKNOWN			EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD 900 E	99999FW
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			**OnSysPrepro	EISENHOWER BL E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			**OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0			**PedPro**	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	84 M	CO	Y	OnSysPrepro	EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	42 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	59 M	MI			EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	57 F	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	44 M	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	29 M	CO	Y	OnSysPrepro	EISENHOWER BLVD	AT
GOING STRAIGHT	28 F	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT

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	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	24 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	67 F	CO			EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	74 M	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	74 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	55 F	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	31 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	99999FE
	0				EISENHOWER BLVD 1400 BLK E	99999FE
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	37 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	65 M	CO	Y	pedpro	EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT

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	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
GOING STRAIGHT	45 M	CO	N	OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	27 M	CO	N		EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 1400 E	AT
	0				EISENHOWER BLVD E 1600	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			d1 stated they applied brakes but at	EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0			pedpro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
MAKING RIGHT TURN	44 F	CO	N	OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	32 M	CO	Y		EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			**OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	44 F	CO	Y	40.407402,-105.053802	EISENHOWER BLVD 1600 BLK E	00441FE
GOING STRAIGHT	37 F	CO	Y		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	25 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT

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	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0			v1 eb eisenhower blvd at cheyenne.	EISENHOWER BLVD E	99999FE
STOPPED IN TRAFFIC	21 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	23 M	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	32 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	21 F	NV	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	30 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	39 M	CO	Y	OnSysPrepro	EISENHOWER BLVD	AT
	0			**OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	22 M	CO			EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 2100 BLK E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	55 M	TN	Y	OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	61 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			**OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD 2200 BLK E	99999FE
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	32 F	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	00150FE
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT

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	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 2700 E	99999FW
GOING STRAIGHT	36 F	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	57 F	CO			EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	38 F	CO			EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	55 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			pedpro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	30 M	CO			EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E 3600 BLK	99999FW
	0				EISENHOWER BLVD E	AT
SLOWING	21 F	CO	Y	d1 states he applied his brakes but f	EISENHOWER BLVD E	00275FW
	0				EISENHOWER BLVD	00200FW
STOPPED IN TRAFFIC	21 F	CO	N		EISENHOWER BLVD E	99999FW
GOING STRAIGHT	50 M	CO	Y		EISENHOWER BLVD 4000 BLK E	99999FW
STOPPED IN TRAFFIC	39 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
SLOWING	59 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	44 F	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	48 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT

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STOPPED IN TRAFFIC	28 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			VEHICLE #1 WAS TRAVELING NORTHBOUND ON LARIMER COL	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				HWY 34	99999FE
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				E EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	55 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			**OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0			drivers collided in center intersectio	EISENHOWER BLVD E	AT
	0				E EISENHOWER BLVD	AT
MAKING RIGHT TURN	42 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	52 F	CO	N		EISENHOWER E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 3900 E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			Vehicle 1 collided with a Loveland B	EISENHOWER BLVD	99999FE
GOING STRAIGHT	0	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	19 F	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	24 M	CO	Y		EISENHOWER BLVD 3100 E	99999FE
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	45 M	CO	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 3600 BLK E	99999FE
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT

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	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
SLOWING	73 F	CO	Y		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	36 F	CO	Y		EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	52 F	OH	Y	HR	EISENHOWER BLVD	AT
GOING STRAIGHT	36 F	CO	N		EISENHOWER BLVD	AT
GOING STRAIGHT	76 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	17 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	60 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
GOING STRAIGHT	43 F	CO			EISENHOWER BLVD	AT
	0				EISENHOWER BLVD 3900 E	99999FW
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	31 F	CO	Y		EISENHOWER BLVD E	AT
GOING STRAIGHT	24 F	CO	Y		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	64 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
SLOWING	51 M	TX	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
SLOWING	43 F	CO	Y	MM approx.	EISENHOWER BLVD	09999FE
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	47 F	CO	Y		EISENHOWER BLVD E	00328FE
	0				EISENHOWER BLVD E	AT

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GOING STRAIGHT	38 F	TX	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	35 F	CO	Y		EISENHOWER BLVD	AT
SLOWING	54 F	CO	N		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	63 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			HR	EISENHOWER BLVD (HWY 34)	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	28 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD W	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	59 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	67 M	CO	Y		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	43 F	CO			EISENHOWER BLVD 6700 BLK E	99999FW
STOPPED IN TRAFFIC	23 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	00073FE
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	43 M	CO	Y		EISENHOWER BLVD E	AT
	0			mall entrance	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	34 F	CO	N		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	19 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			HR	EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
SLOWING	48 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	31 F	CO	Y		EISENHOWER BLVD	AT

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	0				EISENHOWER BLVD	AT
GOING STRAIGHT	34 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	00300FW
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	00142FW
	0				EISENHOWER BLVD E	00153FW
STOPPED IN TRAFFIC	20 F	WY	N		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	99999FW
	0			VEHICLE #1 WAS EASTBOUND ON H34 IN THE LEFT THRU LANE	EISENHOWER BLVD E	00030FW
	0			HR	EISENHOWER BLVD	00050FW
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	37 F	WY	Y		EISENHOWER BLVD	99999FS
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	49 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	19 F	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	36 F	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	53 M	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	0		N		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	65 M	CO	N	OnSysPrepro	EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	43 F	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	39 F	CO	Y	MM Approx.	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	33 M	CO	Y	OnSysPrepro	EISENHOWER BLVD E	AT
GOING STRAIGHT	42 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			VEHICLE #1 WAS TURNING LEFT FROM EASTBOUND HIGHWAY	EISENHOWER BLVD	00103FE
	0			40.40722,-104.997649	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT

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GOING STRAIGHT	21 F	CO	Y		EISENHOWER BLVD	AT
	0			OnSysPrepro5600	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	21 F	AR	Y		EISENHOWER BLVD 5700 E	99999FW
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	58 M	CO	Y	**OnSysPrepro	EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	18 M	CO	Y		EISENHOWER BLVD	AT
AVOIDING OBJECT/VEHICLE IN ROAD	63 M	CO	N		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	57 M	CO	Y		EISENHOWER BLVD	AT
GOING STRAIGHT	75 M	CO			EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	44 M	CO	N	OnSysPrepro	EISENHOWER BLVD E	AT
SLOWING	37 M	CO	N		EISENHOWER BLVD (5700 E)	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
	0			Vehicle #1 was following Vehicle #2 in the right turn lane of th	EISENHOWER BLVD	00010FN
	0				EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0			OnSysPrepro	EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	30 F	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	27 M	CO	Y		EISENHOWER BLVD	AT
GOING STRAIGHT	61 M	CO	Y		EISENHOWER BLVD	AT
GOING STRAIGHT	68 M	CO	Y		EISENHOWER BLVD	AT
	0				EISENHOWER BLVD	AT
SLOWING	67 M	CO	Y		EISENHOWER BLVD	AT
STOPPED IN TRAFFIC	26 F	CO	Y		EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			Vehicle #1 was stopped behind vehicle #2 at a red light along	EISENHOWER BLVD	00014FN
STOPPED IN TRAFFIC	39 M	CO	N		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	31 M	KS	Y		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	35 F	CO	Y		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	32 F	CO			EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	35 M	CO	N		EISENHOWER BLVD E	AT
	0			VEHICLE #1 WAS TRAVELING SOUTHBOUND ON INTERSTATE 2	EISENHOWER BLVD	AT
	0			MP APPROX DUE TO RECENT CONST	EISENHOWER BLVD (UNDER CONSTRUCTION)	AT
GOING STRAIGHT	28 M	CO	Y		EISENHOWER BLVD E	AT
STOPPED IN TRAFFIC	36 M	WI	Y		EISENHOWER BLVD E	AT
GOING STRAIGHT	21 M	CO	N		EISENHOWER BLVD E	AT

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	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
	0			OnSysPrepro	EISENHOWER BLVD	AT
	0			VEHICLE #1 WAS ON THE ON RAMP FROM WESTBOUND COLC HWY 34 WB LOOP OFF RAMP TO SB		AT
	0			VEHICLE #1 AND #2 WERE NORTHBOUND ON COLORADO 25 E EISENHOWER BLVD		AT
	0			T-CORIS?	EISENHOWER BLVD 5700 E	AT
	0				EISENHOWER BLVD E	99999FE
	0				EISENHOWER BLVD E	99999FE
	0				EISENHOWER BLVD E	AT
	0				EISENHOWER BLVD E	AT
GOING STRAIGHT	26 M	CO	Y		EISENHOWER BLVD	AT
GOING STRAIGHT	53 M	CO			EISENHOWER BLVD E	AT

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loc_02	hazmat_1	hazmat_2	hazmat_3	violcode_1	violcode_2	violcode_3	cycprot_1	cycprot_2
MOUNTAIN LION DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL				
5700 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE				
5700 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE				
5700 W	NO	NO	NO	CARELESS DRIVING CAUSE INJURY				
5700 E	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL				
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE		DROVE WITHOUT VALID DR LICENSE		
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE				
CR 23H (GLADE RD)	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL				
MM 87	NO	NO	NO					
MM 87	NO	NO	NO					
MM 87	NO	NO	NO					
GLADE RD	NO	NO	NO	CARELESS DRIVING				
MM 87	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL				
GLADE RD	NO	NO	NO	MADE 'U' TURN WHERE PROHIBITED				
5700 BLK E	NO	NO	NO	DRIVE WHEN PRIVILEGE REVOKED				
MM 88	NO	NO	NO	FOLLOWING TOO CLOSE				
MM 88	NO	NO	NO	MADE 'U' TURN WHERE PROHIBITED				
MM 87	NO	NO	NO	CARELESS DRIVING				
MM 87	NO	NO	NO					
MM 87	NO	NO	NO					
MM 88	NO	NO	NO					
TAFT AVE N	NO	NO	NO					
MM 88	NO	NO	NO					
WESTRIDGE DR	NO	NO	NO					
WESTBRIDGE DR	NO	NO	NO	FOLLOWING TOO CLOSE				
MM 88	NO	NO	NO					
HIDDEN VALLEY DR	NO	NO	NO					
MM 88	NO	NO	NO	CARELESS DRIVING				
MM 88	NO	NO	NO					
5000 BLK	NO	NO	NO	FOLLOWING TOO CLOSE				
MM 88	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL				
MM 88	NO	NO	NO	FOLLOWING TOO CLOSE		NO INSURANCE IN POSSESSION		
MM 88	NO	NO	NO	FOLLOWING TOO CLOSE				
LANGSTON LN	NO	NO	NO	CARELESS DRIVING				
MM 88	NO	NO	NO					
MM 88	NO	NO	NO					
LANGSTON LANCE	NO	NO	NO	CARELESS DRIVING				
WILD LN	NO	NO	NO	CARELESS DRIVING				
4740 E	NO	NO	NO	CARELESS DRIVING				
LANGSTON LN	NO	NO	NO					
4700 W	NO	NO	NO	CARELESS DRIVING				
LANGSTON LN	NO	NO	NO					
ROSSUM DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC				
ROSSUM DR	NO	NO	NO	FOLLOWING TOO CLOSE				
BUTTE RD	NO	NO	NO	FOLLOWING TOO CLOSE				
BUTTE RD	NO	NO	NO	FOLLOWING TOO CLOSE				

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MILEPOST 88	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
MM 88	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
MM 88.5	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
BUTTE RD	NO	NO	NO	FOLLOWING TOO CLOSE	
BUTTE RD	NO	NO	NO	PERSONS RIDING ON BICYCLES	
BUTTE RD	NO	NO	NO	CARELESS DRIVING	
BUTTE RD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
BUTTE RD	NO	NO	NO		
BUTTE RD	NO	NO	NO	CARELESS DRIVING	
4100 W EISENHOWER BLV	NO	NO	NO		
MORNING DR	NO	NO	NO	FAIL YIELD ROW AT STOP SIGN	
MORNING DR	NO	NO	NO	CARELESS DRIVING	
MORNING DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
MORNING DR	NO	NO	NO	FOLLOWING TOO CLOSE	
MORNING DR	NO	NO	NO		
MM 88	NO	NO	NO	FOLLOWING TOO CLOSE	
4000 W	NO	NO	NO	CARELESS DRIVING	
4000 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING	
MORNING DR	NO	NO	NO	FOLLOWING TOO CLOSE	
MORNING DR	NO	NO	NO	CARELESS DRIVING	
3900 W	NO	NO	NO	FOLLOWING TOO CLOSE	
CASCADE AVE	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
CASCADE AVE	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
CASCADE AVE	NO	NO	NO	UNSAFE LANE CHANGE	DRIVE WHEN PRIVILEGE DENIED
CASCADE AVE	NO	NO	NO		
3800 W EISENHOWER BLVD	NO	NO	NO	UNSAFE LANE CHANGE	
3700 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
MM 89	NO	NO	NO		
MM 89	NO	NO	NO		
MM 89	NO	NO	NO	CARELESS DRIVING	
MM 89	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
3600 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
3700 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
EISENHOWER BLVD	NO	NO	NO		
EISENHOWER BLVD	NO	NO	NO		
3400 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
3200 W	NO	NO	NO	UNSAFE BACKING	
FALLS COURT	NO	NO	NO		
FALLS CT	NO	NO	NO	CARELESS DRIVING	
FALLS CT	NO	NO	NO	UNSAFE LANE CHANGE	
NAMAQUA AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
NAMAQUA RD	NO	NO	NO	FAIL TO DR IN DESIGNATED LANE	
NAMAQUA AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
3100 W	NO	NO	NO	FAILED TO DRIVE IN SINGLE LANE	
3000 W (DAIRY DELIGHT	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
ELM AVE	NO	NO	NO	CARELESS DRIVING	
FREMONT CT	NO	NO	NO	CARELESS DRIVING	

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2800 W	NO	NO	NO	FAILED YIELD ROW ENTERING HWY	
2709 W EISENHOWER BLVD	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MILNER AVE	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
MILNER AVE	NO	NO	NO	FAIL YIELD ROW AT STOP SIGN	
2700 BLK	NO	NO	NO	FAILED YIELD ROW ENTERING HWY	
2600 W	NO	NO	NO	CARELESS DRIVING	
2665 W EISENHOWER BLVD	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	CARELESS DRIVING	
2300 W EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
WILSON AVE N	NO	NO	NO	CARELESS DRIVING	
N WILSON AVE	NO	NO	NO	CARELESS DRIVING	
WILSON AVE N	NO	NO	NO	CARELESS DRIVING	
WILSON AVE W	NO	NO	NO	CARELESS DRIVING	
WILSON AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
WILSON AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
WILSON AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	DRIVE UNDER INFLUENCE ALCOHOL
WILSON AVE N	NO	NO	NO	FAIL TO OBSERVE TRAFFIC DEVICE	
WILSON AVE N	NO	NO	NO	FAILED TO DRIVE IN SINGLE LANE	
WILSON AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
WILSON AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
WILSON AVE N	NO	NO	NO	LEAVING SCENE OF AN ACCIDENT	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	NO LIABILITY INSURANCE
WILSON AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
N WILSON AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
N WILSON AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
N WILSON AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
WILSON AVE N	NO	NO	NO	UNSAFE LANE CHANGE	
WILSON AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	DRIVING IMPAIRED BY ALCOHOL
WILSON AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
WILSON AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
WILSON AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
WILSON AVE N	NO	NO	NO		
WILSON AVE N	NO	NO	NO		
WILSON AVE N	NO	NO	NO		
2200 BLK W	NO	NO	NO	PED WALK INTO PATH OF VEHICLE	
ESTRELLA AVE N	NO	NO	NO	CARELESS DRIVING	
ESTRELLA AVE N	NO	NO	NO	FAIL YIELD ROW AT STOP SIGN	
ESTRELLA AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	

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ESTRELLA AVE N	NO	NO	NO		
BROADMOORE DR W	NO	NO	NO		
BROADMOOR DR E	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
2017 W	NO	NO	NO	FOLLOWING TOO CLOSE	
VAN BUREN AVE N	NO	NO	NO	CARELESS DRIVING	
VAN BUREN AVE N	NO	NO	NO	CARELESS DRIVING	
VAN BUREN AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
N VAN BUREN AVE	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
VAN BUREN AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE OF DRUGS	LEAVE SCENE ACCIDENT DEATH/INJ
VAN BUREN AVE N	NO	NO	NO	FAIL TO DR IN DESIGNATED LANE	
VAN BUREN AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
VAN BUREN AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
VAN BUREN AVE N	NO	NO	NO	IMPROPER TURN AT INTERSECTION	FOLLOWING TOO CLOSE
VAN BUREN AVE	NO	NO	NO	LEAVING SCENE OF AN ACCIDENT	
VAN BUREN AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
VAN BUREN AVE N	NO	NO	NO		
1800 W EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
1809 W EISENHOWER BLVD	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
1700 W	NO	NO	NO	PROHIBITED TURN	
1709 W	NO	NO	NO	ROW TO PEDESTRIAN ALLEY/DRIVE	
PROSPECT AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
1500 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
1500 W	NO	NO	NO	FOLLOWING TOO CLOSE	
1400 W	NO	NO	NO	CARELESS DRIVING	
1500 W EISENHOWER BLVD	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
REDWOOD DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
1400 BLK W	NO	NO	NO	UNSAFE BACKING	
TAFT AVE N	NO	NO	NO	UNSAFE LANE CHANGE	
1400 BLK W (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
TAFT AVE	NO	NO	NO	CARELESS DRIVING	
TAFT AVE N	NO	NO	NO	CARELESS DRIVING	
TAFT AVE N	NO	NO	NO	CARELESS DRIVING	
TAFT AVE N	NO	NO	NO	CARELESS DRIVING	
TAFT AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
TAFT AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
TAFT AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
TAFT AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE OF DRUGS	
TAFT AVE N	NO	NO	NO	FAIL TO OBSERVE TRAFFIC DEVICE	
TAFT AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
TAFT AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
TAFT AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
TAFT AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
TAFT AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
TAFT AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
TAFT AVE N	NO	NO	NO	PEDESTRIAN YIELD ROW TO VEH	
TAFT AVE N	NO	NO	NO	PERSONS RIDING ON BICYCLES	
TAFT AVE N	NO	NO	NO	RIGHT OF WAY TO PEDESTRIAN	

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TAFT AVE N	NO	NO	NO	ROW RIGHT TURN ON RED LIGHT	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	DRIVE WHEN PRIVILEGE DENIED
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
TAFT AVE N	NO	NO	NO	UNSAFE LANE CHANGE	
TAFT AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
TAFT AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
TAFT AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
TAFT AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
TAFT AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
TAFT AVE	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
1300 W EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
1300 BLK W	NO	NO	NO		
HARLOW LN	NO	NO	NO	CARELESS DRIVING	
PROSPECT DR	NO	NO	NO		
1200 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
SHORE DR W	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
WESTSHORE DR	NO	NO	NO	FOLLOWING TOO CLOSE	
SHORE DR W	NO	NO	NO	CARELESS DRIVING	
1200 BLK W	NO	NO	NO	FOLLOWING TOO CLOSE	
LOCH MONT DR	NO	NO	NO	CARELESS DRIVING	
LOCH MOUNT DR	NO	NO	NO	FOLLOWING TOO CLOSE	
1000 W	NO	NO	NO	FOLLOWING TOO CLOSE	
900 BLK W	NO	NO	NO	FAILED TO DRIVE IN SINGLE LANE	
COLORADO AVE	NO	NO	NO	CARELESS DRIVING	
COLORADO AVE	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
COLORADO AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
COLORADO AVE N	NO	NO	NO		
600 W	NO	NO	NO	FOLLOWING TOO CLOSE	
600 W	NO	NO	NO	CARELESS DRIVING	
500 W	NO	NO	NO	CARELESS DRIVING	
13TH ST W	NO	NO	NO	CARELESS DRIVING	
400 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
LAKE DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
LAKE DR	NO	NO	NO		
400 BLK W	NO	NO	NO	FAILED TO DRIVE IN SINGLE LANE	
GRANT AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
225 W	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	

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200 BLK W	NO	NO	NO	FOLLOWING TOO CLOSE	
GARFIELD AVE N	NO	NO	NO	BIKE OBEDIENCE CONTROL DEVICES	
GARFIELD AVE N	NO	NO	NO	TOO FAST FOR CONDITIONS	
N GARFIELD AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
GARFIELD AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	DRIVE WHEN PRIVILEGE SUSPENDED
GARFIELD AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
GARFIELD AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
GARFIELD AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	NO LIABILITY INSURANCE
GARFIELD AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	DRIVE WHEN PRIVILEGE SUSPENDED
GARFIELD AVE N	NO	NO	NO		
100 W EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
GARFIELD AVE N	NO	NO	NO	CARELESS DRIVING	
100 W	NO	NO	NO	UNSAFE LANE CHANGE	
100 E	NO	NO	NO	CARELESS DRIVING	
100 E	NO	NO	NO	FOLLOWING TOO CLOSE	
100 E	NO	NO	NO	FOLLOWING TOO CLOSE	
100 E EISENHOWER BLVD (MM APPROX)	NO	NO	NO	CARELESS DRIVING	
100 E	NO	NO	NO	FOLLOWING TOO CLOSE	
N CLEVELAND AVE	NO	NO	NO	CARELESS DRIVING	
CLEVELAND AVE N	NO	NO	NO	CARELESS DRIVING	
CLEVELAND AVE N	NO	NO	NO	CARELESS DRIVING	
CLEVELAND AVE N	NO	NO	NO	CARELESS DRIVING	
N CLEVELAND AVE	NO	NO	NO	CARELESS DRIVING	
N CLEVELAND AVE	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
CLEVELAND AVE	NO	NO	NO	FAIL TO OBSERVE TRAFFIC DEVICE	
CLEVELAND AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
CLEVELAND AVE N	NO	NO	NO	LEFT TURN FROM WRONG LANE	
CLEVELAND AVE N	NO	NO	NO	NO MOTOR FUEL LICENSE	
CLEVELAND AVE N	NO	NO	NO	ROW RIGHT TURN ON RED LIGHT	
CLEVELAND AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
CLEVELAND AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
CLEVELAND AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
CLEVELAND AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
CLEVELAND AVE	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
CLEVELAND AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
CLEVELAND AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
CLEVELAND AVE N	NO	NO	NO		CARELESS DRIVING CAUSE INJURY
115 E EISENHOWER BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
LINCOLN AVE	NO	NO	NO	CARELESS DRIVING	DR UNDER ALCOHOL RELATED ACTN
LINCOLN AVE N	NO	NO	NO	CARELESS DRIVING	
LINCOLN AVE N	NO	NO	NO	CARELESS DRIVING	
LINCOLN AVE N	NO	NO	NO	CARELESS DRIVING	
LINCOLN AVE N	NO	NO	NO	CARELESS DRIVING	
LINCOLN AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
LINCOLN AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
LINCOLN AVE N	NO	NO	NO	FL USE DUE CARE FOR PEDESTRIAN	

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LINCOLN AVE N	NO	NO	NO	FOLLOWING TOO CLOSE		
LINCOLN AVE N	NO	NO	NO	FOLLOWING TOO CLOSE		
LINCOLN AVE N	NO	NO	NO	FOLLOWING TOO CLOSE		
LINCOLN ST	NO	NO	NO	FOLLOWING TOO CLOSE		
LINCOLN AVE N	NO	NO	NO	RIGHT OF WAY AT INTERSECTION		
LINCOLN AVE N	NO	NO	NO	RIGHT OF WAY TO PEDESTRIAN		
LINCOLN AVE N	NO	NO	NO	RIGHT OF WAY TO PEDESTRIAN		
LINCOLN AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
LINCOLN AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
LINCOLN AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
LINCOLN AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
LINCOLN AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
LINCOLN AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
LINCOLN AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
LINCOLN AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
N LINCOLN AVE	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
LINCOLN AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	NO INSURANCE IN POSSESSION	
LINCOLN AVE	NO	NO	NO			
LINCOLN AVE N	NO	NO	NO		LEAVING SCENE OF AN ACCIDENT	
LINCOLN AVE	NO	NO	NO	CARELESS DRIVING		
300 E	NO	NO	NO	FOLLOWING TOO CLOSE		
JEFFERSON AVE N	NO	NO	NO	CARELESS DRIVING		
JEFFERSON AVE N	NO	NO	NO	UNSAFE BACKING		
400 E	NO	NO	NO	CARELESS DRIVING		
400 E	NO	NO	NO	CARELESS DRIVING		
400 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE		
500 E EISENHOWER BLVD (APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE		
WASHINGTON N	NO	NO	NO	FOLLOWING TOO CLOSE	FOLLOWING TOO CLOSE	FOLLOWING TOO CLOSE
WASHINGTON AVE	NO	NO	NO	CARELESS DRIVING		
WASHINGTON AVE	NO	NO	NO	CARELESS DRIVING		
WASHINGTON AVE	NO	NO	NO	CARELESS DRIVING CAUSE INJURY		
WASHINGTON AVE	NO	NO	NO	FOLLOWING TOO CLOSE		
WASHINGTON AVE	NO	NO	NO	FOLLOWING TOO CLOSE		
WASHINGTON AVE	NO	NO	NO	CARELESS DRIVING CAUSE INJURY		
WASHINGTON AVE	NO	NO	NO	FOLLOWING TOO CLOSE		
606 E	NO	NO	NO			
600 E	NO	NO	NO	CARELESS DRIVING		
500 E EISENHOWER BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		
500 E	NO	NO	NO	FOLLOWING TOO CLOSE	FOLLOWING TOO CLOSE	
500 W EISENHOWER BLVD	NO	NO	NO			
ADAMS AVE	NO	NO	NO	CARELESS DRIVING		
600 BLK	NO	NO	NO	UNSAFE LANE CHANGE		
MONROE AVE	NO	NO	NO	CARELESS DRIVING		
MONROE AVE N	NO	NO	NO	CARELESS DRIVING		
MONROE AVE N	NO	NO	NO	CARELESS DRIVING		
MONROE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE		
MONROE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE		

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MONROE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MONROE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MONROE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	DRIVER LICENSE CLASS/TYPE
MONROE AVE	NO	NO	NO	CARELESS DRIVING	
700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
GOROM AVE	NO	NO	NO	CARELESS DRIVING	NO INSURANCE IN POSSESSION
GOROM AVE	NO	NO	NO		
900 BLK (MM APPROX)	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
900 BLK (MM APPROX)	NO	NO	NO		
800 E	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
REDWOOD DR	NO	NO	NO	CARELESS DRIVING	
REDWOOD DR	NO	NO	NO	CARELESS DRIVING	
REDWOOD DR	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
REDWOOD DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
REDWOOD DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
REDWOOD DR	NO	NO	NO	FOLLOW TOO CLOSE IN MOTORCADE	
1000 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
REDWOOD DR	NO	NO	NO	FOLLOWING TOO CLOSE	
REDWOOD DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
REDWOOD DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
REDWOOD DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
REDWOOD DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
REDWOOD DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
REDWOOD DR N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
REDWOOD DR N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
REDWOOD DR	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	VIOLATION OF RED SIGNAL LIGHT
REDWOOD DR	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
REDWOOD DR N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
REDWOOD DR	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
REDWOOD DR	NO	NO	NO		
REDWOOD DR	NO	NO	NO		
REDWOOD DR	NO	NO	NO		
1100 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	NO LIABILITY INSURANCE
1100 E	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
1100 E EISENHOWER BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
1000 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING	
1100 E	NO	NO	NO	FOLLOWING TOO CLOSE	
1100 E	NO	NO	NO	FOLLOWING TOO CLOSE	NO INSURANCE IN POSSESSION
1117 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
1200 BLK (MM APPROX)	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
1200 E	NO	NO	NO		
MADISON AVE N	NO	NO	NO	CARELESS DRIVING	
N MADISON AVE	NO	NO	NO	CARELESS DRIVING	
MADISON AVE N	NO	NO	NO	CARELESS DRIVING	
MADISON AVE N	NO	NO	NO	CARELESS DRIVING	
MADISON AVE N	NO	NO	NO	CARELESS DRIVING	
MADISON AVE N	NO	NO	NO	CARELESS DRIVING	

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MADISON AVE N	NO	NO	NO	CARELESS DRIVING	
MADISON AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
MADISON AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
MADISON AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
MADISON AVE N	NO	NO	NO	FAIL YIELD ROW AT STOP SIGN	
MADISON AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
MADISON AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
MADISON AVE N	NO	NO	NO	IMPEDING TRAFFIC	
N MADISON AVE	NO	NO	NO	IMPROPER TURN ACROSS MEDIAN	
MADISON AVE N	NO	NO	NO	LEAVING SCENE OF AN ACCIDENT	
MADISON AVE	NO	NO	NO	ROW AT YIELD INTERSECTION	DRIVE UNDER INFLUENCE ALCOHOL
MADISON AVE N	NO	NO	NO	ROW AT YIELD INTERSECTION	
MADISON AVE N	NO	NO	NO	ROW AT YIELD INTERSECTION	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	VIOLATION OF RED SIGNAL LIGHT
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
N MADISON AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MADISON AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
MADISON AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
MADISON AVE	NO	NO	NO	CARELESS DRIVING	
MADISON AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
1300 BLK (MM APPROX)	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
1300 E	NO	NO	NO	IMPROPER TURN AT INTERSECTION	
MADISON AVE	NO	NO	NO	CARELESS DRIVING	
1400 E	NO	NO	NO		
1400 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
1400 E	NO	NO	NO	CARELESS DRIVING	
1500 E	NO	NO	NO	TOO FAST FOR CONDITIONS	
1500 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
1500 BLK (MM APPROX)	NO	NO	NO		
1600 E	NO	NO	NO	CARELESS DRIVING	
1700 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE	
1600 E	NO	NO	NO	RIGHT TURN FROM WRONG LANE	

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BOISE AVE N	NO	NO	NO	CARELESS DRIVING	
BOISE AVE N	NO	NO	NO	CARELESS DRIVING	
BOISE AVE N	NO	NO	NO	CARELESS DRIVING	
N BOISE AVE	NO	NO	NO	CARELESS DRIVING	
BOISE AVE N	NO	NO	NO	CARELESS DRIVING	
BOISE AVE N	NO	NO	NO	CARELESS DRIVING	
BOISE AVE N	NO	NO	NO	CARELESS DRIVING	
BOISE AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
BOISE AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
BOISE AVE	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
BOISE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
BOISE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
BOISE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
BOISE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
BOISE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
BOISE AVE N	NO	NO	NO	PED FAIL OBSERVE TRAFFIC DEV	
BOISE AVE N	NO	NO	NO	RIGHT OF WAY TO PEDESTRIAN	
BOISE AVE N	NO	NO	NO	TOO FAST FOR CONDITIONS	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AV N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	DRIVE WHEN PRIVILEGE DENIED
BOISE AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	VIOLATION OF RED SIGNAL LIGHT
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
BOISE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	VIOLATION OF RED SIGNAL LIGHT
BOISE AVE N	NO	NO	NO	UNSAFE BACKING	
BOISE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
BOISE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
BOISE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
BOISE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
BOISE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
BOISE AVE N	NO	NO	NO	YIELD ROW TO EMERGENCY VEHICLE	
BOISE AVE	NO	NO	NO		
BOISE AVE N	NO	NO	NO		
BOISE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
1600 BLK E	NO	NO	NO	CARELESS DRIVING	
1700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
1700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
1700 E	NO	NO	NO		
CHEYENNE AVE	NO	NO	NO	CARELESS DRIVING	

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CHEYENNE AVE	NO	NO	NO	CARELESS DRIVING	
1800 E	NO	NO	NO	CARELESS DRIVING	
1800 BLK E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
CHEYENNE AVE	NO	NO	NO	TOO FAST FOR CONDITIONS	
1900 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
1900 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
1900 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
2000 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
2000 E	NO	NO	NO	FOLLOWING TOO CLOSE	
2000 E	NO	NO	NO	CARELESS DRIVING	
DENVER AVE N	NO	NO	NO	CARELESS DRIVING	DRIVE WHEN PRIVILEGE DENIED
DENVER AVE N	NO	NO	NO	CARELESS DRIVING	
N DENVER AVE	NO	NO	NO	CARELESS DRIVING	DROVE WITHOUT VALID DR LICENSE
N DENVER AVE	NO	NO	NO	CARELESS DRIVING	
DENVER AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
DENVER AVE N	NO	NO	NO	FAIL YIELD ROW AT STOP SIGN	
DENVER AVE N	NO	NO	NO	FAILED TO DRIVE IN SINGLE LANE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE (APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
DENVER AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
N DENVER AVE	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
DENVER AVE N	NO	NO	NO	UNSAFE LANE CHANGE	
DENVER AVE N	NO	NO	NO	UNSAFE LANE CHANGE	
DENVER AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	DROVE WITHOUT VALID DR LICENSE
DENVER AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
DENVER AVE N	NO	NO	NO		
DENVER AVE N	NO	NO	NO		
DENVER AVE	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
2100 E	NO	NO	NO	FOLLOWING TOO CLOSE	
2000 E	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
2200 BLK	NO	NO	NO	UNSAFE LANE CHANGE	
2200 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE	
MOUNTAIN LION DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
MOUNTAIN LION DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
2300 E	NO	NO	NO	CARELESS DRIVING	
2300 E	NO	NO	NO	CARELESS DRIVING	
2300 E	NO	NO	NO	FOLLOWING TOO CLOSE	
2300 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING	DROVE WITHOUT VALID DR LICENSE

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2500 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING	
2300 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
2400 W	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
2400 BLK E	NO	NO	NO	CARELESS DRIVING	
SCULPTOR DR	NO	NO	NO	FOLLOWING TOO CLOSE	
2500 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	NO INSURANCE IN POSSESSION
SCHUPTOR DR	NO	NO	NO	CARELESS DRIVING	
SCULPTOR DR	NO	NO	NO	CARELESS DRIVING	
SCULPTOR DR	NO	NO	NO	CARELESS DRIVING	
SCULPTOR DR N	NO	NO	NO	FOLLOWING TOO CLOSE	
SCULPTOR DR	NO	NO	NO	FOLLOWING TOO CLOSE	
SCULPTOR DR N	NO	NO	NO	FOLLOWING TOO CLOSE	
SCULPTOR DR	NO	NO	NO	FOLLOWING TOO CLOSE	
SCULPTOR DR	NO	NO	NO	TOO FAST FOR CONDITIONS	
SCULPTOR DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
SCULPTOR DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
SCULPTOR DR N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
SCULPTOR DR N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
SCULPTOR DR	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
SCULPTOR DR N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
SCULPTOR DR	NO	NO	NO		
SCULPTOR DR N	NO	NO	NO		TURN LEFT/ONCOMING TRAFFIC
2500 E	NO	NO	NO	FOLLOWING TOO CLOSE	
2500 E	NO	NO	NO	FOLLOWING TOO CLOSE	
2500 E	NO	NO	NO	FOLLOWING TOO CLOSE	
3000 E	NO	NO	NO	FAILED TO DRIVE IN SINGLE LANE	
2600 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE	
3300 BLK (MM APPROX)	NO	NO	NO		
2700 E	NO	NO	NO	TOO FAST FOR CONDITIONS	
2700 E	NO	NO	NO	PED WALK INTO PATH OF VEHICLE	
3500 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
2900 BLK E	NO	NO	NO	CARELESS DRIVING	
BOYD LAKE AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
3700 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE	
BOYD LAKE AVE N	NO	NO	NO	CARELESS DRIVING	DRIVE WHEN PRIVILEGE DENIED
BOYD LAKE AVE	NO	NO	NO	CARELESS DRIVING	
BOYD LAKE AVE	NO	NO	NO	CARELESS DRIVING	
BOYD LAKE RD	NO	NO	NO	FOLLOWING TOO CLOSE	
3900 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
BOYD LAKE AVE N	NO	NO	NO	CARELESS DRIVING	
3900 E	NO	NO	NO	CARELESS DRIVING	
BOYD LAKE AVE N	NO	NO	NO	CARELESS DRIVING	
N BOYD LAKE AVE	NO	NO	NO	CARELESS DRIVING	
BOYD LAKE AVE N	NO	NO	NO	CARELESS DRIVING	
BOYD LAKE AVE N	NO	NO	NO	CARELESS DRIVING	
BOYD LAKE AVE	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
BOYD LAKE AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	

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BOYD LAKE AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY		
BOYD LAKE AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		
BOYD LAKE AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	TURN LEFT/ONCOMING TRAFFIC	
BOYD LAKE AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		
CR 9	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		
BOYD LAKE AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	VIOLATE LIC PERMIT RESTRICTION	
BOYD LAKE AVE	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		
BOYD LAKE AVE N	NO	NO	NO	FOLLOWING TOO CLOSE		
BOYD LAKE AVE N	NO	NO	NO	PERSONS RIDING ON BICYCLES		
BOYD LAKE AVE N	NO	NO	NO	RIGHT OF WAY AT INTERSECTION		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	NO INSURANCE IN POSSESSION	
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC		
BOYD LAKE AVE N	NO	NO	NO	UNSAFE LANE CHANGE		
BOYD LAKE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	TURN LEFT/ONCOMING TRAFFIC	
BOYD LAKE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
BOYD LAKE AVE N	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT		
BOYD LAKE AVE	NO	NO	NO			
BOYD LAKE AVE	NO	NO	NO			
BOYD LAKE AVE N	NO	NO	NO			
BOYD LAKE AVE N	NO	NO	NO			
BOYD LAKE AVE	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		
3900 E EISENHOWER BLV	NO	NO	NO	RECKLESS DRIVING	DROVE VEHICLE W/O INSURANCE	TOO FAST FOR CONDITIONS
3100 E	NO	NO	NO	UNSAFE LANE CHANGE	FOLLOWING TOO CLOSE	
3100 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING		
BOYD LAKE AVE N**CHK ON THIS ONE*	NO	NO	NO	FOLLOWING TOO CLOSE	FOLLOWING TOO CLOSE	
HAHNS PEAK DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		
4000 E	NO	NO	NO	CARELESS DRIVING		
3600 E	NO	NO	NO	CARELESS DRIVING	NO DRIVER LIC 30 DAY RESIDENT	
MCWHINNEY BLVD	NO	NO	NO	CARELESS DRIVING		
MCWHINNEY BLVD	NO	NO	NO	CARELESS DRIVING		
MCWHINNEY BLVD	NO	NO	NO	CARELESS DRIVING	DRIVE WHEN PRIV REV/HTO/MISDMN	
MCWHINNEY BLVD N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY		
MCWHINNEY BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL		

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MCWHINNEY BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL
MCWHINNEY BLVD	NO	NO	NO	RECKLESS DRIVING
3700 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING
3500 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE
3500 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE
3200 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE
3600 E EISENHOWER BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL
3500 E	NO	NO	NO	FOLLOWING TOO CLOSE
3600 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE
3600 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE
3600 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE
3600 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE
3700 E	NO	NO	NO	
3500 BLK	NO	NO	NO	CARELESS DRIVING
3500 BLK	NO	NO	NO	FOLLOWING TOO CLOSE
3800 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING
3700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE
3300 E	NO	NO	NO	CARELESS DRIVING
3600 E	NO	NO	NO	CARELESS DRIVING
3500 E	NO	NO	NO	FOLLOWING TOO CLOSE
4300 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING CAUSE INJURY
4500 BLK E EISENHOWER BLVD(MP APPROX)	NO	NO	NO	CARELESS DRIVING
CASCADE AVE**CK ON THIS ONE**	NO	NO	NO	FOLLOWING TOO CLOSE
3800 E	NO	NO	NO	FOLLOWING TOO CLOSE
HAHNS PEAK DR	NO	NO	NO	CARELESS DRIVING
HAHNS PEAK DR	NO	NO	NO	CARELESS DRIVING
HAHNS PEAK DR	NO	NO	NO	CARELESS DRIVING
HAHNS PEAK DR	NO	NO	NO	CARELESS DRIVING
HAHNS PEAK DR	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL
HAHNS PEAK DR	NO	NO	NO	FOLLOWING TOO CLOSE
HAHNS PEAK DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC
HAHNS PEAK DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC
HAHNS PKWY N	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC
HAHNS PEAK DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC
HAHNS PEAK DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC
HAHNS PEAK DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC
HAHNS PEAK DR	NO	NO	NO	UNSAFE BACKING
HAHNS PEAK DR	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT
HAHNS PEAK DR	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT
HAHNS PEAK DR	NO	NO	NO	
4400 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE
4400 E EISENHOWER BLVD	NO	NO	NO	RECKLESS DRIVING
4600 E	NO	NO	NO	UNSAFE LANE CHANGE
HAHNS PEAK DR	NO	NO	NO	FOLLOWING TOO CLOSE
3900 E	NO	NO	NO	FOLLOWING TOO CLOSE
HAHNS PEAK DR	NO	NO	NO	FOLLOWING TOO CLOSE
5500 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE

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4800 BLK E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
5200 E EISENHOWER BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
4800 E	NO	NO	NO	CARELESS DRIVING	NO INSURANCE IN POSSESSION
5500 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
5100 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
5900 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
6400 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
5600 BLK E	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
4500 E	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
7600 BLK E	NO	NO	NO	FAIL TO STAY/RETURN TO ACCIDNT	
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
6100 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
6500 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
4300 BLK	NO	NO	NO	MADE 'U' TURN WHERE PROHIBITED	
4800 E EISENHOWER BLVD	NO	NO	NO		FOLLOWING TOO CLOSE
6500 BLK E EISENHOWER BLVD (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
4200 BLK	NO	NO	NO	CARELESS DRIVING	
4600 BLK	NO	NO	NO	CARELESS DRIVING	
4600 BLK	NO	NO	NO	CARELESS DRIVING	
4600 BLK	NO	NO	NO	CARELESS DRIVING	
FALL RIVER DR	NO	NO	NO	CARELESS DRIVING	
4300 BLK	NO	NO	NO	CARELESS DRIVING	
FALL RIVER DR	NO	NO	NO	CARELESS DRIVING	
5000 E / FALL RIVER D	NO	NO	NO	FOLLOWING TOO CLOSE	
FALL RIVER DR	NO	NO	NO	FOLLOWING TOO CLOSE	
FALL RIVER DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
FALL RIVER DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
FALL RIVER DR	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
FALL RIVER DR	NO	NO	NO		
MALL ENTRANCE	NO	NO	NO		
FALL RIVER DR	NO	NO	NO		
4300 E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
6400 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
4700 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
4700 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	FOLLOWING TOO CLOSE
5000 E	NO	NO	NO	CARELESS DRIVING	
5000 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
4800 BLK (MM APPROX)	NO	NO	NO	LEAVING SCENE OF AN ACCIDENT	
4400 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
6500 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING	
5500 E	NO	NO	NO	FOLLOWING TOO CLOSE	
4700 BLK E	NO	NO	NO	CARELESS DRIVING	
4600 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE	
4700 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE	

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4900 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5000 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MOUNTAIN AVE	NO	NO	NO	CARELESS DRIVING	
4800 BLK	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
5100 BLK	NO	NO	NO	CARELESS DRIVING	
ROCKY MOUNTAIN AVE	NO	NO	NO	FOLLOWING TOO CLOSE	DRIVE UNDER INFLUENCE ALCOHOL
ROCKY MOUNTAIN AVE	NO	NO	NO		
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MOUNTAIN AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MOUNTAIN AVE	NO	NO	NO	CARELESS DRIVING	
ROCKY MOUNTAIN AVE N	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
ROCKY MOUNTAIN AVE	NO	NO	NO	CARELESS DRIVING	
ROCKY MOUNTAIN AVE	NO	NO	NO	CARELESS DRIVING	
ROCKY MOUNTAIN AVE	NO	NO	NO	CARELESS DRIVING	
ROCKY MOUNTAIN AVE N	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
ROCKY MTN AVE	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
ROCKY MOUNTAIN AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MOUNTAIN AVE N	NO	NO	NO	FOLLOWING TOO CLOSE	FOLLOWING TOO CLOSE
ROCKY MOUNTAIN AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MOUNTAIN AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MOUNTAIN AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MTN AVE	NO	NO	NO	FOLLOWING TOO CLOSE	
ROCKY MOUNTAIN AVE	NO	NO	NO	LEAVING SCENE OF AN ACCIDENT	
ROCKY MOUNTAIN AVE	NO	NO	NO		
4900 E	NO	NO	NO	CARELESS DRIVING	
5000 E	NO	NO	NO	VIOLATION OF RED SIGNAL LIGHT	
5000 E	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
5500 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING	
4500 E	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
5400 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
4700 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
4800 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	DRIVE WHEN PRIVILEGE DENIED
5000 E	NO	NO	NO	FOLLOWING TOO CLOSE	
6100 E	NO	NO	NO	FOLLOWING TOO CLOSE	
4600 E	NO	NO	NO	CARELESS DRIVING	
5518 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5100 BLK E EISENHOWER BLVD	NO	NO	NO	CARELESS DRIVING	
5000 E	NO	NO	NO	CARELESS DRIVING	
5400 E	NO	NO	NO	CARELESS DRIVING	
5500 BLK	NO	NO	NO	CARELESS DRIVING	
5500 BLK	NO	NO	NO	CARELESS DRIVING	
5500 BLK	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
5500 BLK	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
MM 96	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
I-25 NW FRONTAGE RD (PARK N RIDE)	NO	NO	NO	TURN LEFT/ONCOMING TRAFFIC	
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	NO INSURANCE IN POSSESSION
5300 E	NO	NO	NO	CARELESS DRIVING	

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5800 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5600 E EISENHOWER BLVD	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
5600 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
I-25 SB OFF RAMP	NO	NO	NO	CARELESS DRIVING	
5600 BLK	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
5700 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E	NO	NO	NO	CARELESS DRIVING	
5700 E (APPROX)	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
5700 E	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
5700 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	TOO FAST FOR CONDITIONS
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E (APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E	NO	NO	NO		DRIVE UNDER INFLUENCE ALCOHOL
5700 E (APPROX)	NO	NO	NO		
5700 E	NO	NO	NO		
5700 BLK E	NO	NO	NO	CARELESS DRIVING	
I-25 SB RAMPS	NO	NO	NO	CARELESS DRIVING	
5700 BLK	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	
I-25 SB OFF RAMP	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
5518 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
I-25 SB OFF RAMP	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 BLK E	NO	NO	NO	UNSAFE LANE CHANGE	
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	NO INSURANCE IN POSSESSION
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 E EISENHOWER BLVD	NO	NO	NO	FOLLOWING TOO CLOSE	
5700 BLK	NO	NO	NO	CARELESS DRIVING	
5700 BLK	NO	NO	NO	CARELESS DRIVING	
I-25 SB OFF RAMP	NO	NO	NO	CARELESS DRIVING	
I-25 SB OFF RAMP	NO	NO	NO	CARELESS DRIVING	
5700 BLK	NO	NO	NO	CARELESS DRIVING CAUSE INJURY	DROVE WITHOUT VALID DR LICENSE
I-25 SB OFF RAMP	NO	NO	NO	DRIVE UNDER INFLUENCE ALCOHOL	
5700 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	FOLLOWING TOO CLOSE
5700 BLK	NO	NO	NO	FOLLOWING TOO CLOSE	
I-25 SB OFF RAMP	NO	NO	NO		
I-25 SB OFF RAMP (APPROX)	NO	NO	NO		
5700 BLK (MM APPROX)	NO	NO	NO	CARELESS DRIVING	
5700 E	NO	NO	NO	CARELESS DRIVING	
5700 BLK (MM APPROX)	NO	NO	NO	FOLLOWING TOO CLOSE	

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5700 E	NO	NO	NO	FOLLOWING TOO CLOSE
5800 E	NO	NO	NO	FOLLOWING TOO CLOSE
5800 BLK	NO	NO	NO	FOLLOWING TOO CLOSE
5700 BLK E	NO	NO	NO	FOLLOWING TOO CLOSE
I-25	NO	NO	NO	CARELESS DRIVING
I-25 NB OFF RAMP	NO	NO	NO	CARELESS DRIVING
I-25 NB RAMPS (APPROX)** look at this**	NO	NO	NO	FOLLOWING TOO CLOSE
I-25 SB ON LOOP RAMP	NO	NO	NO	FOLLOWING TOO CLOSE
I-25 SB ON LOOP RAMP	NO	NO	NO	FOLLOWING TOO CLOSE
5600 E	NO	NO	NO	FOLLOWING TOO CLOSE
5400 E	NO	NO	NO	FOLLOWING TOO CLOSE
I-25 OVERPASS	NO	NO	NO	FOLLOWING TOO CLOSE
5500 E	NO	NO	NO	UNSAFE LANE CHANGE

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cycprot_3	drvinj_1	drvinj_2	drvinj_3	city	county	longitude	latitude
	NO INJURY			LOVELAND	LARIMER	0	0
		NO INJURY			LARIMER	-105.164147	40.410379
		NO INJURY			LARIMER	-105.164147	40.410379
		NO INJURY			LARIMER	-105.164103	40.410367
					LARIMER	-105.163931	40.410337
	POSSIBLE/COMPLAINT OF INJURY	NO INJURY			LARIMER	-105.164103	40.410367
					LARIMER	-105.163715	40.410296
	NO INJURY				LARIMER	-105.163284	40.410212
					LARIMER	-105.163028	40.410163
					LARIMER	0	0
					LARIMER	-105.163369	40.410224
					LARIMER	-105.16124	40.409817
					LARIMER	-105.161716	40.409901
	POSSIBLE/COMPLAINT OF INJURY				LARIMER	-105.160201	40.409615
				LOVELAND	LARIMER	0	0
					LARIMER	-105.157603	40.409102
					LARIMER	0	0
	NO INJURY				LARIMER	-105.15587	40.40876
					LARIMER	-105.155957	40.408778
					LARIMER	-105.155871	40.408761
					LARIMER	-105.15414	40.408419
				LOVELAND	LARIMER	0	0
					LARIMER	-105.15202	40.408001
	NO INJURY				LARIMER	-105.151442	40.407891
	NO INJURY				LARIMER	-105.15072	40.407753
					LARIMER	-105.150485	40.407706
					LARIMER	-105.149244	40.407503
					LARIMER	-105.148895	40.407431
					LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY	NO INJURY			LARIMER	-105.148517	40.407389
	POSSIBLE/COMPLAINT OF INJURY				LARIMER	-105.147298	40.407186
					LARIMER	-105.147298	40.407186
	NON-INCAPACITATING INJURY	NO INJURY			LARIMER	-105.146517	40.407075
				LOVELAND	LARIMER	0	0
				LOVELAND	LARIMER	-105.145155	40.406858
	NO INJURY			LOVELAND	LARIMER	-105.145063	40.406846
				LOVELAND	LARIMER	-105.144517	40.406763
				LOVELAND	LARIMER	-105.144517	40.406763
				LOVELAND	LARIMER	-105.144515	40.406764
				LOVELAND	LARIMER	-105.144619	40.406776
	POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	0	0
				LOVELAND	LARIMER	0	0
				LOVELAND	LARIMER	-105.14101	40.407165
				LOVELAND	LARIMER	-105.139608	40.407347
					LARIMER	0	0
					LARIMER	-105.138366	40.40732

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NON-INCAPACITATING INJURY	POSSIBLE/COMPLAINT OF INJURY		LARIMER	0	0
			LARIMER	0	0
			LARIMER	-105.137697	40.407306
			LARIMER	-105.137219	40.407302
	NON-INCAPACITATING INJURY		LARIMER	-105.137314	40.407303
			LARIMER	-105.137029	40.407302
NO INJURY			LARIMER	-105.137029	40.407302
			LARIMER	-105.137025	40.407302
POSSIBLE/COMPLAINT OF INJURY			LARIMER	-105.136745	40.407301
		LOVELAND	LARIMER	0	0
			LARIMER	0	0
			LARIMER	-105.134568	40.407298
		LOVELAND	LARIMER	-105.134286	40.407309
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.134171	40.407308
		LOVELAND	LARIMER	-105.134182	40.407313
NO INJURY		LOVELAND	LARIMER	-105.133889	40.407324
		LOVELAND	LARIMER	-105.132992	40.407335
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	-105.132792	40.407341
			LOVELAND	-105.132796	40.407341
			LARIMER	0	0
		NO INJURY	LOVELAND	-105.131939	40.407332
NON-INCAPACITATING INJURY			LOVELAND	LARIMER	0
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.131395
			LOVELAND	LARIMER	0
INCAPACITATING INJURY	NO INJURY		LOVELAND	LARIMER	-105.131375
			LOVELAND	LARIMER	-105.130898
			LOVELAND	LARIMER	-105.130159
			LOVELAND	LARIMER	-105.128047
	NON-INCAPACITATING INJURY		LARIMER	0	0
NO INJURY			LARIMER	-105.126567	40.407225
POSSIBLE/COMPLAINT OF INJURY			LARIMER	0	0
			LARIMER	-105.126353	40.407219
			LARIMER	-105.126325	40.407219
			LARIMER	-105.126148	40.407214
			LARIMER	-105.126148	40.407214
			LARIMER	-105.12553	40.407196
			LARIMER	-105.123557	40.407205
		LOVELAND	LARIMER	0	0
			LARIMER	-105.121994	40.407217
			LARIMER	-105.1219	40.407219
NON-INCAPACITATING INJURY		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.120963	40.407245
		LOVELAND	LARIMER	-105.120869	40.407248
NON-INCAPACITATING INJURY		LOVELAND	LARIMER	-105.119731	40.407285
	NO INJURY	LOVELAND	LARIMER	0	0
			LARIMER	-105.117752	40.407372
POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.114782	40.40741

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	NO INJURY	LOVELAND	LARIMER	-105.114225	40.407395
		LOVELAND	LARIMER	-105.114138	40.407392
		LOVELAND	LARIMER	-105.113567	40.407377
		LOVELAND	LARIMER	-105.113668	40.407379
NO INJURY		LOVELAND	LARIMER	-105.112414	40.407355
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.112224	40.407351
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.112199	40.407356
	NO INJURY	LOVELAND	LARIMER	-105.11141	40.407344
	NO INJURY	LOVELAND	LARIMER	-105.111017	40.407338
		LOVELAND	LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.110531	40.40733
		LOVELAND	LARIMER	-105.110433	40.407329
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.110516	40.407317
		LOVELAND	LARIMER	-105.110531	40.40733
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.110516	40.407317
		LOVELAND	LARIMER	-105.110433	40.407329
	NO INJURY	LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	0	0
	NO INJURY	LOVELAND	LARIMER	-105.110433	40.407329
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	0	0
NON-INCAPACITATING INJURY		LOVELAND	LARIMER	-105.110531	40.40733
NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.110531	40.40733
		LOVELAND	LARIMER	-105.110433	40.407329
NO INJURY		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.110433	40.407329
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.110531	40.40733
		LOVELAND	LARIMER	-105.110531	40.40733
NO INJURY		LOVELAND	LARIMER	-105.110429	40.407329
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.110516	40.407317
		LOVELAND	LARIMER	-105.110531	40.40733
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	0	0
NO INJURY		LOVELAND	LARIMER	-105.110433	40.407329
		LOVELAND	LARIMER	-105.110531	40.40733
		LOVELAND	LARIMER	-105.110531	40.40733
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.110516	40.407317
NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.110516	40.407317
		LOVELAND	LARIMER	-105.110516	40.407317
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.110429	40.407329
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.109377	40.407294
		LOVELAND	LARIMER	-105.108049	40.407267
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.108049	40.407267
	NO INJURY	LOVELAND	LARIMER	0	0

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POSSIBLE/COMPLAINT OF INJURY	NON-INCAPACITATING INJURY	LOVELAND	LARIMER	-105.108051	40.407261		
		LOVELAND	LARIMER	0	0		
		LOVELAND	LARIMER	-105.106166	40.407243		
		LOVELAND	LARIMER	0	0		
NO INJURY	NON-INCAPACITATING INJURY	LOVELAND	LARIMER	-105.103928	40.407239		
		LOVELAND	LARIMER	-105.103928	40.407239		
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.103928	40.407239		
		LOVELAND	LARIMER	-105.103929	40.407239		
		LOVELAND	LARIMER	-105.103987	40.407245		
		LOVELAND	LARIMER	-105.104025	40.407238		
		LOVELAND	LARIMER	-105.104025	40.407238		
		LOVELAND	LARIMER	-105.103987	40.407245		
		LOVELAND	LARIMER	-105.103929	40.407239		
		LOVELAND	LARIMER	-105.103928	40.407239		
NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.104025	40.407238		
	NO INJURY	LOVELAND	LARIMER	0	0		
		LOVELAND	LARIMER	-105.102794	40.407241		
		LOVELAND	LARIMER	-105.102607	40.407242		
		LOVELAND	LARIMER	0	0		
		LOVELAND	LARIMER	-105.101656	40.407237		
		NO INJURY	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.100343	40.407182
			POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.098853	40.407188
			LOVELAND	LARIMER	-105.098405	40.407189	
			LOVELAND	LARIMER	0	0	
LOVELAND	LARIMER		-105.097943	40.407191			
LOVELAND	LARIMER		0	0			
LOVELAND	LARIMER		0	0			
LOVELAND	LARIMER		-105.097851	40.407192			
NO INJURY NO INJURY NO INJURY POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY NON-INCAPACITATING INJURY	LOVELAND	LARIMER	-105.096931	40.407153		
		LOVELAND	LARIMER	-105.09683	40.407197		
		LOVELAND	LARIMER	-105.096835	40.407197		
		LOVELAND	LARIMER	-105.096835	40.407197		
		LOVELAND	LARIMER	-105.096928	40.407196		
		LOVELAND	LARIMER	-105.096811	40.407197		
		LOVELAND	LARIMER	-105.096811	40.407197		
		LOVELAND	LARIMER	0	0		
		LOVELAND	LARIMER	-105.096835	40.407197		
		LOVELAND	LARIMER	-105.096811	40.407197		
NO INJURY	NO INJURY POSSIBLE/COMPLAINT OF INJURY POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.09683	40.407197		
		LOVELAND	LARIMER	0	0		
		LOVELAND	LARIMER	-105.096835	40.407197		
		LOVELAND	LARIMER	-105.09683	40.407197		
		LOVELAND	LARIMER	-105.096811	40.407197		
		LOVELAND	LARIMER	0	0		
		LOVELAND	LARIMER	-105.096835	40.407197		
		LOVELAND	LARIMER	-105.09683	40.407197		
		LOVELAND	LARIMER	-105.096811	40.407197		
		LOVELAND	LARIMER	0	0		
POSSIBLE/COMPLAINT OF INJURY	NO INJURY NO INJURY	LOVELAND	LARIMER	0	0		
		LOVELAND	LARIMER	-105.096928	40.407196		
		LOVELAND	LARIMER	-105.096835	40.407197		

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POSSIBLE/COMPLAINT OF INJURY	NO INJURY	LOVELAND	LARIMER	-105.096811	40.407197
		LOVELAND	LARIMER	-105.096928	40.407196
		LOVELAND	LARIMER	-105.09683	40.407197
		LOVELAND	LARIMER	-105.096835	40.407197
	NO INJURY	LOVELAND	LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.09683	40.407197
NO INJURY	NO INJURY	LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.096928	40.407196
NO INJURY		LOVELAND	LARIMER	-105.096811	40.407197
POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.096835	40.407197
		LOVELAND	LARIMER	-105.096811	40.407197
		LOVELAND	LARIMER	-105.096835	40.407197
		LOVELAND	LARIMER	-105.096811	40.407197
		LOVELAND	LARIMER	-105.096811	40.407197
NON-INCAPACITATING INJURY		LOVELAND	LARIMER	0	0
NO INJURY		LOVELAND	LARIMER	0	0
NON-INCAPACITATING INJURY		LOVELAND	LARIMER	-105.096811	40.407197
		LOVELAND	LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.096928	40.407196
		LOVELAND	LARIMER	-105.096811	40.407197
		LOVELAND	LARIMER	-105.096085	40.407206
	NO INJURY	LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.095422	40.407194
		LOVELAND	LARIMER	0	0
	NO INJURY	LOVELAND	LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.094703	40.407052
		LOVELAND	LARIMER	-105.094738	40.407062
		LOVELAND	LARIMER	-105.094567	40.407008
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.092973	40.406083
		LOVELAND	LARIMER	-105.092863	40.406005
		LOVELAND	LARIMER	0	0
NO INJURY		LOVELAND	LARIMER	0	0
	NON-INCAPACITATING INJURY	LOVELAND	LARIMER	-105.087354	40.404691
	NO INJURY	LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.087348	40.404691
NO INJURY		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.083704	40.405198
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.082476	40.405865
NO INJURY		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	0	0
NON-INCAPACITATING INJURY		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.079184	40.407218
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.078739	40.407232

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		LOVELAND	LARIMER	0	0
NO INJURY		LOVELAND	LARIMER	-105.077764	40.407245
	NO INJURY	LOVELAND	LARIMER	-105.077803	40.407236
		LOVELAND	LARIMER	-105.077803	40.407236
		LOVELAND	LARIMER	-105.077903	40.407236
		LOVELAND	LARIMER	-105.077903	40.407236
NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.077803	40.407236
NO INJURY	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.077903	40.407236
		LOVELAND	LARIMER	-105.077782	40.407237
NO INJURY		LOVELAND	LARIMER	-105.077782	40.407237
POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.077442	40.407242
		LOVELAND	LARIMER	-105.07718	40.407253
		LOVELAND	LARIMER	0	0
NO INJURY		LOVELAND	LARIMER	-105.076178	40.407268
		LOVELAND	LARIMER	-105.076178	40.407268
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.075613	40.407386
		LOVELAND	LARIMER	0	0
NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.07473	40.407269
	NO INJURY	LOVELAND	LARIMER	-105.074821	40.407269
		LOVELAND	LARIMER	-105.074733	40.407269
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.07473	40.407269
NO INJURY		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	0	0
	NO INJURY	LOVELAND	LARIMER	-105.074733	40.407269
		LOVELAND	LARIMER	-105.074807	40.407273
		LOVELAND	LARIMER	-105.074821	40.407269
		LOVELAND	LARIMER	0	0
		LOVELAND	LARIMER	-105.07473	40.407269
		LOVELAND	LARIMER	-105.074821	40.407269
		LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.074733	40.407269
		LOVELAND	LARIMER	-105.07473	40.407269
NO INJURY	NO INJURY	LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY	NON-INCAPACITATING INJURY	LOVELAND	LARIMER	-105.074807	40.407273
	NO INJURY	LOVELAND	LARIMER	-105.073639	40.407271
		LOVELAND	LARIMER	-105.073141	40.407273
	NO INJURY	LOVELAND	LARIMER	-105.073011	40.407274
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.073141	40.407273
		LOVELAND	LARIMER	0	0
	NO INJURY	LOVELAND	LARIMER	-105.073033	40.407274
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.07329	40.407276
NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.073011	40.407274
	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.073141	40.407273

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			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
	NON-INCAPACITATING INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.073033	40.407274
	NO INJURY		LOVELAND	LARIMER	-105.073141	40.407273
		NO INJURY	LOVELAND	LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.073033	40.407274
	NO INJURY		LOVELAND	LARIMER	-105.073141	40.407273
			LOVELAND	LARIMER	-105.07329	40.407276
			LOVELAND	LARIMER	-105.073141	40.407273
			LOVELAND	LARIMER	-105.073033	40.407274
	NO INJURY		LOVELAND	LARIMER	-105.073011	40.407274
NO INJURY			LOVELAND	LARIMER	-105.07329	40.407276
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
NO INJURY			LOVELAND	LARIMER	-105.073011	40.407274
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
	NON-INCAPACITATING INJURY		LOVELAND	LARIMER	-105.073011	40.407274
			LOVELAND	LARIMER	-105.072598	40.407274
			LOVELAND	LARIMER	-105.072691	40.407274
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.072279	40.407278
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.071942	40.407278
			LOVELAND	LARIMER	-105.071245	40.407277
			LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.070761	40.407279
			LOVELAND	LARIMER	-105.070761	40.407279
			LOVELAND	LARIMER	-105.070931	40.40728
			LOVELAND	LARIMER	0	0
	NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.070434	40.407281
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.070454	40.407281
			LOVELAND	LARIMER	-105.070329	40.40728
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.069705	40.407275
			LOVELAND	LARIMER	-105.069705	40.407275
			LOVELAND	LARIMER	-105.070088	40.407282
			LOVELAND	LARIMER	-105.069392	40.407272
NO INJURY			LOVELAND	LARIMER	-105.070088	40.407282
			LOVELAND	LARIMER	-105.069392	40.407272
	NO INJURY		LOVELAND	LARIMER	-105.069184	40.407271
NO INJURY			LOVELAND	LARIMER	-105.068736	40.407273
			LOVELAND	LARIMER	-105.068385	40.407275
			LOVELAND	LARIMER	-105.068385	40.407275
	NO INJURY		LOVELAND	LARIMER	-105.068385	40.407275
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0

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			LOVELAND	LARIMER	-105.068294	40.407276
			LOVELAND	LARIMER	-105.069077	40.407284
	NON-INCAPACITATING INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.068164	40.407277
			LOVELAND	LARIMER	-105.06775	40.40728
			LOVELAND	LARIMER	-105.06637	40.407289
NO INJURY			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.064891	40.4073
NO INJURY			LOVELAND	LARIMER	-105.064891	40.4073
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.064187	40.407312
			LOVELAND	LARIMER	-105.063682	40.407309
			LOVELAND	LARIMER	-105.062798	40.407327
	NON-INCAPACITATING INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
NO INJURY			LOVELAND	LARIMER	-105.063042	40.407314
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.063016	40.407314
NO INJURY			LOVELAND	LARIMER	-105.063016	40.407314
NO INJURY			LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.063042	40.407314
	NO INJURY		LOVELAND	LARIMER	-105.063016	40.407314
NO INJURY			LOVELAND	LARIMER	-105.063016	40.407314
			LOVELAND	LARIMER	-105.063124	40.407313
			LOVELAND	LARIMER	-105.063016	40.407314
			LOVELAND	LARIMER	-105.063124	40.407313
			LOVELAND	LARIMER	-105.063042	40.407314
			LOVELAND	LARIMER	-105.063042	40.407314
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.063016	40.407314
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.063042	40.407314
			LOVELAND	LARIMER	-105.063016	40.407314
			LOVELAND	LARIMER	-105.061907	40.407327
			LOVELAND	LARIMER	-105.062095	40.407325
	NO INJURY	POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.061907	40.407327
			LOVELAND	LARIMER	-105.061806	40.407337
			LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	-105.061409	40.407341
			LOVELAND	LARIMER	-105.060919	40.407339
			LOVELAND	LARIMER	-105.060813	40.407348
			LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	-105.059623	40.40736
			LOVELAND	LARIMER	-105.058809	40.407364
NO INJURY			LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.058809	40.407364
NON-INCAPACITATING INJURY	NO INJURY		LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058941	40.407363

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			LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.059623	40.40736
			LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.059623	40.40736
	NO INJURY		LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058941	40.407363
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.059623	40.40736
			LOVELAND	LARIMER	-105.058941	40.407363
NO INJURY			LOVELAND	LARIMER	-105.058809	40.407364
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.058809	40.407364
	NO INJURY		LOVELAND	LARIMER	-105.058809	40.407364
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058941	40.407363
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.058809	40.407364
	NO INJURY		LOVELAND	LARIMER	-105.058809	40.407364
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058809	40.407364
	NO INJURY		LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.058941	40.407363
	NO INJURY		LOVELAND	LARIMER	-105.058941	40.407363
	NON-INCAPACITATING INJURY		LOVELAND	LARIMER	-105.058941	40.407363
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.058809	40.407364
			LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.058809	40.407364
NO INJURY			LOVELAND	LARIMER	-105.058941	40.407363
			LOVELAND	LARIMER	-105.058699	40.407365
			LOVELAND	LARIMER	-105.058272	40.407366
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.057902	40.407366
		NO INJURY	LOVELAND	LARIMER	0	0
NO INJURY	NO INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.056865	40.407368
	NO INJURY		LOVELAND	LARIMER	-105.056844	40.407389
			LOVELAND	LARIMER	-105.055991	40.407369
			LOVELAND	LARIMER	-105.054956	40.407408
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.054956	40.407408
			LOVELAND	LARIMER	-105.054066	40.407418
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.053867	40.407421

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	NO INJURY		LOVELAND	LARIMER	-105.053778	40.407371
			LOVELAND	LARIMER	-105.053778	40.407371
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.053669	40.407422
	NO INJURY		LOVELAND	LARIMER	-105.053778	40.407371
			LOVELAND	LARIMER	-105.053692	40.407371
			LOVELAND	LARIMER	0	0
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.053669	40.407422
			LOVELAND	LARIMER	-105.053693	40.407422
			LOVELAND	LARIMER	-105.053692	40.407371
			LOVELAND	LARIMER	-105.053778	40.407371
	NO INJURY		LOVELAND	LARIMER	-105.053778	40.407371
			LOVELAND	LARIMER	-105.053692	40.407371
			LOVELAND	LARIMER	-105.053692	40.407371
			LOVELAND	LARIMER	-105.053692	40.407371
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.053692	40.407371
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.053669	40.407422
	NO INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.053693	40.407422
			LOVELAND	LARIMER	-105.053669	40.407422
			LOVELAND	LARIMER	-105.053778	40.407371
			LOVELAND	LARIMER	-105.053669	40.407422
	NO INJURY		LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.053778	40.407371
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.053693	40.407422
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.053693	40.407422
	NO INJURY		LOVELAND	LARIMER	0	0
NO INJURY			LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.053693	40.407422
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.053669	40.407422
			LOVELAND	LARIMER	-105.053669	40.407422
			LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	-105.053692	40.407371
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.053693	40.407422
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.053778	40.407371
			LOVELAND	LARIMER	-105.053669	40.407422
			LOVELAND	LARIMER	-105.053693	40.407422
	NO INJURY		LOVELAND	LARIMER	-105.053692	40.407371
	NO INJURY		LOVELAND	LARIMER	-105.053669	40.407422
	NO INJURY		LOVELAND	LARIMER	-105.053669	40.407422
		NO INJURY	LOVELAND	LARIMER	-105.051848	40.407382
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.052002	40.407409
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.052002	40.407409
NO INJURY			LOVELAND	LARIMER	-105.052002	40.407409
NO INJURY			LOVELAND	LARIMER	-105.050695	40.407407

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			LOVELAND	LARIMER	-105.050695	40.407389
			LOVELAND	LARIMER	-105.051075	40.407401
	NO INJURY		LOVELAND	LARIMER	-105.050584	40.407388
			LOVELAND	LARIMER	-105.050584	40.407388
		NO INJURY	LOVELAND	LARIMER	-105.048282	40.407353
			LOVELAND	LARIMER	-105.048282	40.407353
			LOVELAND	LARIMER	-105.048282	40.407353
			LOVELAND	LARIMER	-105.046024	40.407319
	NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.045935	40.407318
NO INJURY	NO INJURY	NO INJURY	LOVELAND	LARIMER	-105.045748	40.407315
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.044623	40.407298
	NO INJURY		LOVELAND	LARIMER	-105.044623	40.407298
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.044529	40.40736
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.044548	40.407297
			LOVELAND	LARIMER	-105.044529	40.40736
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.044548	40.407297
			LOVELAND	LARIMER	-105.044529	40.40736
			LOVELAND	LARIMER	-105.044623	40.407298
			LOVELAND	LARIMER	-105.044586	40.407349
	NO INJURY		LOVELAND	LARIMER	-105.044548	40.407297
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.044548	40.407297
			LOVELAND	LARIMER	-105.044548	40.407297
		NO INJURY	LOVELAND	LARIMER	-105.044586	40.407349
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.044623	40.407298
			LOVELAND	LARIMER	-105.044586	40.407349
NO INJURY			LOVELAND	LARIMER	-105.044529	40.40736
			LOVELAND	LARIMER	-105.044623	40.407298
			LOVELAND	LARIMER	-105.044623	40.407298
			LOVELAND	LARIMER	-105.044586	40.407349
			LOVELAND	LARIMER	-105.044548	40.407297
NO INJURY			LOVELAND	LARIMER	-105.044548	40.407297
			LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	-105.043984	40.407299
			LOVELAND	LARIMER	-105.04389	40.407299
		POSSIBLE/COMPLAINT OF INJURY	LOVELAND	LARIMER	-105.043659	40.407342
		NO INJURY	LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
NO INJURY			LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.03939	40.407314
NO INJURY			LOVELAND	LARIMER	-105.039095	40.407315
			LOVELAND	LARIMER	-105.039095	40.407315
NON-INCAPACITATING INJURY			LOVELAND	LARIMER	-105.039016	40.407315
			LOVELAND	LARIMER	-105.038082	40.407319

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			LOVELAND	LARIMER	-105.038082	40.407319
			LOVELAND	LARIMER	-105.038044	40.407319
			LOVELAND	LARIMER	-105.038082	40.407319
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.037758	40.40732
			LOVELAND	LARIMER	-105.036134	40.407325
	NO INJURY		LOVELAND	LARIMER	0	0
NON-INCAPACITATING INJURY			LOVELAND	LARIMER	-105.035242	40.407328
			LOVELAND	LARIMER	-105.035242	40.407328
	NO INJURY		LOVELAND	LARIMER	-105.035278	40.407328
NO INJURY	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.035238	40.407328
			LOVELAND	LARIMER	-105.035242	40.407328
			LOVELAND	LARIMER	-105.035238	40.407328
			LOVELAND	LARIMER	0	0
NO INJURY			LOVELAND	LARIMER	-105.035327	40.407327
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.035278	40.407328
NO INJURY			LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.035238	40.407328
			LOVELAND	LARIMER	-105.035238	40.407328
			LOVELAND	LARIMER	-105.035327	40.407327
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.035278	40.407328
			LOVELAND	LARIMER	-105.035327	40.407327
	NO INJURY		LOVELAND	LARIMER	-105.035242	40.407328
			LOVELAND	LARIMER	-105.034343	40.407331
	NO INJURY		LOVELAND	LARIMER	-105.03426	40.407331
			LOVELAND	LARIMER	-105.03426	40.407331
			LOVELAND	LARIMER	-105.032659	40.407336
			LOVELAND	LARIMER	-105.03257	40.407336
			LOVELAND	LARIMER	-105.03168	40.407339
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.028362	40.40735
			LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	-105.024253	40.407363
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.024063	40.407364
			LOVELAND	LARIMER	-105.022194	40.40737
			LOVELAND	LARIMER	-105.02206	40.40737
			LOVELAND	LARIMER	-105.021968	40.40737
NO INJURY			LOVELAND	LARIMER	-105.021663	40.407371
			LOVELAND	LARIMER	-105.021663	40.407371
		NO INJURY	LOVELAND	LARIMER	-105.021259	40.407373
			LOVELAND	LARIMER	-105.021074	40.407373
NO INJURY			LOVELAND	LARIMER	-105.021173	40.407373
			LOVELAND	LARIMER	-105.021173	40.407373
			LOVELAND	LARIMER	-105.021077	40.407373
	NO INJURY		LOVELAND	LARIMER	-105.021173	40.407373
	NO INJURY		LOVELAND	LARIMER	-105.021173	40.407373
POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY	NO INJURY	LOVELAND	LARIMER	-105.021073	40.407373
			LOVELAND	LARIMER	-105.021074	40.407373
			LOVELAND	LARIMER	-105.021073	40.407373

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	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021073	40.407373
	NO INJURY		LOVELAND	LARIMER	-105.021073	40.407373
			LOVELAND	LARIMER	-105.021074	40.407373
	NO INJURY		LOVELAND	LARIMER	-105.021077	40.407373
POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021074	40.407373
	NO INJURY		LOVELAND	LARIMER	-105.021074	40.407373
NO INJURY			LOVELAND	LARIMER	-105.021077	40.407373
	NO INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.021173	40.407373
			LOVELAND	LARIMER	-105.021173	40.407373
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021173	40.407373
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.021074	40.407373
POSSIBLE/COMPLAINT OF INJURY	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021074	40.407373
NON-INCAPACITATING INJURY			LOVELAND	LARIMER	-105.021173	40.407373
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021173	40.407373
POSSIBLE/COMPLAINT OF INJURY	NO INJURY		LOVELAND	LARIMER	-105.021173	40.407373
NO INJURY	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021074	40.407373
	NO INJURY		LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	0	0
	NO INJURY		LOVELAND	LARIMER	-105.021073	40.407373
			LOVELAND	LARIMER	-105.021074	40.407373
NON-INCAPACITATING INJURY	NON-INCAPACITATING INJURY	NO INJURY	LOVELAND	LARIMER	-105.021074	40.407373
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.021077	40.407373
NON-INCAPACITATING INJURY	NO INJURY		LOVELAND	LARIMER	-105.021073	40.407373
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021077	40.407373
			LOVELAND	LARIMER	-105.021173	40.407373
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.021173	40.407373
			LOVELAND	LARIMER	-105.021073	40.407373
			LOVELAND	LARIMER	-105.021173	40.407373
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.021073	40.407373
			LOVELAND	LARIMER	-105.021077	40.407373
	NO INJURY		LOVELAND	LARIMER	-105.021074	40.407373
			LOVELAND	LARIMER	-105.021073	40.407373
			LOVELAND	LARIMER	-105.021073	40.407373
			LOVELAND	LARIMER	-105.020894	40.40737
	NO INJURY		LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.020886	40.40737
			LOVELAND	LARIMER	-105.020711	40.407368
			LOVELAND	LARIMER	-105.020712	40.407368
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.017134	40.407319
			LOVELAND	LARIMER	-105.016785	40.40732
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	-105.016647	40.407313
			LOVELAND	LARIMER	-105.016598	40.407318
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.016666	40.407313
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.016647	40.407313

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			LOVELAND	LARIMER	-105.016759	40.407314
			LOVELAND	LARIMER	-105.016666	40.407313
	NO INJURY		LOVELAND	LARIMER	-105.015729	40.407304
	NO INJURY		LOVELAND	LARIMER	-105.015729	40.407304
	NO INJURY		LOVELAND	LARIMER	-105.015729	40.407304
			LOVELAND	LARIMER	-105.015362	40.407301
			LOVELAND	LARIMER	-105.014792	40.407296
			LOVELAND	LARIMER	0	0
		NO INJURY	LOVELAND	LARIMER	-105.014792	40.407296
NO INJURY	NO INJURY		LOVELAND	LARIMER	-105.014792	40.407296
	NO INJURY		LOVELAND	LARIMER	-105.014792	40.407296
			LOVELAND	LARIMER	-105.014798	40.407296
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
			LOVELAND	LARIMER	0	0
NO INJURY			LOVELAND	LARIMER	-105.014234	40.407291
			LOVELAND	LARIMER	-105.014043	40.407289
			LOVELAND	LARIMER	-105.013802	40.407284
			LOVELAND	LARIMER	-105.013949	40.407288
			LOVELAND	LARIMER	-105.013802	40.407284
			LOVELAND	LARIMER	-105.01273	40.407277
NO INJURY			LOVELAND	LARIMER	-105.012132	40.407272
	NO INJURY		LOVELAND	LARIMER	-105.012132	40.407272
	NO INJURY		LOVELAND	LARIMER	-105.011938	40.407261
	NO INJURY		LOVELAND	LARIMER	-105.011514	40.407266
			LOVELAND	LARIMER	-105.011379	40.407254
		NO INJURY	LOVELAND	LARIMER	-105.011514	40.407266
			LOVELAND	LARIMER	0	0
POSSIBLE/COMPLAINT OF INJURY			LOVELAND	LARIMER	-105.011514	40.407266
			LOVELAND	LARIMER	0	0
	POSSIBLE/COMPLAINT OF INJURY		LOVELAND	LARIMER	-105.011413	40.407265
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			LOVELAND	LARIMER	-105.01142	40.407265
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			LOVELAND	LARIMER	-105.011379	40.407254
			LOVELAND	LARIMER	-105.01142	40.407265
			LOVELAND	LARIMER	-105.011514	40.407266
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NO INJURY	

Appendix E-Traffic Methodology, Data & Analysis



Memorandum

To: US-34 Planning and Environmental Linkage (PEL) Study Project Team
From: Matt Brown, PE, PTOE
Josh Sender, PE
Date: July 24, 2018
Re: US-34 PEL – Technical Traffic Information

INTRODUCTION

This memorandum documents the data collection and traffic scenario model development and outputs for the US-34 PEL.

This memo contains the following sections and supporting attachments:

- Executive Summary
- Data Collection
- Existing Conditions
- 2040 No Build Conditions
- 2040 Build Conditions
- Attachment 1 – Turning Movement Volumes and Level of Service Figures
- Attachment 2 – Supporting Calculations for PEL Document

EXECUTIVE SUMMARY

Detailed analysis shows that Level of Service, travel times, and reliability west of I-25 may worsen in the future compared to existing conditions, but the recommended improvements included in the 2040 Build scenario will ensure that the existing infrastructure is operating as efficiently as possible. Meanwhile, LOS, travel times, and reliability east of I-25 are predicted to improve with the recommended improvements included in the 2040 Build scenario, even compared to what is experienced today. It is vital to keep the traffic along the US-34 PEL corridor flowing efficiently and reliably. The corridor improvements recommended in the US-34 PEL report will accomplish this goal while accommodating future increased travel demand.

DATA COLLECTION

Traffic data collection priorities were established based upon roadway functional classification, anticipated level of traffic volume, North Front Range MPO model definition, and potential for access management or alternative analysis being required. The following traffic count data will be collected for the Study:

1. Weekday AM / PM peak period turning movement counts at 34 locations, including:

Glade Rd	Rossum Dr**	Morning Dr	Cascade Ave
Namaqua Ave	Wilson Ave	Estrella Ave	Van Buren Ave
Taft Ave**	Colorado Ave**	Grant Ave	Garfield Ave
Redwood Dr	Madison Ave	Boise Ave**	Cheyenne Ave
Denver Ave	Sculptor Dr	Boyd Lake Ave**	Hahns Peak Dr
Larimer Pkwy	WCR 15	WCR 17	Promontory Pkwy
95 th Ave	83 rd Ave	71 st Ave	27 th St / Frontage Rd
US 34 Business / 18 th	WCR 49		

2. Weekday AM / PM peak period turning movement counts from 6 adaptive traffic signal locations, including:

65 th Ave	47 th Ave	35 th Ave
23 rd Ave	17 th Ave	11 th Ave

3. Weekday AM / PM peak period turning movement counts from recent traffic studies, including:

Jefferson Ave

4. 48-hr vehicle classification counts at the following locations:

East of Glade Rd	East of Wilson Ave	West of Madison Ave
West of Larimer/Weld County Line	East of 83 rd Ave	West of WCR 47

The above locations marked in bold with a double asterisk were also counted on a summer Saturday between the hours of 11:00 a.m. and 1:00 p.m. in order to capture weekend traffic conditions.

Other transportation related data collected includes traffic control devices, intersection geometry, speed limits, access locations, and level of access (e.g., full-movement, right-in, right-out only).

Some segment data measurements included in this memo are also grouped according to their respective overall US-34 PEL segment with the following definitions:

Segment Name	Segment Beginning	Segment End
Foothills	Glade Ave	Morning Dr
Loveland Urban	Morning Dr	Garfield Ave
Loveland 6-Lane	Garfield Ave	Rocky Mountain Ave
Johnstown-Greeley	Centerra/Thompson Pkwy	East of CO-257
Greeley Expressway	East of CO-257	West of 11 th Ave
East End	1 st Ave	WCR 49

In the Foothills segment, the US-34 PEL Study Area and Project Limits extend west of Glade Ave. However, the detailed traffic analysis provided in this memo extends from Glade Ave to WCR 49. Based on the initial assessment of average daily traffic trends, volume to capacity ratios, and other factors as discussed in the Existing Conditions sections, it was determined that these amended limits would sufficiently represent the traffic conditions on the US-34 PEL corridor.

Additionally, all detailed traffic analysis and modeling assumes free flow travel on US-34 through the interchanges with I-25 and US-85, each of which are subject of independent analysis, design, and/or construction efforts.

EXISTING CONDITIONS

Existing traffic conditions were examined using a number of techniques, including Travel Time Index as reported by INRIX, Level of Service (LOS) of individual intersections and highway segments, and reliability of the corridor as a whole.

INITIAL EVALUATION

The extent of corridor traffic congestion was initially determined based upon available data, including OTIS (CDOT, 2016) and INRIX.

OTIS reports volume-to-capacity (v/c) ratios which can be used to approximate the quality of traffic flow. Based upon v/c ratios, approximately 35 percent of the corridor currently experiences unstable traffic conditions ($0.8 < v/c \text{ ratio} \leq 0.9$) or significant intersection delays ($v/c \text{ ratio} > 0.9$). Corridor segments currently experiencing peak hour congestion are shown on Figure 1.

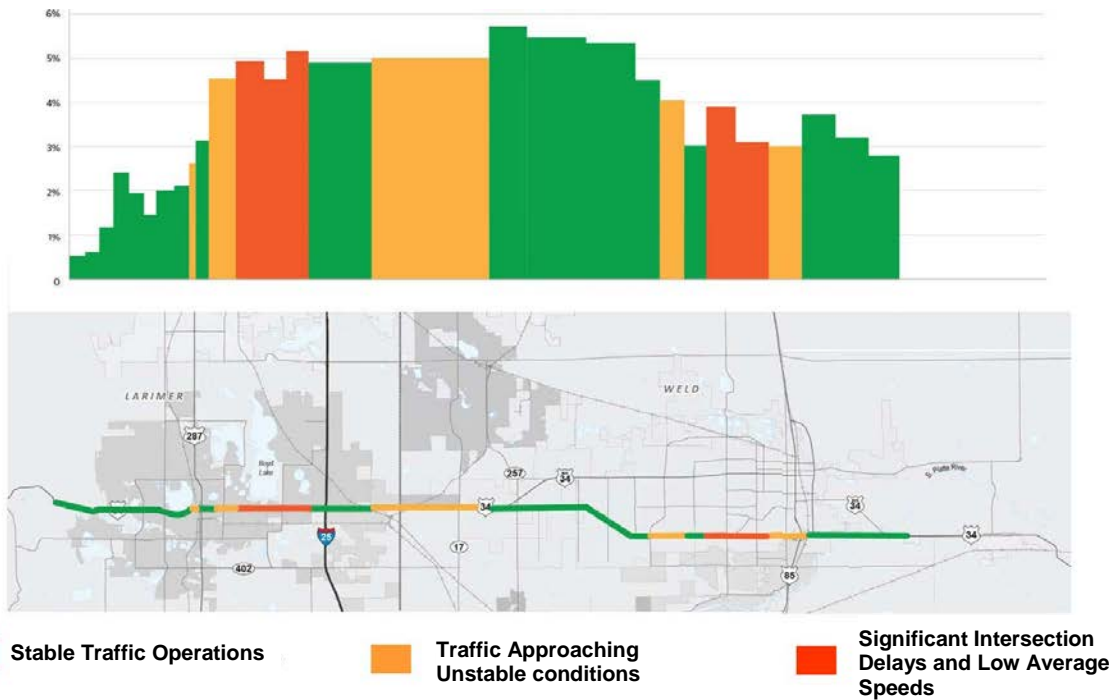


Figure 1 - Initial Evaluation of Existing Peak Hour Traffic Operations

INRIX uses “big data” to provide travel time information along 5 million miles of highways throughout the County and around the world, including US 34 in Colorado. In this case, big data includes obtaining location data for tens of millions of vehicles and devices, in real time. This enables travel times and speeds (and by extension congestion) to be measured in real time.

In its simplest form, travel time is the time it takes a vehicle to travel from Point A to Point B. Often times, delays are encountered, whether from signalized intersections, traffic congestion, change in roadway geometry, weather events, stalled vehicles, etc. The Travel Time Index is a multiplicative measurement based on the travel times in completely ideal scenarios (uninterrupted) while traveling from Point A to Point B. For instance, if the uninterrupted travel time from A to B is 10 minutes and the TTI at a particular time of day is 1.5, a vehicle traveling from A to B can expect its travel time to be 15 minutes (10 minutes times 1.5) on average, which indicates that this vehicle will experience 5 minutes of delay when traveling from A to B. Figure 2 is an example of an INRIX TTI report for March 27th to March 31st, 2017, between 4:00 and 6:00 p.m.

For the week represented in the INRIX graphic, congestion (shown as dark orange or red) occurred in the westbound direction at 23rd/35th Avenue, at WCR 17, between I-25 and Boyd Lake Road, and at US 287. Congestion in the eastbound direction was less widespread, and of shorter duration.

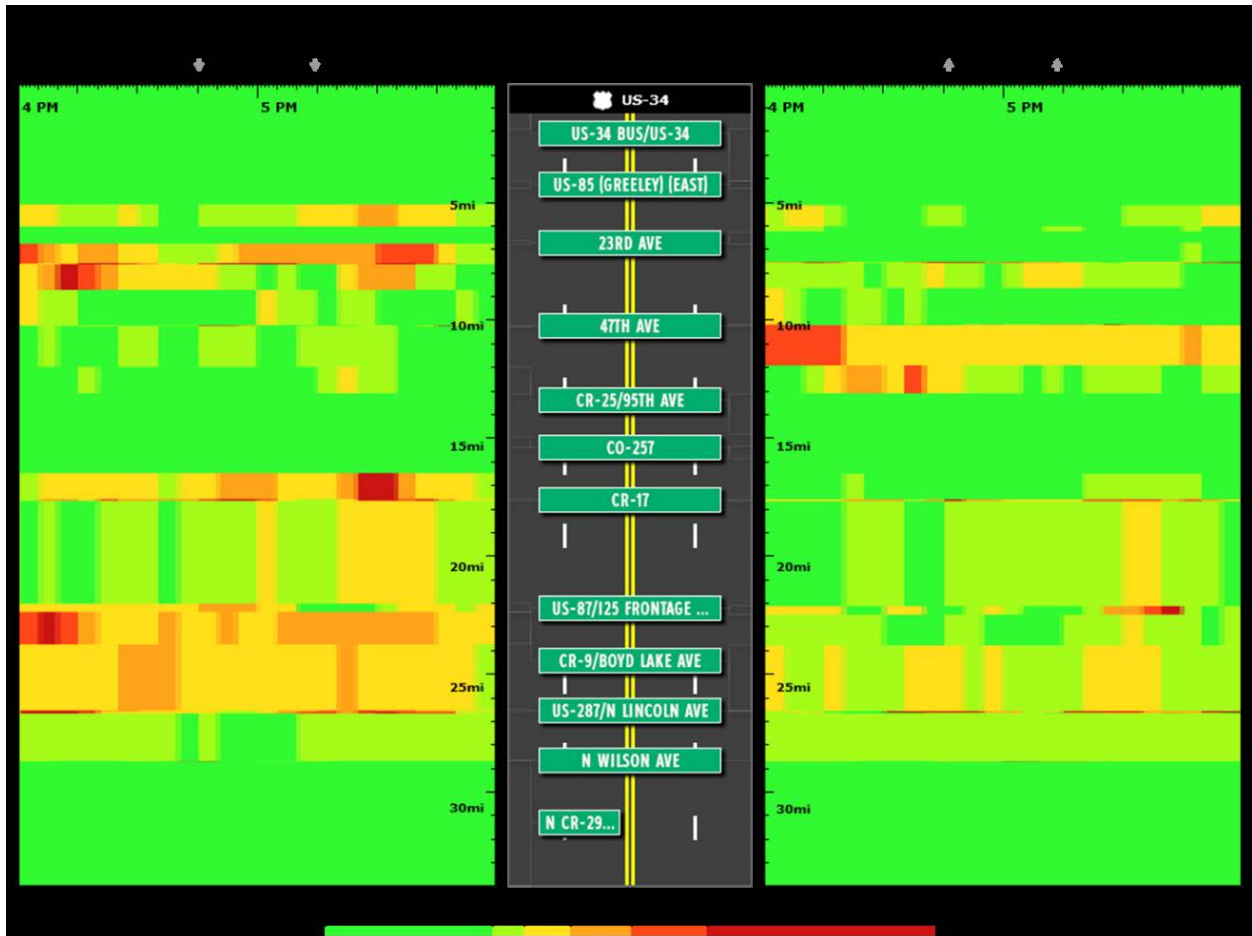


Figure 2 - Example INRIX TTI Report from March 27 to March 31, 2017 from 4-6pm

Figure 3 presents the same INRIX information in a graph format with TTI value along the vertical axis and US 34 Milepost along the horizontal axis. For the period analyzed, the graph clearly shows how TTI spikes at key locations throughout the corridor.

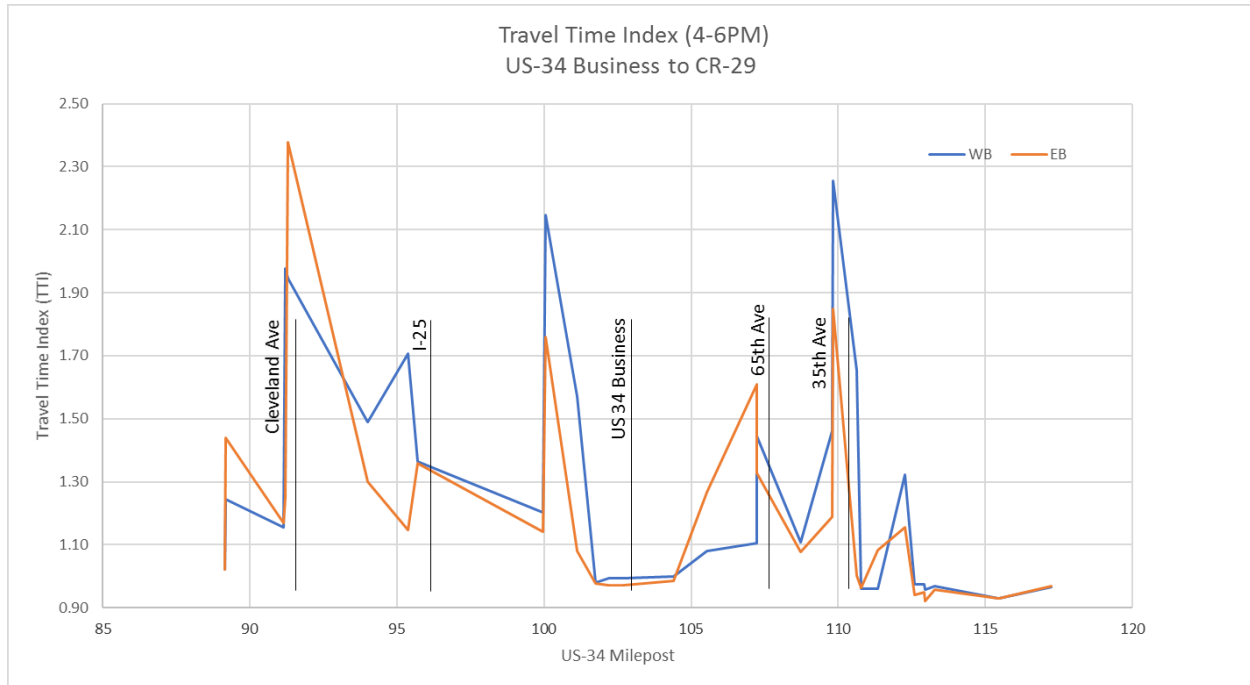


Figure 3 - INRIX TTI Graph by US 34 Milepost

DETAILED TRAFFIC ANALYSIS

The Urban Streets module of Highway Capacity Software (HCS7) was used to identify a number of traffic measures of effectiveness including intersection Level of Service (LOS), segment LOS, and TTI/Reliability. The segment of US-34 was modeled in HCS using the existing geometry and traffic counts. Consistent with HCS methods, signalized locations were modeled as intersections in the HCS models, while the unsignalized intersections with counts were modeled as access points with volumes. Access points that did not have counts taken at them, such as parking lots and driveways, contribute to the “access point density” in the HCS models. The peak hours analyzed were from 7:15-8:15 AM and 4:30-5:30 PM on weekdays. As previously mentioned, peak hour weekend traffic data was also collected. In the majority of cases, however, weekday peak hour traffic volumes were greater than those on the weekend.

Level of Service (LOS) is a measure of the quality of traffic flow and is defined by a letter grade ranging from A (uninterrupted flow) to F (heavily congested conditions). For signalized intersections, LOS is reported for the intersection as a whole. At unsignalized intersections, the LOS for the worst performing movement is reported. In either of these cases, the LOS is primarily based on seconds of delay experienced per vehicle. Highway segments which span between two signalized intersections are also graded on a similar LOS scale. Segment LOS, however, is based on Percent Free Flow Speed (PFFS) where free flow speed represents the speed at which vehicles could travel between signalized intersections in uninterrupted conditions. Table 1 shows the LOS thresholds for signalized intersections, stop-controlled intersections, and highway segments. In general, LOS D or better is considered an acceptable condition by most communities.

Table 1 - 2010 Highway Capacity Manual (HCM) LOS Thresholds

LOS	Signalized Intersections: Control Delay (sec/veh)	Stop-Controlled Intersections: Control Delay (sec/veh)	Highway Segments: Percent Free Flow Speed
A	≤10	≤10	> 80
B	>10 ≤ 20	>10 ≤ 15	> 67 ≤ 80
C	>20 ≤ 35	>15 ≤ 25	> 50 ≤ 67
D	>35 ≤ 55	>25 ≤ 35	> 40 ≤ 50
E	>55 ≤ 80	>35 ≤ 50	> 30 ≤ 40
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0	≤ 30 or v/c > 1.0

Table 2 shows the intersection delay and LOS for the existing conditions. All of the intersections are operating at an acceptable LOS during the AM. In the PM, five of the intersections are operating at LOS E or F, which is considered unacceptable. The intersection of US-34 & Denver Ave is the worst intersection, operating at a LOS F.

Table 2 - Existing Intersection Delay and LOS

Intersection	AM		PM	
	Intersection Delay	Intersection LOS	Intersection Delay	Intersection LOS
Cascade Ave	3.6	A	5.6	A
Willson Ave	35.5	D	37.6	D
Van Buren Ave	14.9	B	18.3	B
Taft Ave	38.1	D	42.5	D
Colorado Ave	12.0	B	9.1	A
Garfield Ave	21.4	C	32.1	C
Cleveland Ave	32.7	C	35.0	C
Lincoln Ave	28.7	C	37.0	D
Monroe Ave	11.3	B	13.6	B
Redwood Dr	11.2	B	18.9	B
Madison Ave	27.2	C	40.7	D
Boise Ave	26.6	C	32.6	C
Denver Ave	23.0	C	97.2	F
Sculptor Dr	8.6	A	10.4	B
Boyd Lake Ave	38.6	D	71.2	E
Hahns Peak Dr	4.9	A	14.9	B
CR-13	12.5	B	11.5	B
CR-17	18.4	B	68.5	E
83rd Ave	26.7	C	56.9	E
65th Ave	43.1	D	45.1	D
47th Ave	39.8	D	35.2	D
35th Ave	32.9	C	61.3	E
17th Ave	35.3	D	37.9	D
11th Ave	31.8	C	43.9	D
CR-49	13.8	B	18.1	B

The travel conditions through the segments of US-34 were also analyzed in the HCS existing conditions models, and were reported as travel speed, percent free flow speed (PFFS), and LOS. The results are shown in Table 3.

Table 3 - Existing Segment Performance

Segment	AM						PM					
	Eastbound			Westbound			Eastbound			Westbound		
	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS
End to Cascade Ave	44.4	98.2	A	48.6	105.6	A	44.0	97.2	A	47.9	104.2	A
Cascade Ave to Wilson Ave	36.3	82.1	A	43.8	99.2	A	34.5	78.1	B	42.2	95.5	A
Wilson Ave to Van Buren Ave	29.2	74.7	B	20.8	47.6	D	27.0	69.1	B	19.7	45.0	D
Van Buren Ave to Taft Ave	19.7	51.3	C	26.8	69.7	B	17.6	45.9	D	25.8	67.1	B
Taft Ave to Colorado Ave	31.3	82.3	A	24.7	65.1	C	34.6	91.1	A	20.9	54.9	C
Colorado Ave to Garfield Ave	28.4	74.8	B	32.1	84.6	A	26.8	70.5	B	31.0	81.7	A
Garfield Ave to Cleveland Ave	13.4	34.8	E	20.0	52.3	C	11.7	30.6	E	12.8	33.4	E
Cleveland Ave to Lincoln Ave	7.5	20.0	F	12.0	31.7	E	6.8	18.0	F	8.2	21.7	F
Lincoln Ave to Monroe Ave	25.0	71.1	B	17.2	48.8	D	23.4	66.6	C	13.7	39.1	E
Monroe Ave to Redwood Dr	30.0	77.9	B	24.9	65.3	C	23.4	60.7	C	22.6	59.2	C
Redwood Dr to Madison Ave	22.2	55.2	C	21.3	56.2	C	15.0	37.4	E	20.2	53.3	C
Madison Ave - Boise Ave	16.3	40.8	D	20.8	52.2	C	14.9	37.4	E	15.8	39.5	E
Boise Ave to Denver Ave	30.7	64.1	C	29.6	68.0	B	8.3	17.4	F	25.3	58.0	C
Denver Ave - Sculptor Dr	37.1	70.2	B	33.9	70.2	B	39.7	75.2	B	26.2	54.3	C
Sculptor Dr to Boyd Lake Ave	31.6	60.3	C	51.5	103.3	A	17.8	33.9	F	45.2	90.7	A
Boyd Lake Ave to Hahns Peak Dr	49.6	94.1	A	28.2	53.6	C	37.4	71.0	B	24.5	46.4	D
Hahns Peak Dr to CR-13	62.1	95.5	A	51.9	98.9	A	62.1	95.5	A	49.3	94.0	A
CR-13 to CR-17	55.4	96.2	A	57.9	105.9	A	30.9	53.7	F	58.5	106.9	A
CR-17 to 83rd Ave	58.4	100.7	A	59.5	102.7	A	48.2	83.1	F	57.0	98.3	A
83rd Ave to 65th Ave	43.5	82.2	A	49.0	85.0	A	31.5	59.6	F	47.5	82.5	A
65th Ave to 47th Ave	39.7	79.4	B	43.4	86.9	A	40.0	80.1	A	38.2	76.5	B
47th Ave to 35th Ave	32.3	71.0	B	36.5	69.0	B	31.6	65.5	C	34.7	65.5	C
35th Ave to 17th Ave	37.8	78.5	B	37.5	78.0	B	35.7	74.1	B	29.6	61.4	C
17th Ave to 11th Ave	24.5	55.9	C	24.0	54.8	C	23.1	52.5	C	23.9	54.5	C
11th Ave to CR-49	62.6	110.5	A	43.7	92.5	A	61.4	108.4	A	40.4	85.5	A

As can be seen in Table 3, most of the segments operate well in the AM. The segments from Garfield to Cleveland and from Cleveland to Lincoln are the exceptions. In the PM, some of the segments on the eastern side of Loveland and between I-25 and Greeley are nearing capacity and operate at LOS E and F as a result. This information can also be seen in heatmap form in Attachment 1.

Three other interrelated metrics were evaluated: Travel Time, Travel Time Index (TTI), and Reliability. In its simplest form, travel time is the time it takes a vehicle to travel from Point A to Point B. Often times, delays are encountered, whether from signalized intersections, traffic congestion, change in roadway geometry, weather events, stalled vehicles, etc. The Travel Time Index is a multiplicative measurement based on the travel times in completely ideal scenarios (uninterrupted) while traveling from Point A to Point B. For instance, if the uninterrupted travel time from A to B is 10 minutes and the TTI at a particular time of day is 1.5, a vehicle traveling from A to B can expect its travel time to be 15 minutes (10 minutes times 1.5) on average, which indicates that this vehicle will experience 5 minutes of delay when traveling from A to B.

Conditions which can cause delays in travel times are also highly variable. Reliability analyses relate how travel times vary during the course of a year. Reliability is expressed as the percent of vehicles able to travel at a TTI of less than 2.5 for urban streets and 1.33 for freeways (as defined by the 2010 Highway Capacity Manual). A reliability measure of one hundred percent suggests that vehicles will always travel at less than the TTI threshold, even given seasonal and other varying conditions. At the other end of the spectrum, a reliability measure of zero percent suggests that vehicle travel times will always be greater than the TTI threshold.

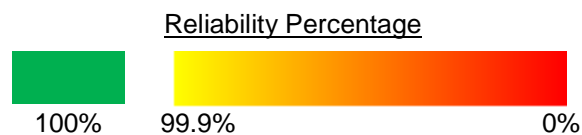
Table 4 displays the average travel times from Glade Rd to Hahns Peak Dr (West of I-25) and from Hahns Peak Dr to WCR 49 (East of I-25). Table 5 shows the reliability percentages of these travel times for the six segments on US-34 under existing conditions. Current traffic conditions and travel times for both eastbound and westbound traffic on US 34 are generally acceptable and reliable during the morning peak hour. During the evening peak hour, however, congestion impacts reliability particularly in the Loveland 6-lane segment.

Table 4 - Existing Travel Times on US-34 (minutes)

Section	Morning		Evening	
	Eastbound	Westbound	Eastbound	Westbound
West of I-25	15	15	18	17
East of I-25	25	27	29	29

Table 5 - Existing Reliability Percentages by US-34 Segment

Segment	Morning		Evening	
	Eastbound	Westbound	Eastbound	Westbound
Foothills	100	100	100	100
Loveland Urban	100	100	100	100
Loveland 6-Lane	100	100	85.5	99.9
Johnstown-Greeley	100	100	100	100
Greeley Expressway	100	99.8	100	100
East End	100	100	100	100



2040 No BUILD CONDITIONS

The 2040 No Build scenario uses existing geometry with projected 2040 traffic volumes attained from travel demand model forecasting. Projects identified in the North Front Range Metropolitan Planning Organization Regional Transportation Plan (2040) were assumed to be completed and model geometry was updated accordingly. Furthermore, any improvement consistent with an existing access control plan was considered to be implemented by 2040 and was therefore modeled as such. The rest of the geometry, however, is the same as in the 2017 models.

Turning movement counts for the signalized intersections were provided based on the expected growth in the area. These projections were directly entered into the HCS models. The volumes for the unsignalized intersections along US-34 had to be estimated. The through movements along US-34 were balanced with the signalized intersections on either side. The side street volumes and the movements turning from US-34 onto the side streets were increased in accordance with how much the surrounding volumes were projected to increase. Table 6 shows the delay and LOS for the signalized intersections in the 2040 No Build Scenario.

Table 6 - 2040 No Build Intersection Delay and LOS

Intersection	AM		PM	
	Intersection Delay	Intersection LOS	Intersection Delay	Intersection LOS
Cascade Ave	22.4	C	22.7	C
Willson Ave	40.8	D	49.2	D
Van Buren Ave	22.0	C	36.0	D
Taft Ave	43.7	D	89.2	F
Colorado Ave	13.5	B	10.9	B
Garfield Ave	29.0	C	47.4	D
Cleveland Ave	33.1	C	193.8	F
Lincoln Ave	33.9	C	90.5	F
Monroe Ave	30.0	C	8.8	A
Redwood Dr	21.8	C	22.7	C
Madison Ave	49.3	D	57.8	E
Boise Ave	142.7	F	120.1	F
Denver Ave	320.0	F	402.9	F
Sculptor Dr	36.1	D	314.3	F
Boyd Lake Ave	311.4	F	404.8	F
Hahns Peak Dr	46.0	D	365.3	F
Larimer Pkwy	64.8	E	119.2	F
CR-3	448.9	F	661.8	F
CR-13	38.8	D	28.8	C
CR-17	434.6	F	543.9	F
Promontory Pkwy	12.1	B	24.7	C
83rd Ave	357.1	F	326.4	F
65th Ave	550.5	F	885.8	F
47th Ave	76.8	E	81.5	E
35th Ave	54.9	D	356.5	F
17th Ave	108.7	F	139.2	F
11th Ave	31.8	C	43.9	D
CR-49	18.2	B	23.4	C

As can be seen in the table, the delays at most intersections are worse than in the existing conditions scenario. Especially in the PM, many of the intersections are expected to operate at LOS F. The segment from the eastern side of Loveland through Greeley is the most problematic in terms of intersection delay. Aside from Taft Ave, the intersections on the western side of Loveland and into the foothills operate acceptably.

The segments of US-34 are also expected to experience significantly higher delays in 2040 if the existing geometry remains in place. This information can be seen in Table 7. Similar to the intersection LOS, many of the segments from the eastern side of Loveland through Greeley are expected to have very low travel speeds and a LOS of E or F. The segments on the western side of Loveland into the foothills operate better, however, there are still a couple areas that are LOS E or F. This information can also be seen in heatmap form in Attachment 1.

Table 7 - 2040 No Build Segment Performance

Segment	AM						PM					
	Eastbound			Westbound			Eastbound			Westbound		
	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS
End to Cascade Ave	42.3	93.5	A	47.8	103.9	A	41.0	90.6	A	46.6	101.3	A
Cascade Ave to Wilson Ave	31.9	72.2	B	38.7	87.7	A	28.3	64.0	C	38.2	86.4	A
Wilson Ave to Van Buren Ave	24.9	63.8	C	17.0	38.9	E	21.4	54.8	C	14.3	32.8	E
Van Buren Ave to Taft Ave	15.3	39.9	E	25.2	65.6	C	6.6	17.1	F	20.2	52.5	C
Taft Ave to Colorado Ave	32.8	86.3	A	20.9	55.1	C	30.8	81.1	A	19.8	52.1	C
Colorado Ave to Garfield Ave	24.9	65.7	C	29.3	77.2	B	20.4	53.7	C	31.5	83.0	A
Garfield Ave to Cleveland Ave	12.3	32.1	F	16.3	42.5	F	1.5	3.8	F	9.8	25.6	F
Cleveland Ave to Lincoln Ave	8.9	23.6	F	15.4	40.9	F	4.5	11.9	F	8.1	21.5	F
Lincoln Ave to Monroe Ave	17.1	48.5	F	13.5	38.5	F	28.6	81.3	A	4.0	11.3	F
Monroe Ave to Redwood Dr	21.5	56.0	A	18.0	47.1	F	22.0	57.1	C	26.9	70.7	B
Redwood Dr to Madison Ave	12.3	30.5	C	17.6	46.7	B	9.6	24.0	F	17.7	47.0	D
Madison Ave - Boise Ave	4.5	11.2	F	14.4	36.3	E	2.5	6.3	F	12.0	30.1	E
Boise Ave to Denver Ave	2.8	5.8	F	19.6	45.0	D	2.5	5.2	F	18.9	43.3	D
Denver Ave - Sculptor Dr	44.8	84.6	A	15.6	32.3	E	4.1	7.8	F	8.5	17.6	F
Sculptor Dr to Boyd Lake Ave	4.4	8.3	F	25.4	50.9	C	4.6	8.8	F	7.0	14.0	F
Boyd Lake Ave to Hahns Peak Dr	33.2	62.9	C	17.2	32.5	F	31.5	59.7	C	3.9	7.5	F
Hahns Peak Dr to Larimer Pkwy	62.1	94.8	A	40.8	75.7	B	62.1	94.7	F	39.9	73.7	B
Larimer Pkwy to CR-3	2.2	3.8	F	34.9	65.9	C	3.5	6.0	F	26.5	50.0	D
CR-3 to CR-13	50.3	87.3	A	38.8	67.2	B	46.7	81.0	A	29.9	51.9	C
CR-13 to CR-17	11.9	20.7	F	51.2	93.6	A	13.9	24.1	F	50.1	91.6	A
CR-17 to Promontory Pkwy	61.0	106.2	A	12.4	21.6	F	56.6	98.6	A	10.9	19.0	F
Promontory Pkwy to 83rd Ave	13.0	22.7	F	55.7	97.2	A	45.2	78.8	B	58.7	102.3	A
83rd Ave to 65th Ave	9.2	17.4	F	11.5	19.9	F	8.5	16.1	F	10.6	18.4	F
65th Ave to 47th Ave	31.7	63.4	C	22.9	45.9	F	44.7	89.6	A	11.6	23.2	F
47th Ave to 35th Ave	29.5	61.1	C	23.8	45.0	F	29.8	61.7	C	35.3	66.7	C
35th Ave to 17th Ave	21.7	45.1	F	32.6	67.7	B	14.6	30.4	F	6.3	13.0	F
17th Ave to 11th Ave	41.6	94.8	A	26.4	60.2	C	42.4	96.5	A	15.1	34.4	E
11th Ave to CR-49	59.3	104.8	A	46.7	98.7	A	58.4	103.1	A	46.1	97.6	A

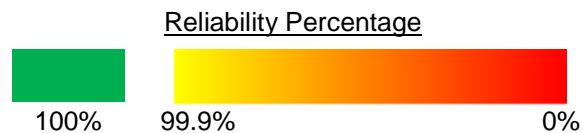
Table 8 displays the predicted average travel times for the 2040 No Build scenario. Concurrently, Table 9 displays the reliability percentages for these travel times broken down by US-34 segment. In this scenario, travel times in the Loveland 6-Lane segment are extremely unreliable during the morning peak hour in the eastbound direction and during the evening peak hour. Similarly, travel times in the Johnstown-Greeley segment are also predicted to be extremely unreliable during both the morning and evening peak hours. Finally, travel times in the Greeley Expressway segment are predicted to be extremely unreliable during the evening peak hour in the westbound direction.

Table 8 - 2040 No Build Travel Times on US-34 (minutes)

Section	Morning		Evening	
	Eastbound	Westbound	Eastbound	Westbound
West of I-25	29	18	49	33
East of I-25	50	41	48	57

Table 9 - 2040 No Build Reliability Percentages by US-34 Segment

Segment	Morning		Evening	
	Eastbound	Westbound	Eastbound	Westbound
Foothills	100	100	100	100
Loveland Urban	100	100	99.8	100
Loveland 6-Lane	32.3	89.3	3.3	13.4
Johnstown-Greeley	21.1	65.8	24.4	34.3
Greeley Expressway	100	99.8	99.8	24.6
East End	100	100	100	100



In general, the decrease in reliability percentages from existing conditions to the year 2040 indicate that the existing roadway infrastructure and operational controls on US-34 are ill-equipped to accommodate the predicted increase in travel demand.

2040 BUILD CONDITIONS

The geometry in the 2040 Build models was updated to reflect the proposed changes to the study area. The number of lanes along US-34 has been increased in several areas as has the number of lanes for the cross streets. The access point density is different as well. The most significant change, however, is converting many of the intersections between I-25 and the eastern end of Greeley from intersections to interchanges. The interchange segments were modeled in HCS as freeway segments. A 4-lane and 6-lane roadway cross section with interchanges scenario was analyzed for all of the interchange segments.

In the case that a 2040 Build scenario contained multiple options for discrete intersections, the most reasonable option was modeled. Specifically, the following options were chosen and included in the 2040 Build scenario models:

- Channelized T at Morning Dr
- Dual left turn lanes at Cleveland Ave and Lincoln Ave
- 3/4 Movement at WCR 15
- 3/4 Movement at 71st Ave with an interchange at 65th Ave
- Add a 3rd eastbound lane and a channelized T at 17th Ave

The projected volumes for the 2040 Build scenario were generally higher than in the 2040 No Build scenario. This is because the improvements to US-34 will increase overall capacity, allowing more drivers to use the highway. Much like the No Build scenario, turning movement counts were projected from travel demand model forecasts. Several of the intersections between Loveland and Greeley are proposed to be 3/4 movements. The displaced left turn volumes were rerouted to the nearest full movement intersection in the HCS models.

Table 10 shows the predicted delay and LOS for the signalized intersections. The intersection delay is predicted to greatly improved from the 2040 No Build scenario, although there are still several intersections that may operate at LOS E or F. Just as in previous scenarios, the eastern side of Loveland is predicted to be the most problematic area.

Table 10 - 2040 Build Intersection Delay and LOS

Interchange	AM		PM	
	Intersection Delay	Intersection LOS	Intersection Delay	Intersection LOS
Glade Rd	13.2	B	13.6	B
Rossum Dr (Roundabout)	10.5	B	7.9	A
Morning Dr (Florida T)	4.1	A	3.8	A
Cascade Ave	27.9	C	24.4	C
Willson Ave	46.6	D	39.9	D
Van Buren Ave	20.7	C	37.8	D
Taft Ave	43.2	D	43.0	D
Colorado Ave	16.2	B	9.5	A
Garfield Ave	34.5	C	71.3	E
Cleveland Ave	30.5	C	145.7	F
Lincoln Ave	28.1	C	41.3	D
Monroe Ave	22.0	C	6.3	A
Redwood Dr	22.5	C	28.6	C
Madison Ave	46.9	D	64.1	E
Boise Ave	140.0	F	122.0	F
Denver Ave	342.7	F	407.5	F
Sculptor Dr	36.9	D	270.2	F
Boyd Lake Ave	314.5	F	402.3	F
Hahns Peak Dr	29.4	C	369.8	F
17th Ave (Channelized T)	44.7	D	68.9	E
CR-49	18.1	B	23.3	C

Table 11 and Table 12 show the predicted volume to capacity ratio (V/C) and LOS for the merge point of each proposed interchange for both the 4 and 6 lane cross section with interchanges scenarios. As can be seen in the figures, the 6-lane scenario is predicted to operate at LOS C or better at each merge point. The 4-lane option is predicted to primarily operate at an acceptable LOS, although the eastbound ramps at CR-3 and CR-13 are LOS E in the PM, and the V/C ratio is close to 1, indicating there may be capacity constraints at that location for the 4-lane scenario.

Table 11 - 2040 Build Interchange Merge Point LOS (4 Lane Mainline Cross Section)

Interchange	AM				PM			
	EB		WB		EB		WB	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Larimer Pkwy			0.67	C			0.77	D
CR-3	0.68	C			0.95	E		
CR-13	0.63	C	0.88	D	0.96	E	0.75	D
CR-17	0.67	C	0.82	D	0.81	D	0.79	D
US-34 Bus			0.69	C			0.78	D
CR-257	0.39	B	0.45	B	0.54	C	0.51	B
Promontory Pkwy	0.60	C	0.39	B	0.62	C	0.55	C
83rd Ave	0.46	B	0.54	C	0.55	C	0.49	B
65th Ave	0.54	C	0.50	B	0.60	C	0.53	C
47th Ave	0.56	C	0.54	C	0.44	B	0.61	C
35th Ave	0.54	C	0.45	B	0.50	B	0.51	B

Table 12 - 2040 Build Interchange Merge Point LOS (6 Lane Mainline Cross Section)

Interchange	AM				PM			
	EB		WB		EB		WB	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Larimer Pkwy			0.44	B			0.51	C
CR-3	0.45	B			0.63	C		
CR-13	0.42	B	0.59	C	0.64	C	0.50	B
CR-17	0.45	B	0.55	C	0.54	C	0.52	C
US-34 Bus			0.46	B			0.52	B
CR-257	0.26	B	0.30	B	0.36	B	0.34	B
Promontory Pkwy	0.40	B	0.26	B	0.41	B	0.36	B
83rd Ave	0.31	B	0.36	B	0.37	B	0.33	B
65th Ave	0.36	B	0.33	B	0.40	B	0.35	B
47th Ave	0.38	B	0.36	B	0.29	B	0.41	B
35th Ave	0.36	B	0.30	B	0.33	B	0.34	B

Table 13 shows the predicted segment performance between the signalized intersections for the 2040 Build scenario. As can be seen, the performance is predicted to improve from the 2040 No Build scenario, however, some of the segments still perform poorly. In particular, the segment between Madison Ave and Boyd Lake is predicted to experience slow speeds and significant delays.

Table 13 - 2040 Build Segment Performance

Segment	AM						PM					
	Eastbound			Westbound			Eastbound			Westbound		
	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS
Cascade Ave to Wilson Ave	34.6	78.3	B	40.7	92.0	A	31.3	70.8	B	38.4	87.0	A
Wilson Ave to Van Buren Ave	28.7	73.5	B	19.0	43.5	D	20.8	57.3	C	17.5	40.1	D
Van Buren Ave to Taft Ave	18.4	47.8	D	24.6	64.2	C	15.6	40.5	D	18.6	48.4	D
Taft Ave to Colorado Ave	30.7	80.8	A	21.8	57.4	C	33.4	88.0	A	19.4	51.1	C
Colorado Ave to Garfield Ave	24.0	63.2	C	29.7	78.3	B	15.8	41.6	D	30.6	80.7	A
Garfield Ave to Cleveland Ave	14.0	36.5	E	14.5	37.9	E	5.3	13.8	F	8.0	20.9	F
Cleveland Ave to Lincoln Ave	10.3	27.2	F	15.2	40.2	D	4.5	12.0	F	10.4	27.7	F
Lincoln Ave to Monroe Ave	21.2	58.0	C	14.8	42.0	D	29.9	81.7	A	12.3	35.0	E
Monroe Ave to Redwood Dr	20.3	52.7	C	20.3	52.8	C	19.5	50.7	C	30.9	80.3	A
Redwood Dr to Madison Ave	12.7	31.7	E	18.5	49.0	D	8.6	21.3	F	15.0	39.7	E
Madison Ave - Boise Ave	4.9	12.2	F	15.7	39.5	E	4.6	11.5	F	11.7	29.3	F
Boise Ave to Denver Ave	2.7	5.7	F	20.3	46.5	D	2.5	5.2	F	17.8	40.8	D
Denver Ave - Sculptor Dr	44.6	84.3	A	13.8	28.6	F	5.1	9.7	F	7.2	14.9	F
Sculptor Dr to Boyd Lake Ave	4.4	8.3	F	25.1	50.2	C	4.0	7.7	F	8.4	16.9	F
Boyd Lake Ave to Hahns Peak Dr	32.8	62.1	C	15.2	28.8	F	25.5	48.3	D	4.5	8.5	F
11th Ave to CR-49	59.4	104.9	A	46.6	98.7	A	58.5	103.2	A	46.1	97.6	A

Table 14 and Table 15 show the segment performance along the proposed interchange portion of US-34. The 6-lane scenario is predicted to operate at a LOS C or better through all of the segments. The segment between CR-3 to CR-13 and CR-13 to CR-17 is predicted to be at a LOS E eastbound in the PM and westbound in the AM. This is due to the volumes nearing capacity constraints. The travel speed is expected to remain high throughout the segments in both the 4-lane and 6-lane scenarios.

Table 14 - 2040 Build Segment Performance (4 Lane Cross Section with Interchanges)

Interchange	AM				PM			
	EB		WB		EB		WB	
	Travel Speed	LOS	Travel Speed	LOS	Travel Speed	LOS	Travel Speed	LOS
Hahns Peak Dr to Larimer Pkwy	65.7	C	66.5	C	59.3	D	63.8	D
CR-3 to CR-13	65.2	C	58.6	E	54.6	E	63.4	D
CR-13 to CR-17	65.9	C	62.8	D	53.8	E	62.6	D
CR-17 to US-34 Bus	65.3	C	64.9	C	61.5	D	62.6	D
US-34 Bus to CR-257	66.3	B	66.3	B	66.3	C	66.3	C
CR-257 to Promontory Pkwy	65.5	B	65.5	B	66.2	C	66.3	C
Promontory Pkwy to 83rd Ave	66.2	C	66.2	C	66.2	C	66.2	B
83rd Ave to 65th Ave	66.2	B	66.2	B	66.2	C	66.2	C
65th Ave to 47th Ave	56.2	C	56.2	C	56.2	C	56.2	C
47th Ave to 35th Ave	56.2	C	56.2	C	56.2	C	56.2	C
35th Ave to 17th Ave	56.2	C	56.2	C	56.2	C	56.2	C

Table 15 - 2040 Build Segment Performance (6 Lane Cross Section with Interchanges)

Interchange	AM				PM			
	EB		WB		EB		WB	
	Travel Speed	LOS	Travel Speed	LOS	Travel Speed	LOS	Travel Speed	LOS
Hahns Peak Dr to Larimer Pkwy	66.2	B	67.7	B	66.2	C	67.7	C
CR-3 to CR-13	66.2	B	66.2	C	65.8	C	66.2	C
CR-13 to CR-17	66.2	B	66.2	C	65.7	C	66.2	C
CR-17 to US-34 Bus	66.2	B	66.2	B	66.2	C	66.2	C
US-34 Bus to CR-257	66.3	A	66.3	B	66.3	B	66.3	B
CR-257 to Promontory Pkwy	65.5	A	65.5	A	66.2	B	66.3	B
Promontory Pkwy to 83rd Ave	66.2	B	66.2	B	66.2	B	66.2	B
83rd Ave to 65th Ave	66.2	B	66.2	B	66.2	B	66.2	B
65th Ave to 47th Ave	56.2	B	56.2	A	56.2	B	56.2	B
47th Ave to 35th Ave	56.2	B	56.2	A	56.2	B	56.2	B
35th Ave to 17th Ave	56.2	B	56.2	A	56.2	B	56.2	B

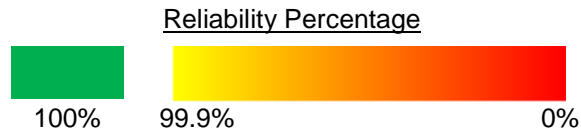
Table 16 displays the predicted average travel times for the 2040 Build scenario. Concurrently, Table 17 displays the reliability percentages for these travel times broken down by US-34 segment. Due to physical constraints and local agency plans, additional capacity improvements for the Loveland 6-Lane segment will be minor, resulting in the travel times remaining relatively unreliable. The reliability of the travel times for the Johnstown-Greeley and Greeley Expressway segments, however, are predicted to drastically improve with the proposed improvements. The 4-Lane cross section with interchanges alternative in the Johnstown-Greeley segment displays some amount of travel time unreliability. The 6-Lane cross section with interchanges configuration is predicted to resolve this unreliability.

Table 16 - 2040 Build Travel Times on US-34 (minutes)

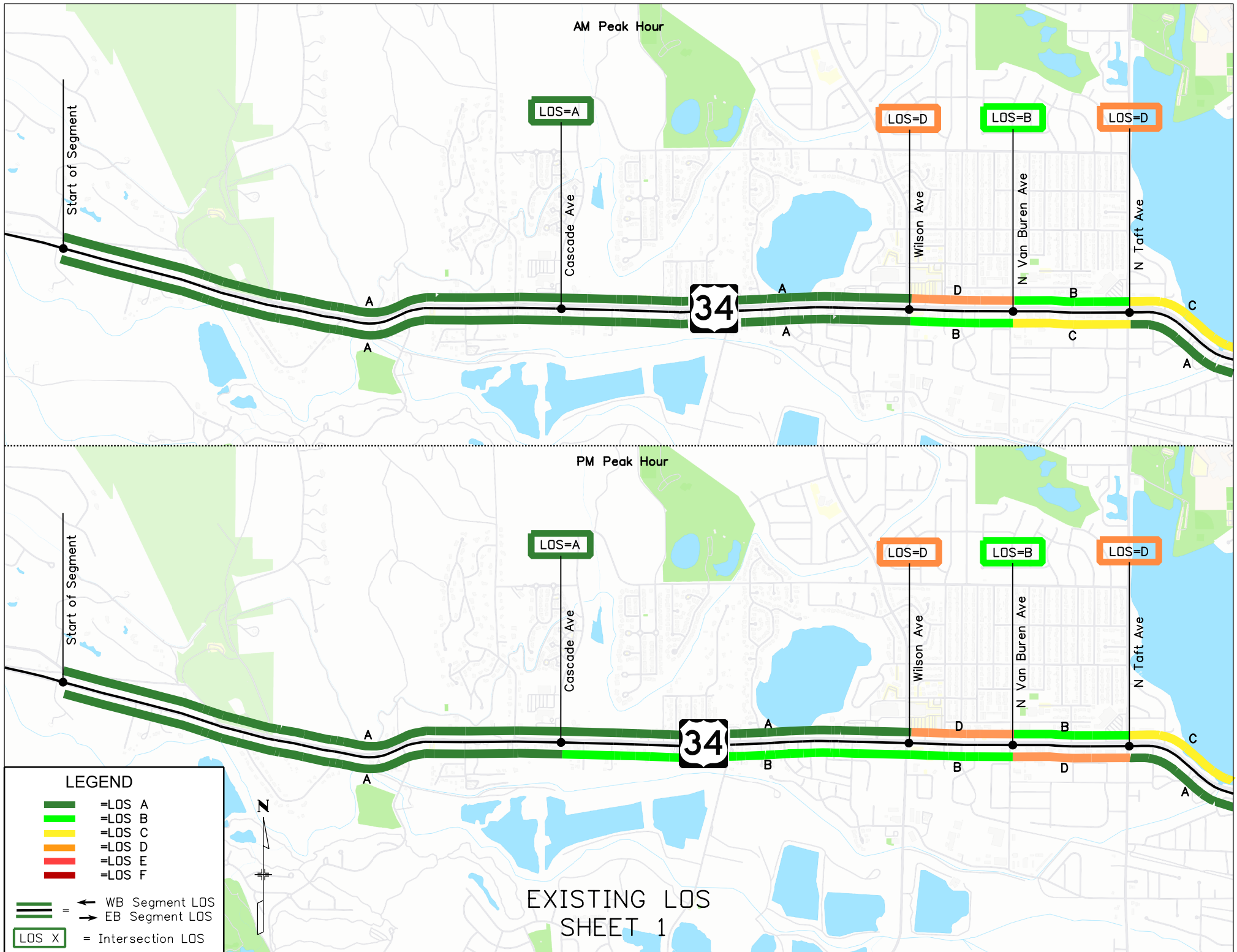
Section	Morning		Evening	
	Eastbound	Westbound	Eastbound	Westbound
West of I-25	29	18	44	28
East of I-25 - 4-Lane Cross Section with Interchanges in Johnstown-Greeley and Greeley Expressway	21	24	22	23
East of I-25 - 6-Lane Cross Section with Interchanges in Johnstown-Greeley and Greeley Expressway	21	23	21	23

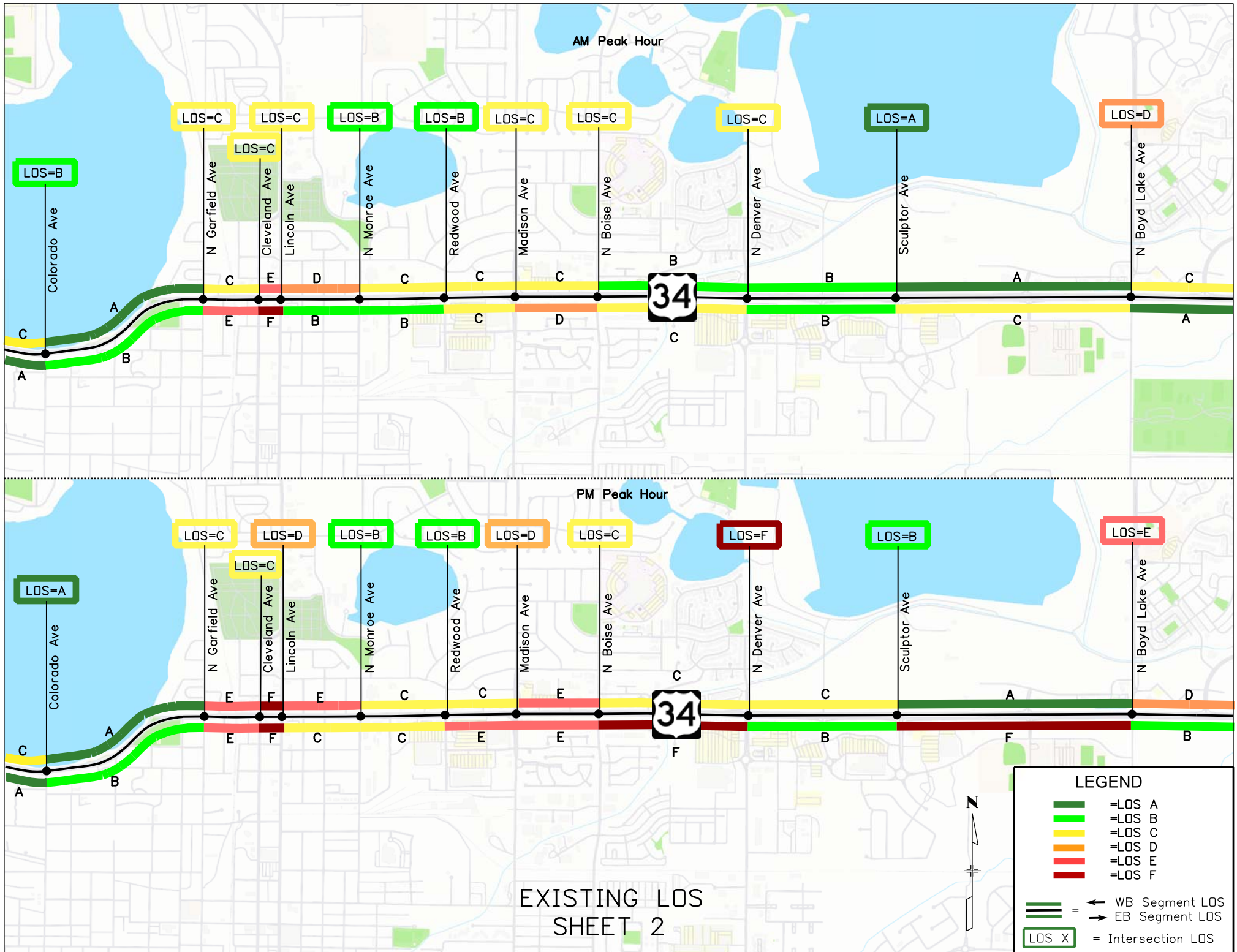
Table 17 - 2040 Build Reliability Percentages by US-34 Segment

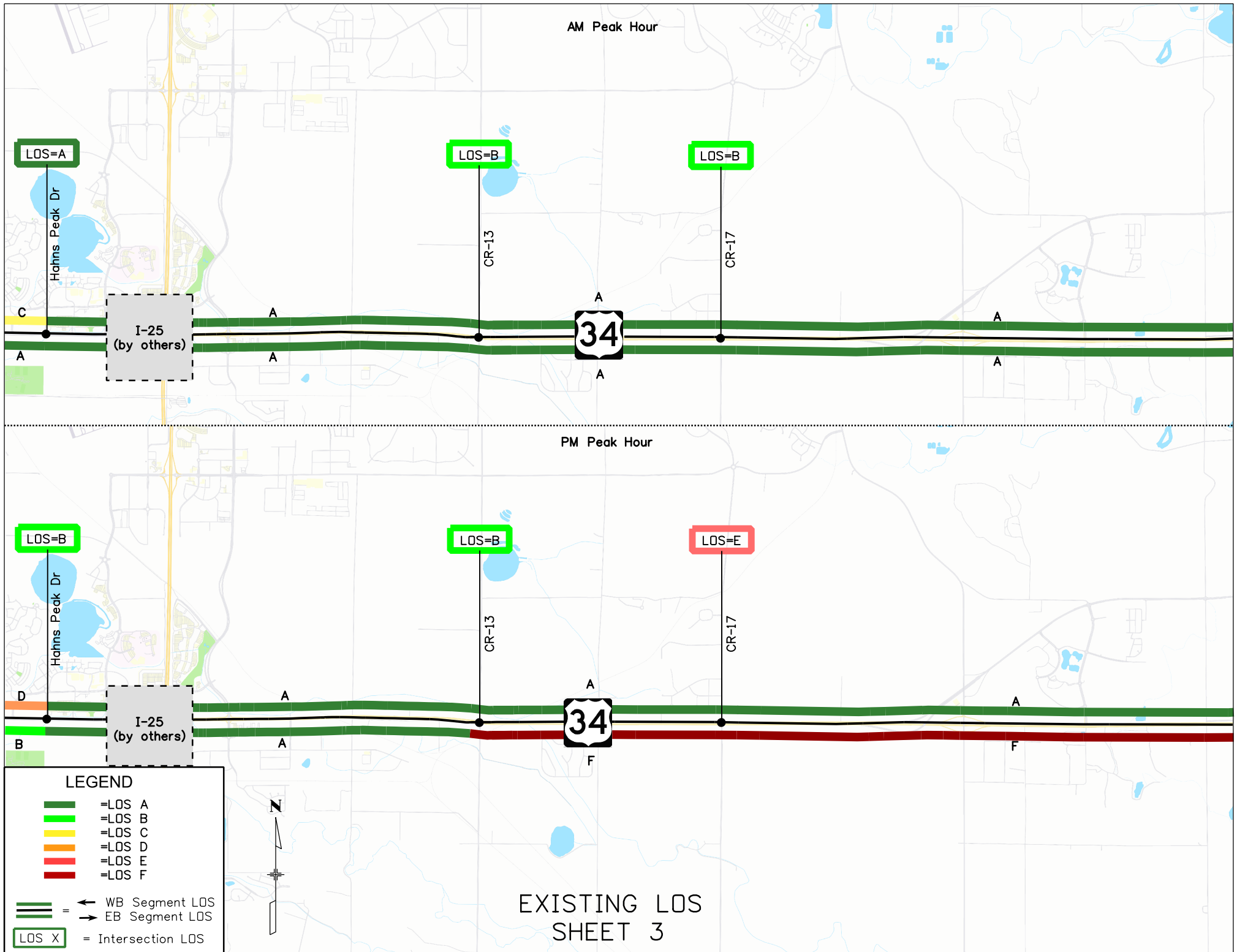
Segment	Alternative	Morning		Evening	
		Eastbound	Westbound	Eastbound	Westbound
Foothills	N/A	100	100	100	100
Loveland Urban	N/A	100	100	100	100
Loveland 6-Lane	N/A	37.5	83.3	4.2	14.2
Johnstown-Greeley	4-Lane Cross Section with Interchanges	100	100	91.7	100
	6-Lane Cross Section with Interchanges	100	100	100	100
Greeley Expressway	4-Lane Cross Section with Interchanges	100	100	100	100
	6-Lane Cross Section with Interchanges	100	100	100	100
East End	N/A	100	100	100	100

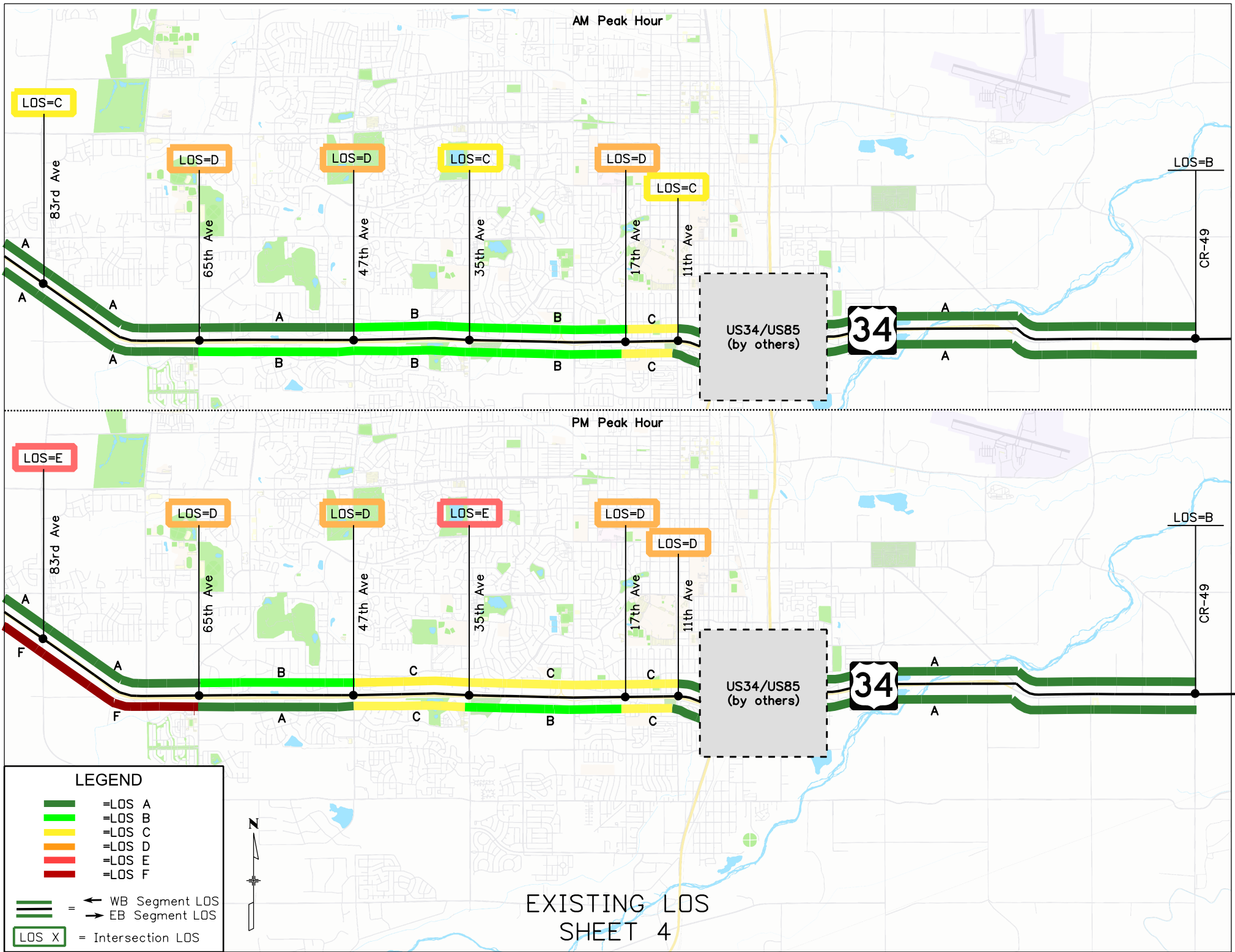


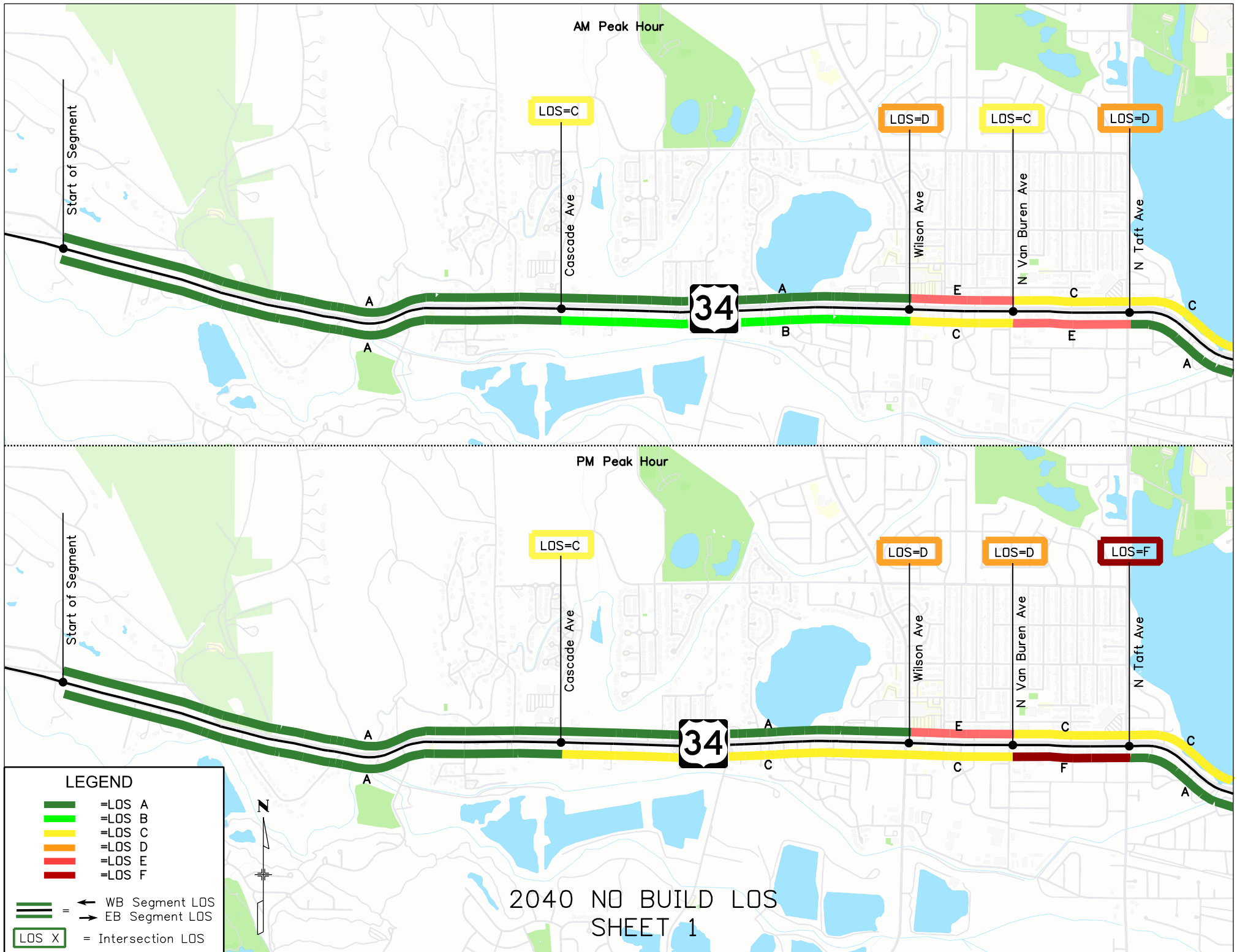
ATTACHMENT 1 – TURNING MOVEMENT VOLUMES AND LEVEL OF SERVICE FIGURES

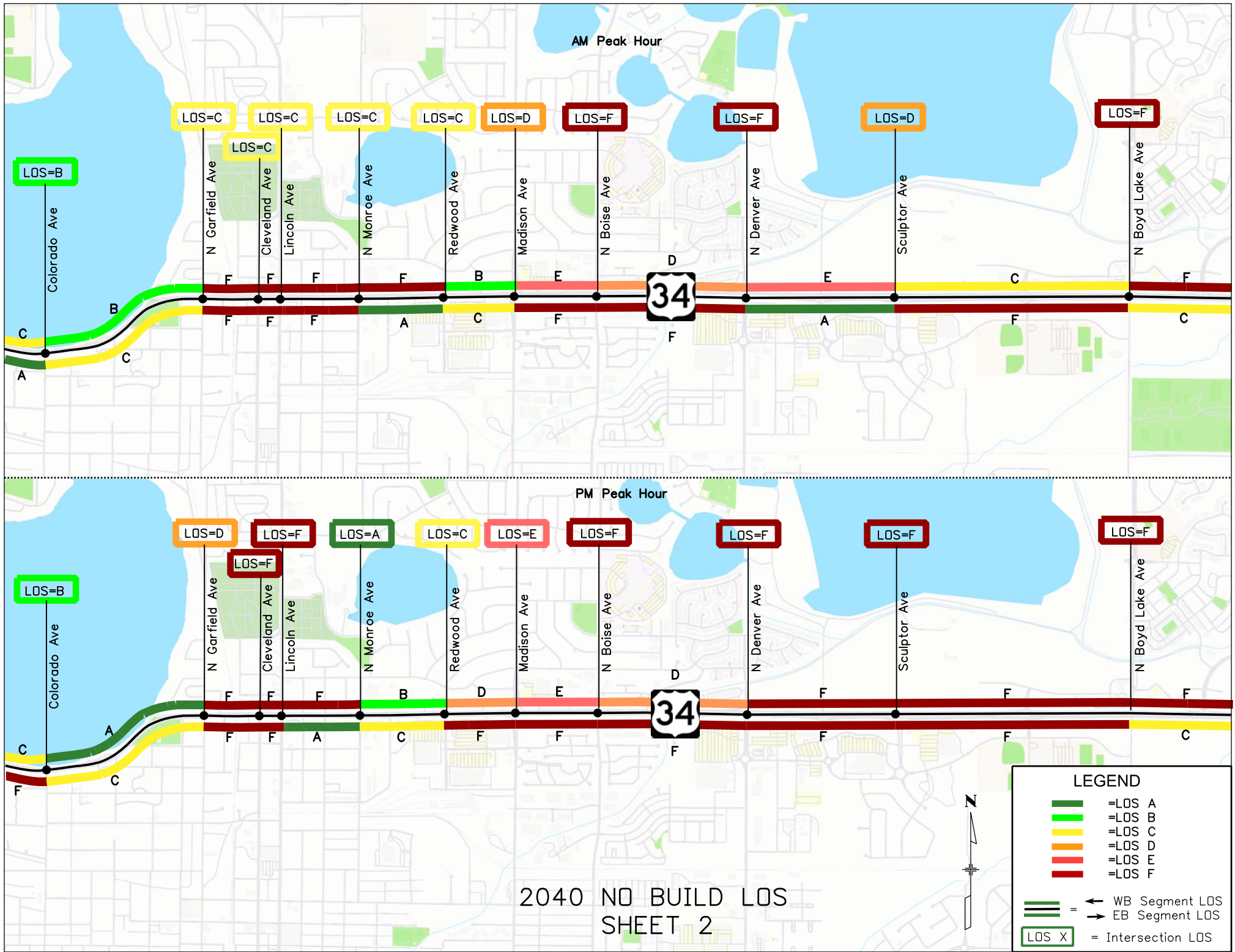




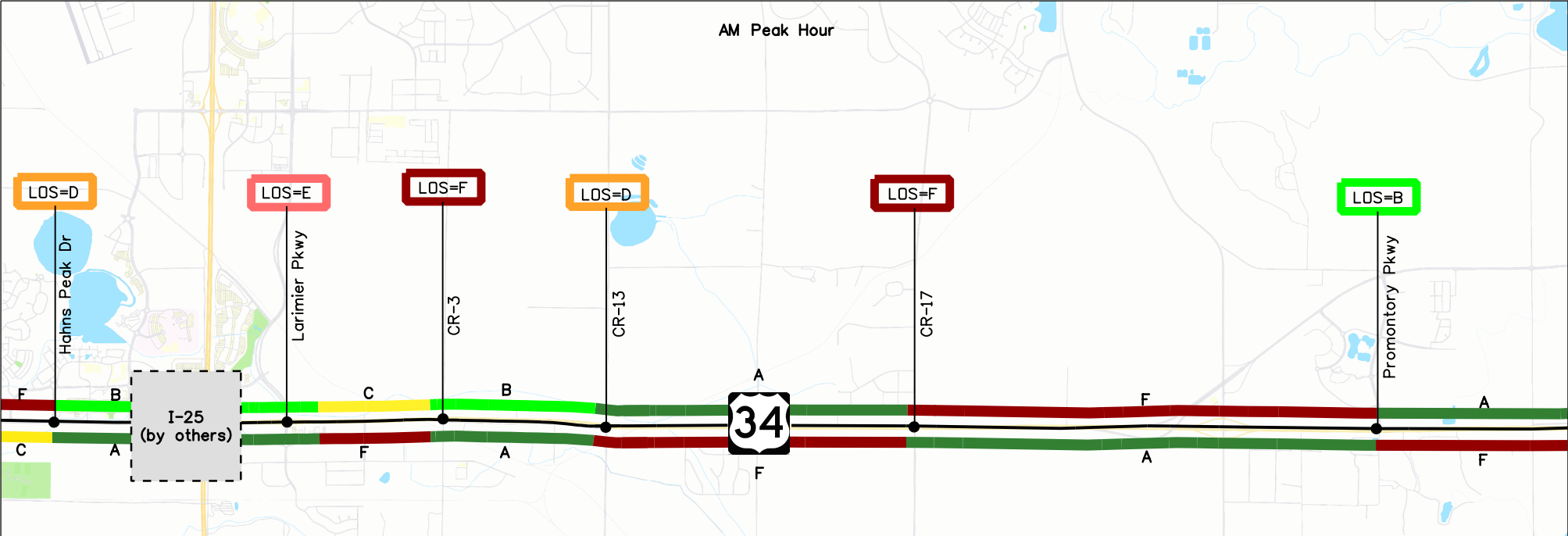




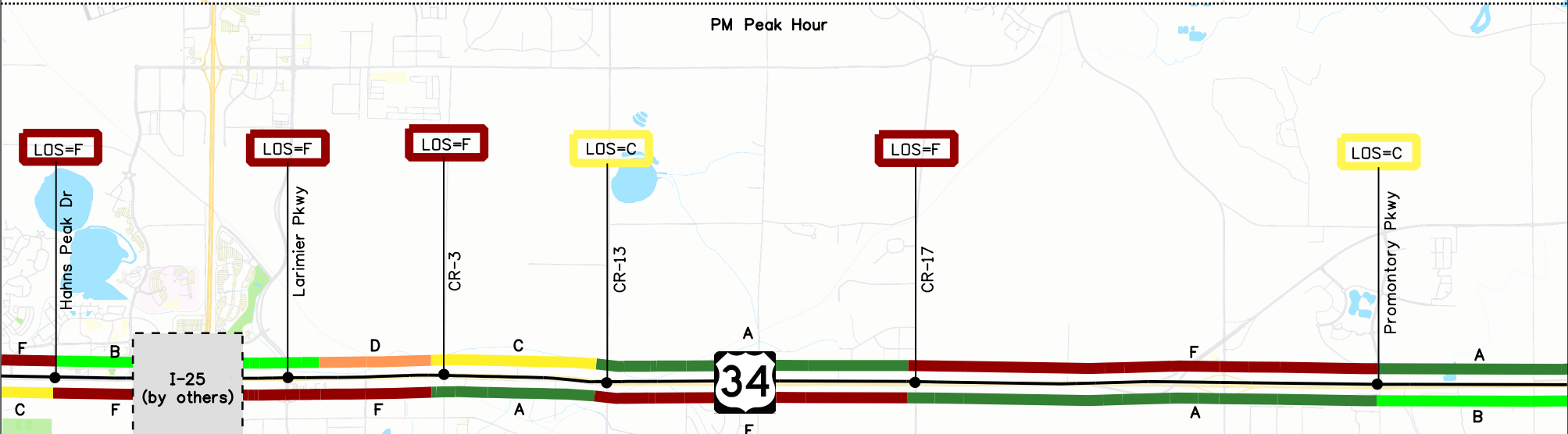




AM Peak Hour



PM Peak Hour



LEGEND

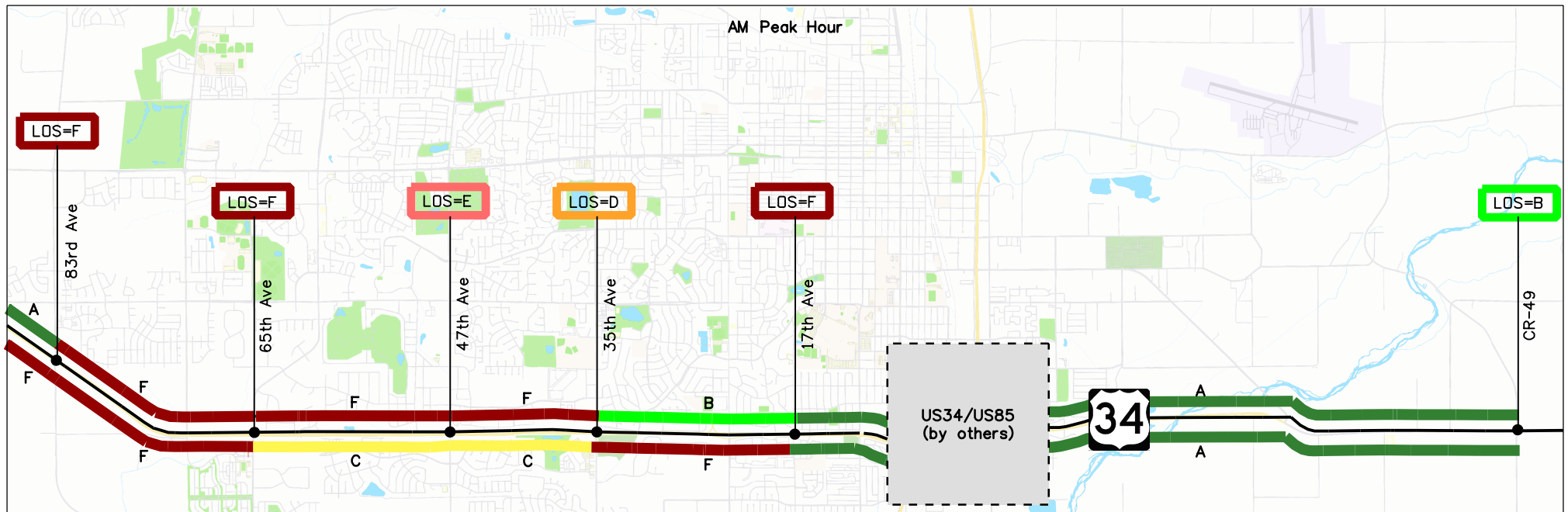
- =LOS A
- =LOS B
- =LOS C
- =LOS D
- =LOS E
- =LOS F

← WB Segment LOS
 → EB Segment LOS
LOS X = Intersection LOS

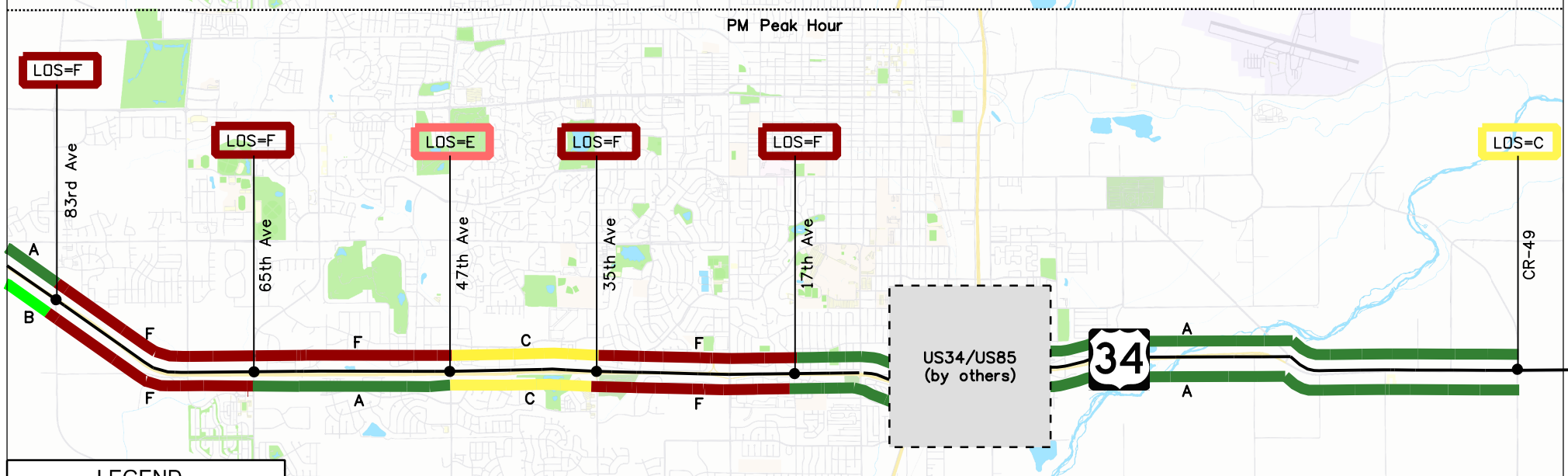


2040 NO BUILD LOS
SHEET 3

AM Peak Hour



PM Peak Hour



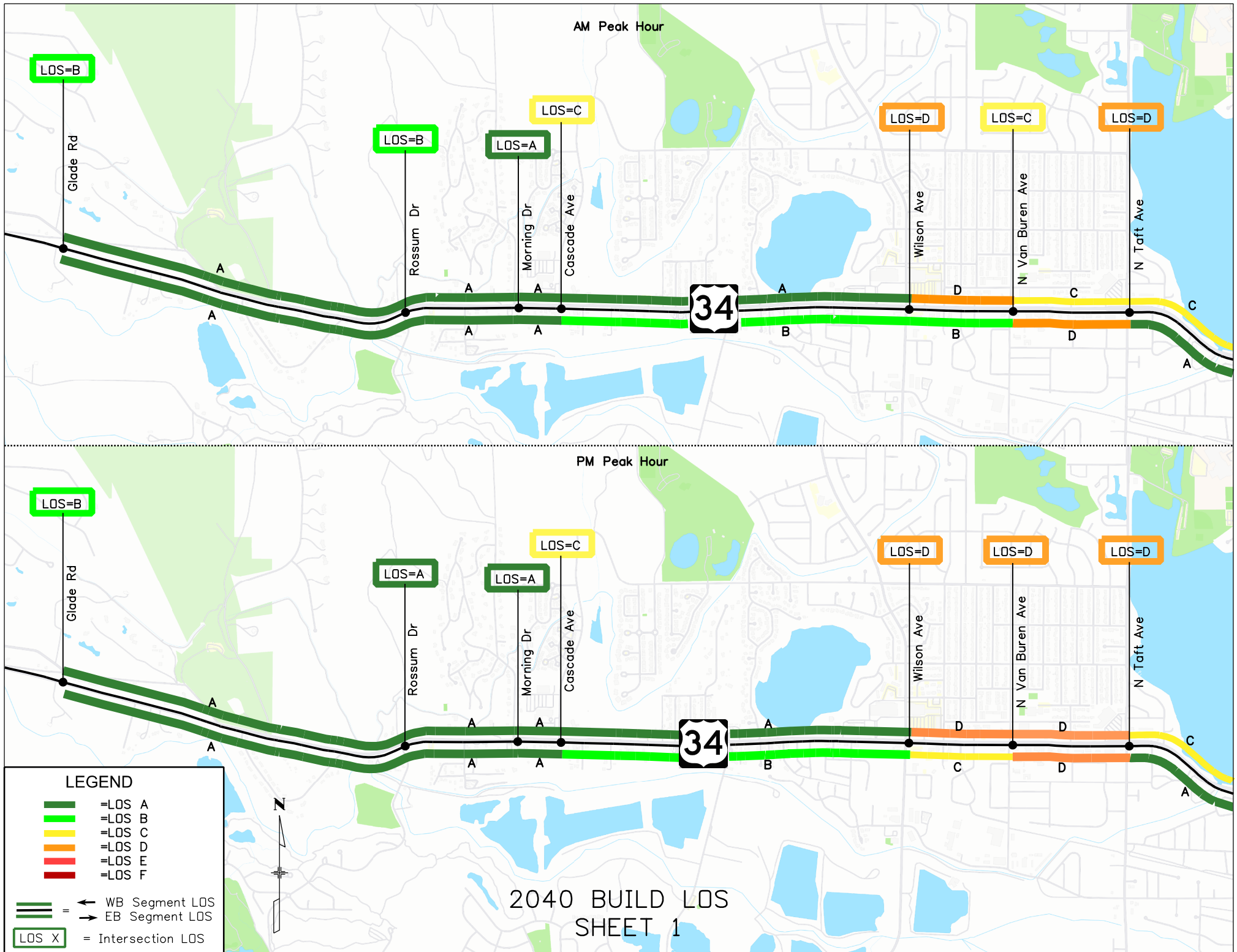
LEGEND

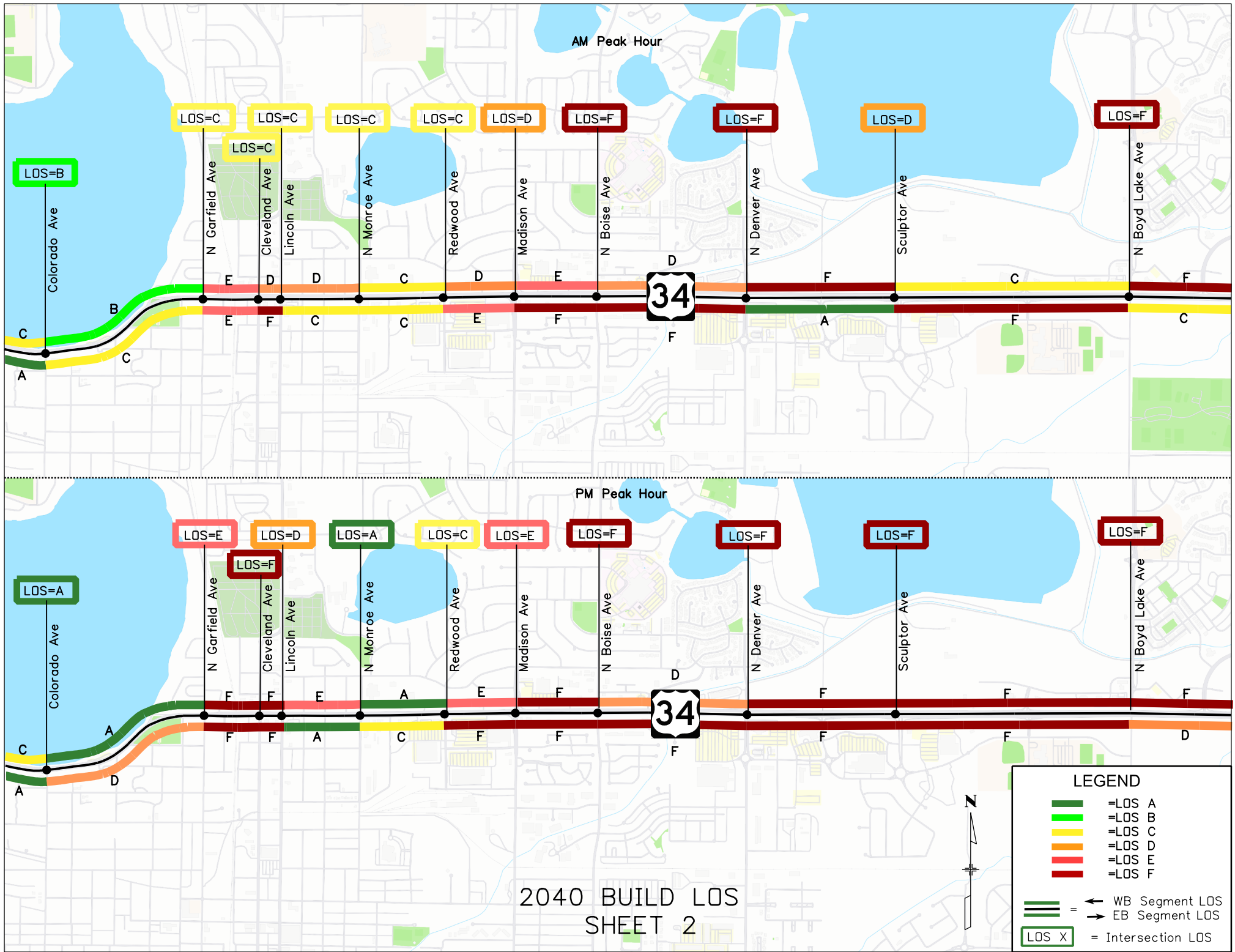
- █ =LOS A
- █ =LOS B
- █ =LOS C
- █ =LOS D
- █ =LOS E
- █ =LOS F

▬▬▬ ← WB Segment LOS
▬▬▬ → EB Segment LOS
LOS X = Intersection LOS

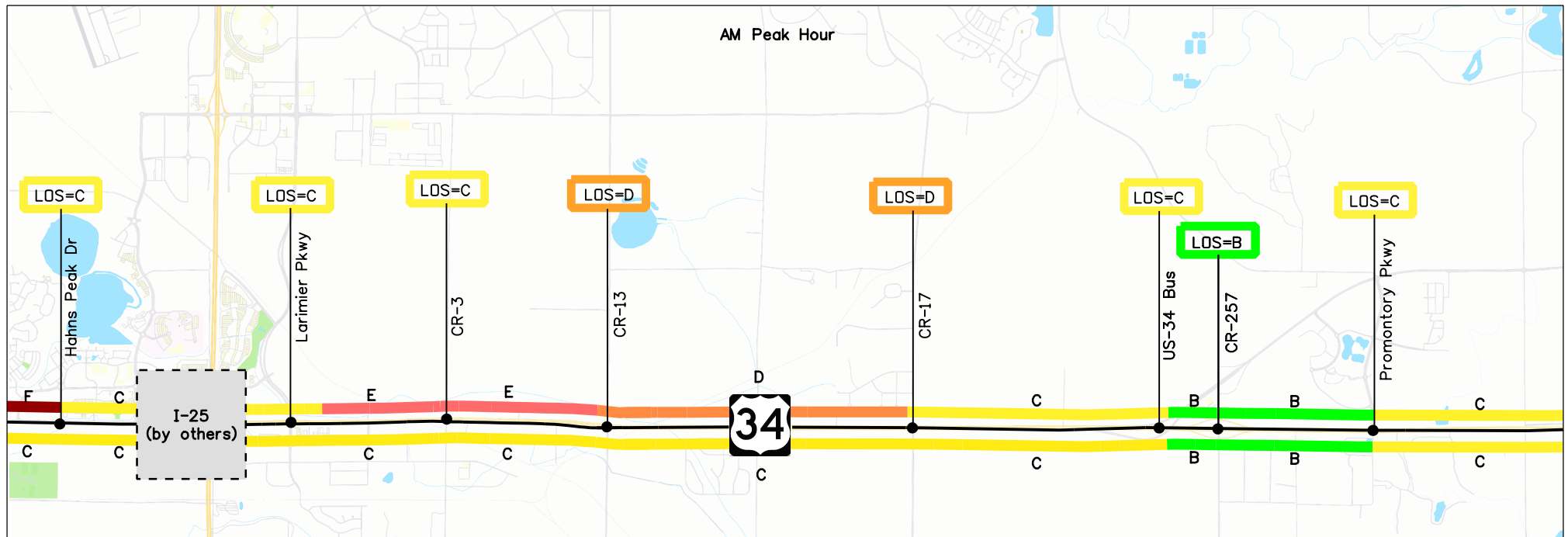


2040 NO BUILD LOS
SHEET 4

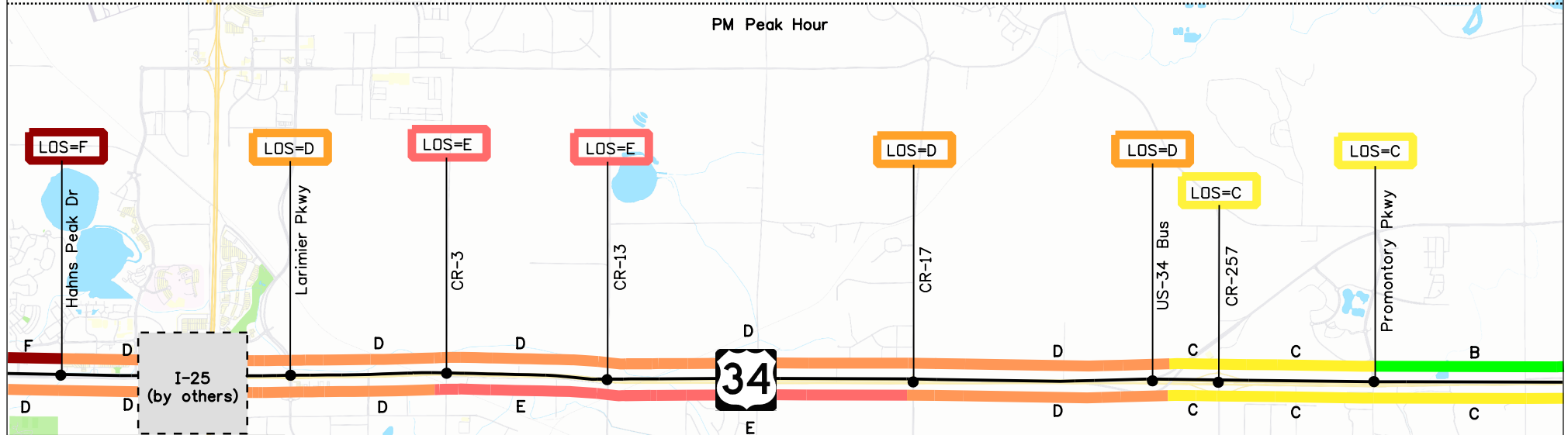




AM Peak Hour



PM Peak Hour



LEGEND

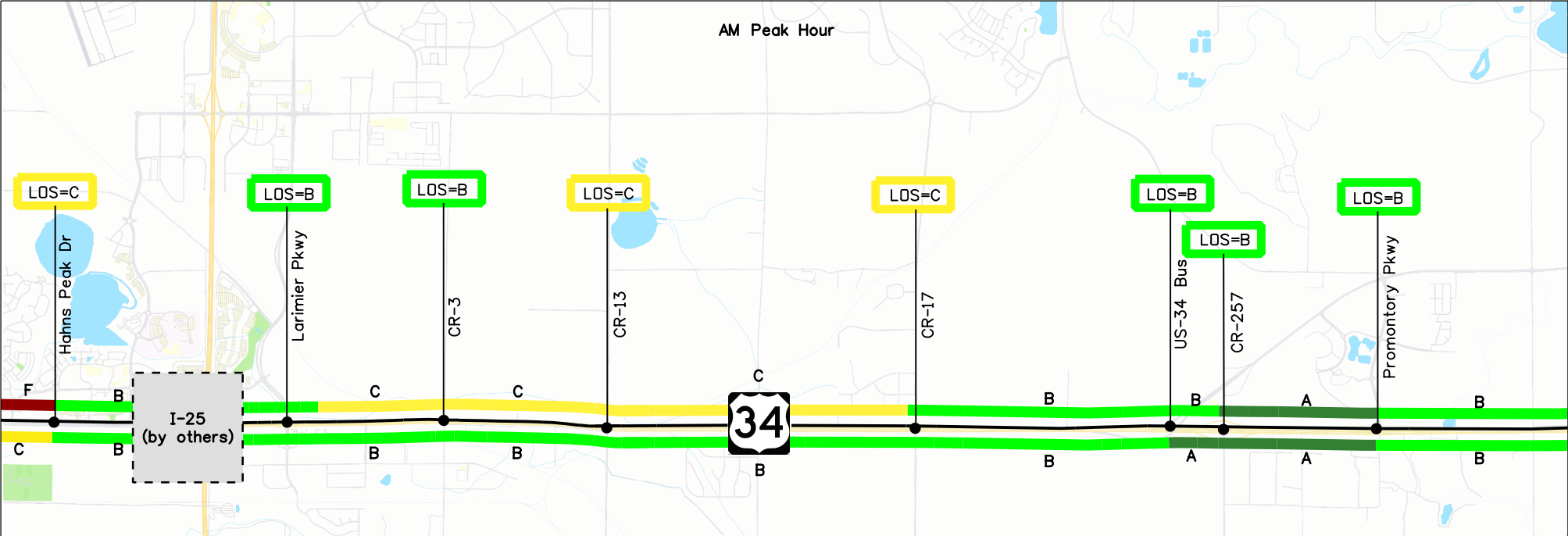
- =LOS A
- =LOS B
- =LOS C
- =LOS D
- =LOS E
- =LOS F

- ← WB Segment LOS
- EB Segment LOS
- LOS X = Intersection LOS

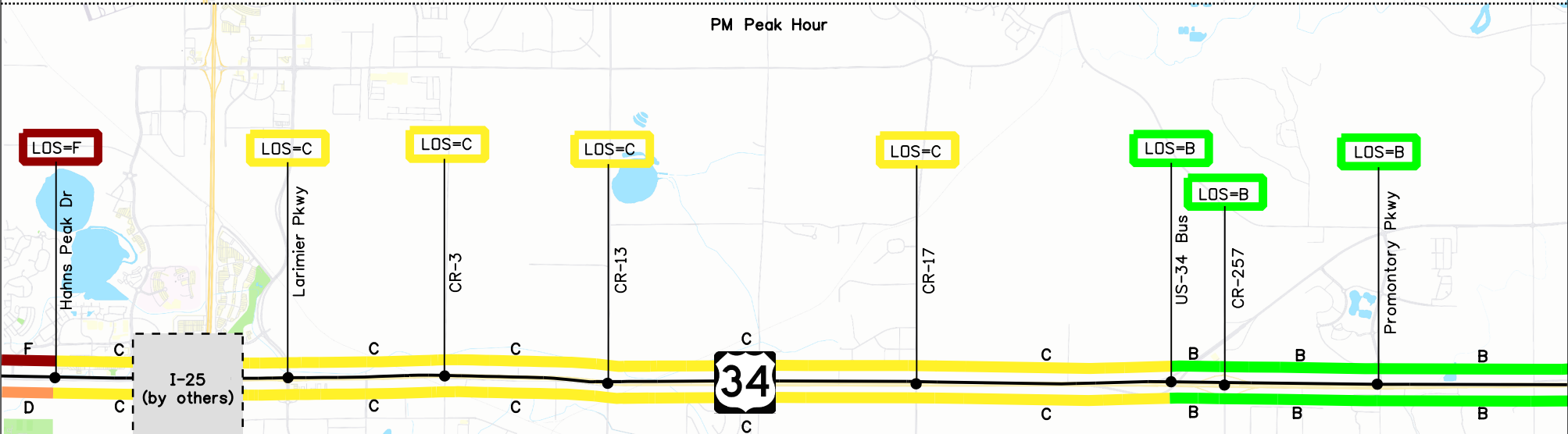


2040 BUILD LOS (4 LANE INTERCHANGE)
SHEET 3

AM Peak Hour



PM Peak Hour



LEGEND

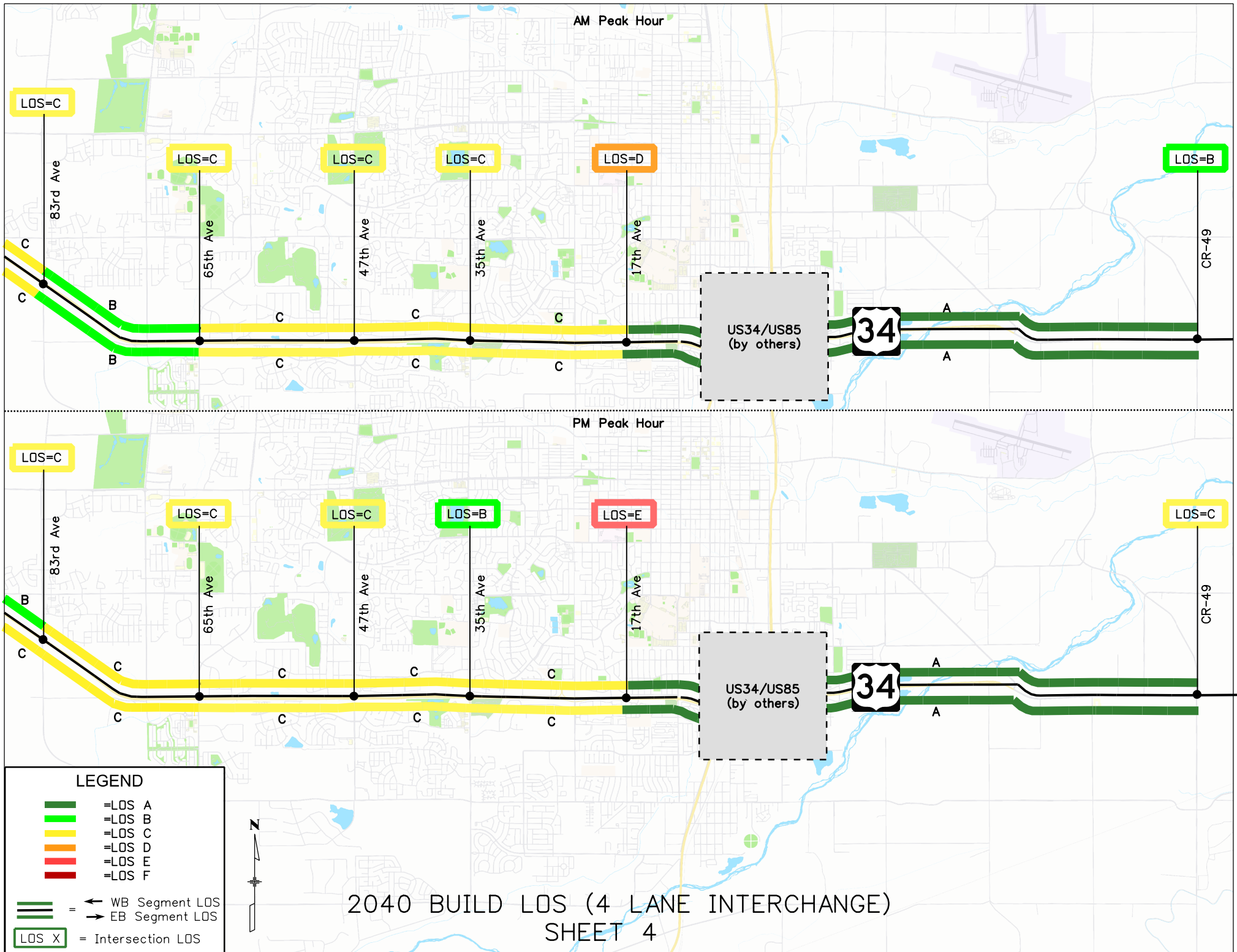
- =LOS A
- =LOS B
- =LOS C
- =LOS D
- =LOS E
- =LOS F

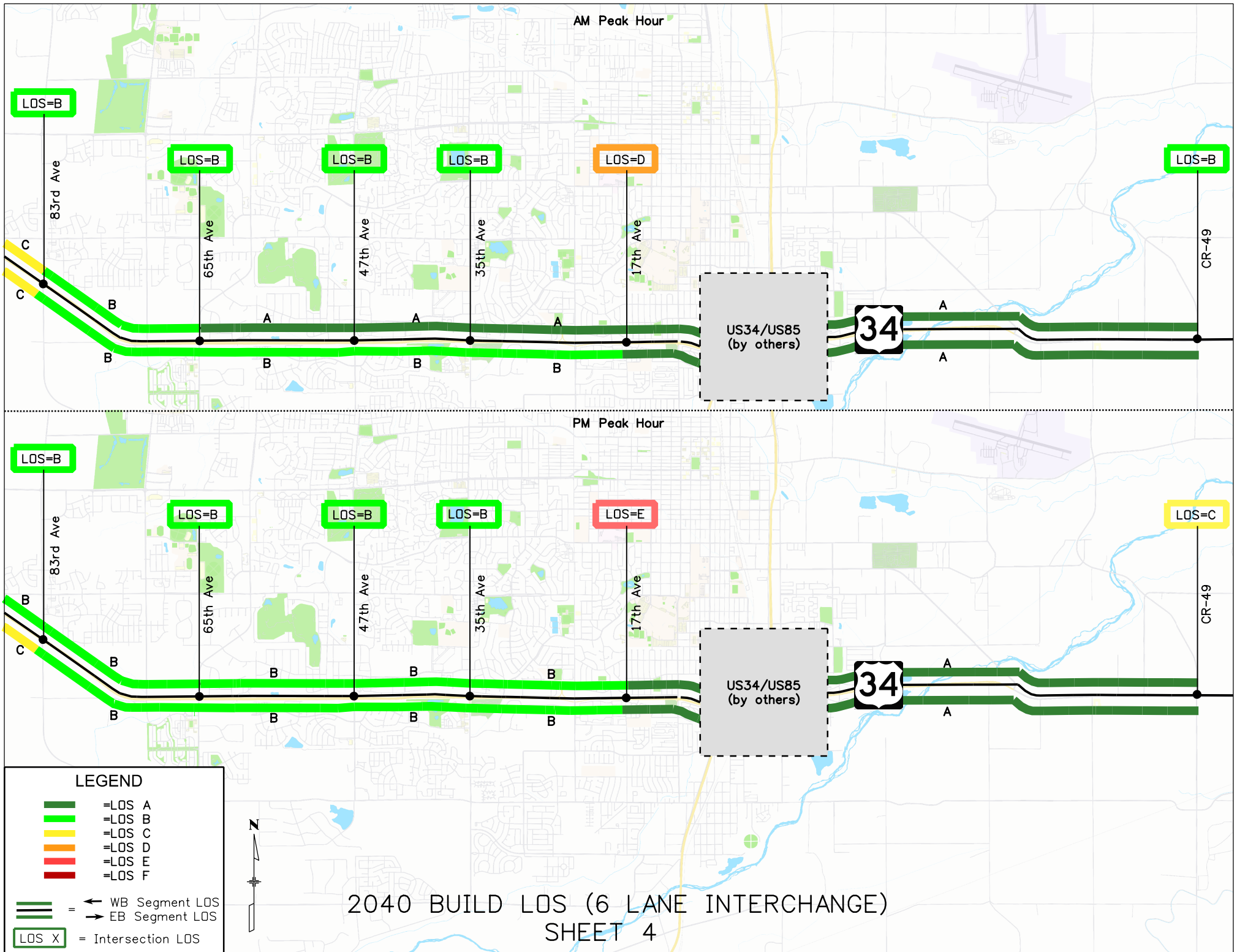
- ← WB Segment LOS
- EB Segment LOS

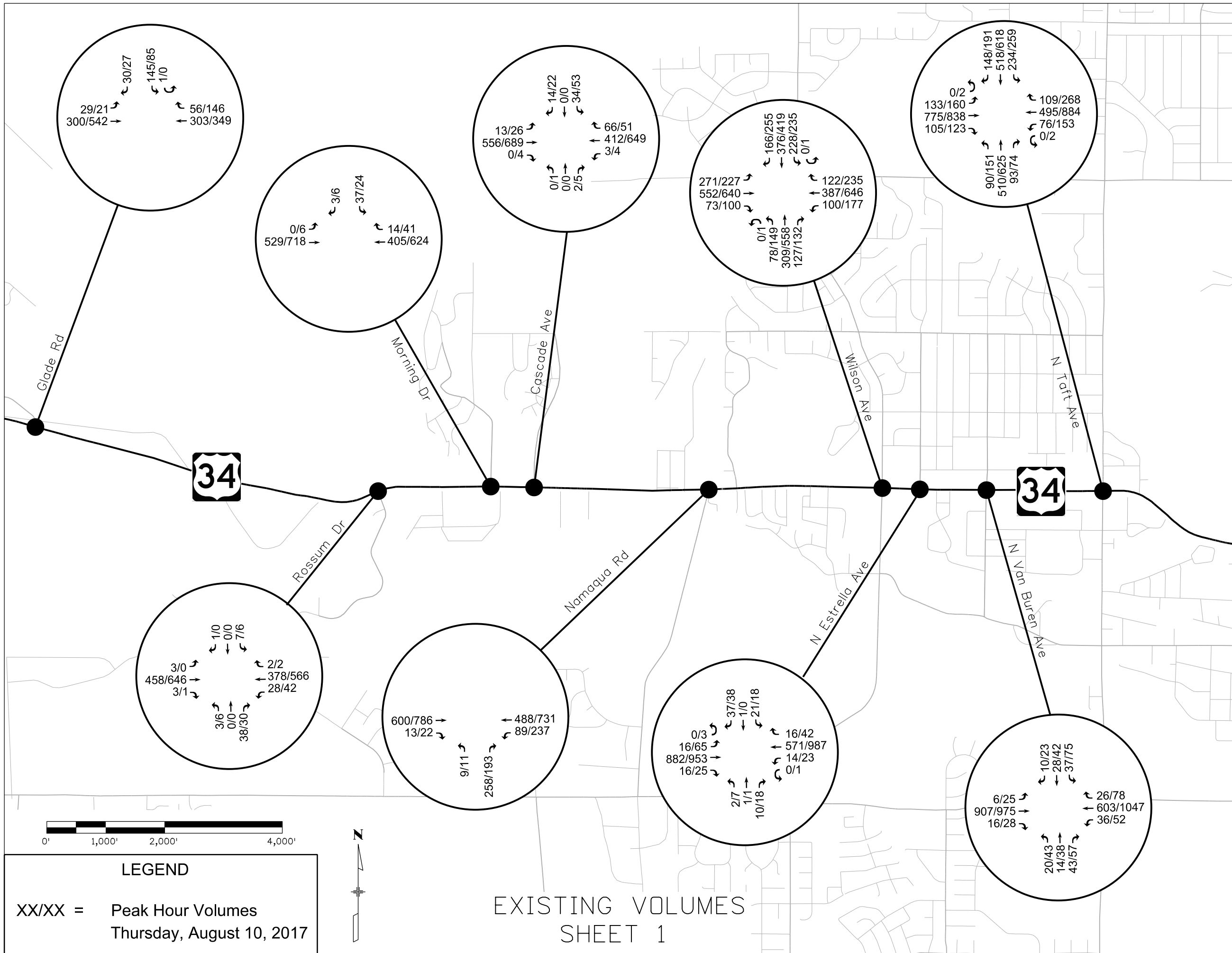
LOS X = Intersection LOS



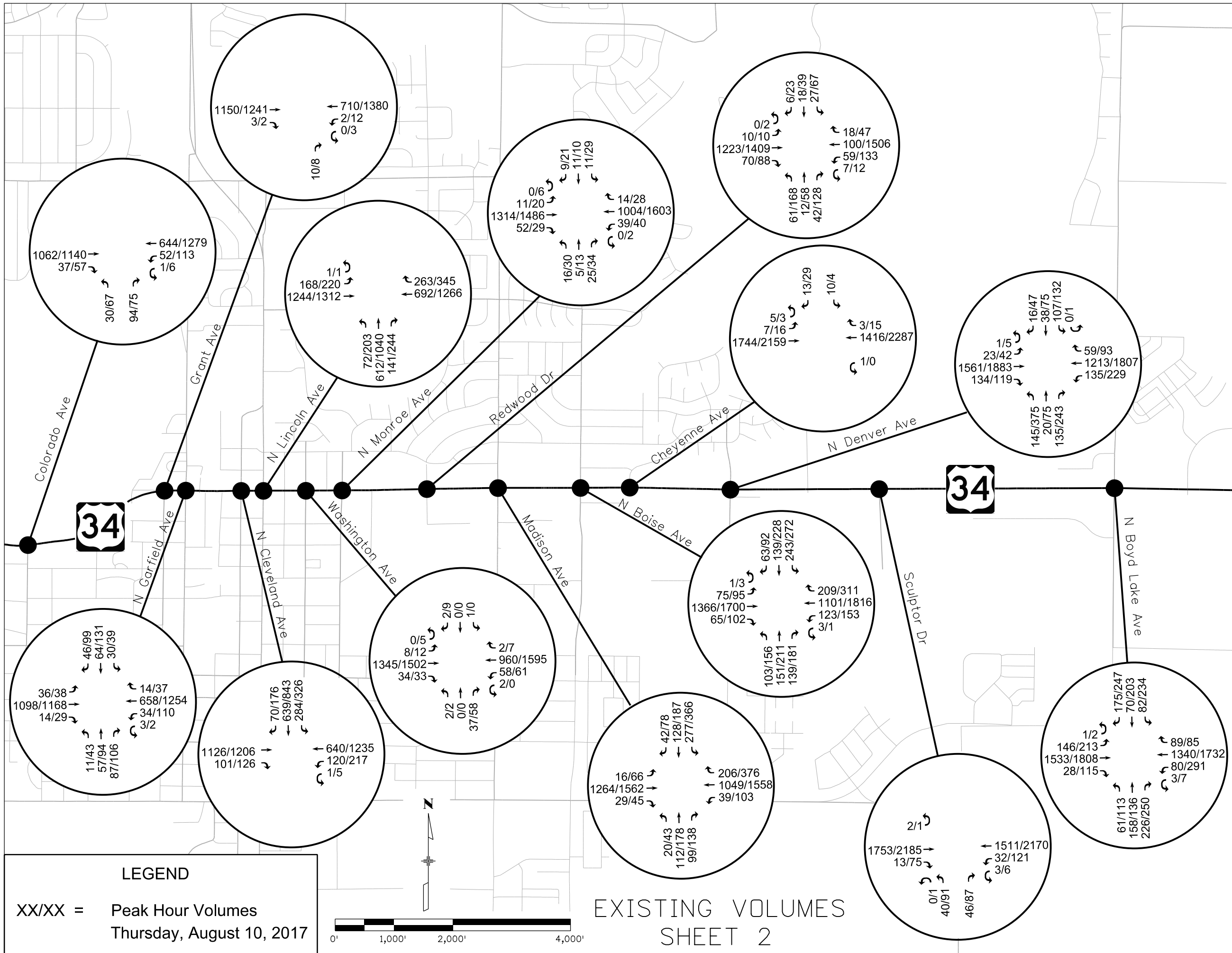
2040 BUILD LOS (6 LANE INTERCHANGE)
SHEET 3

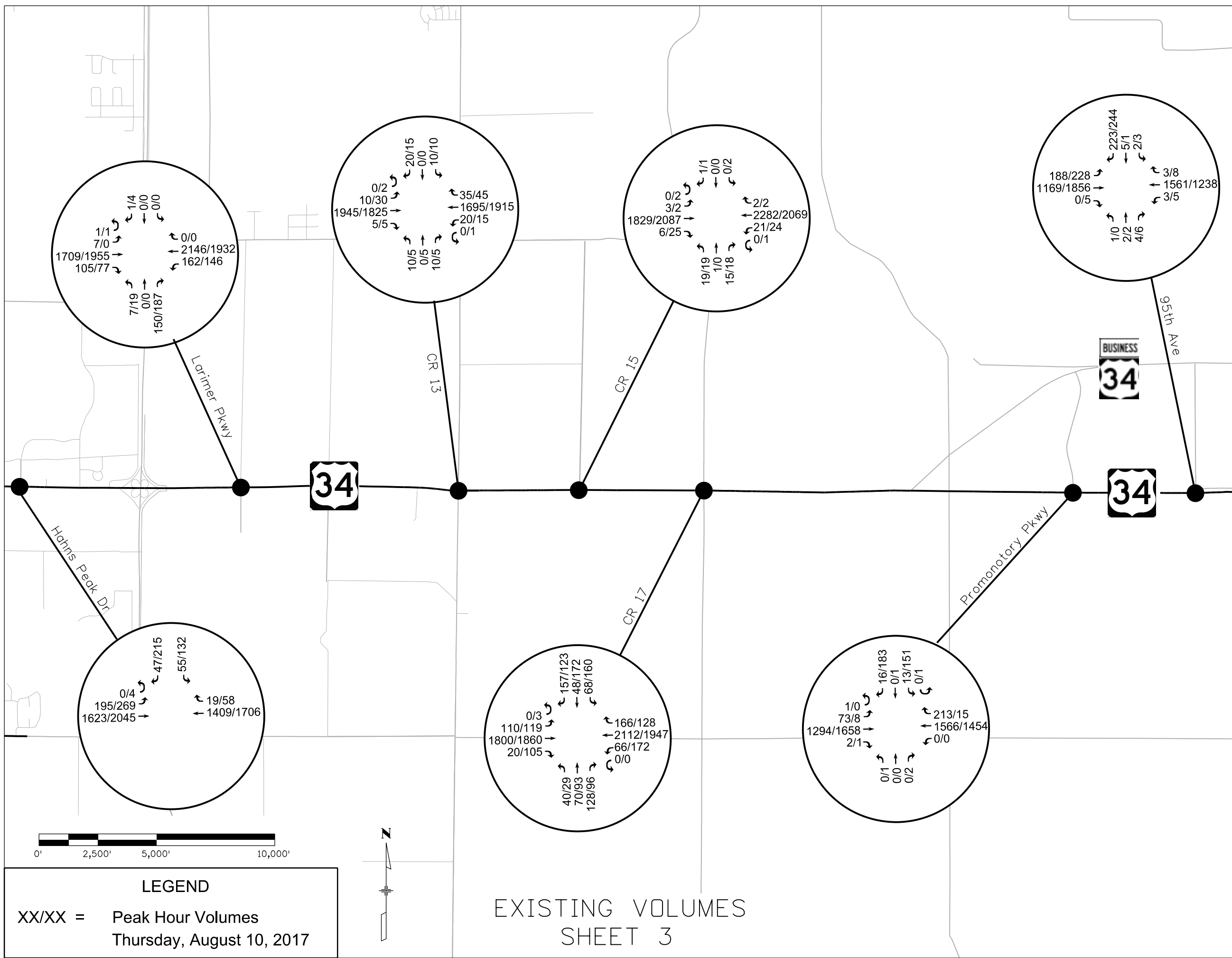


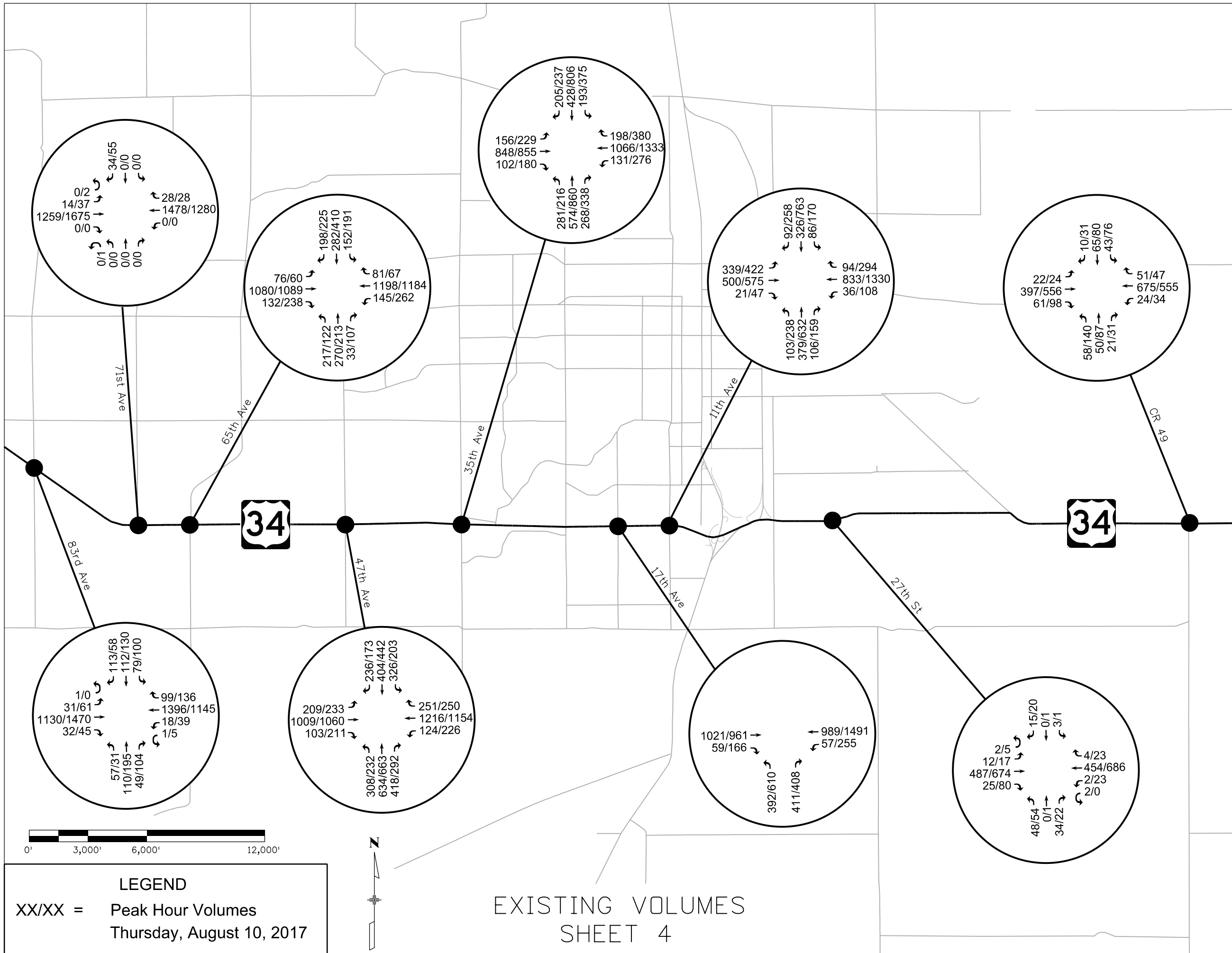


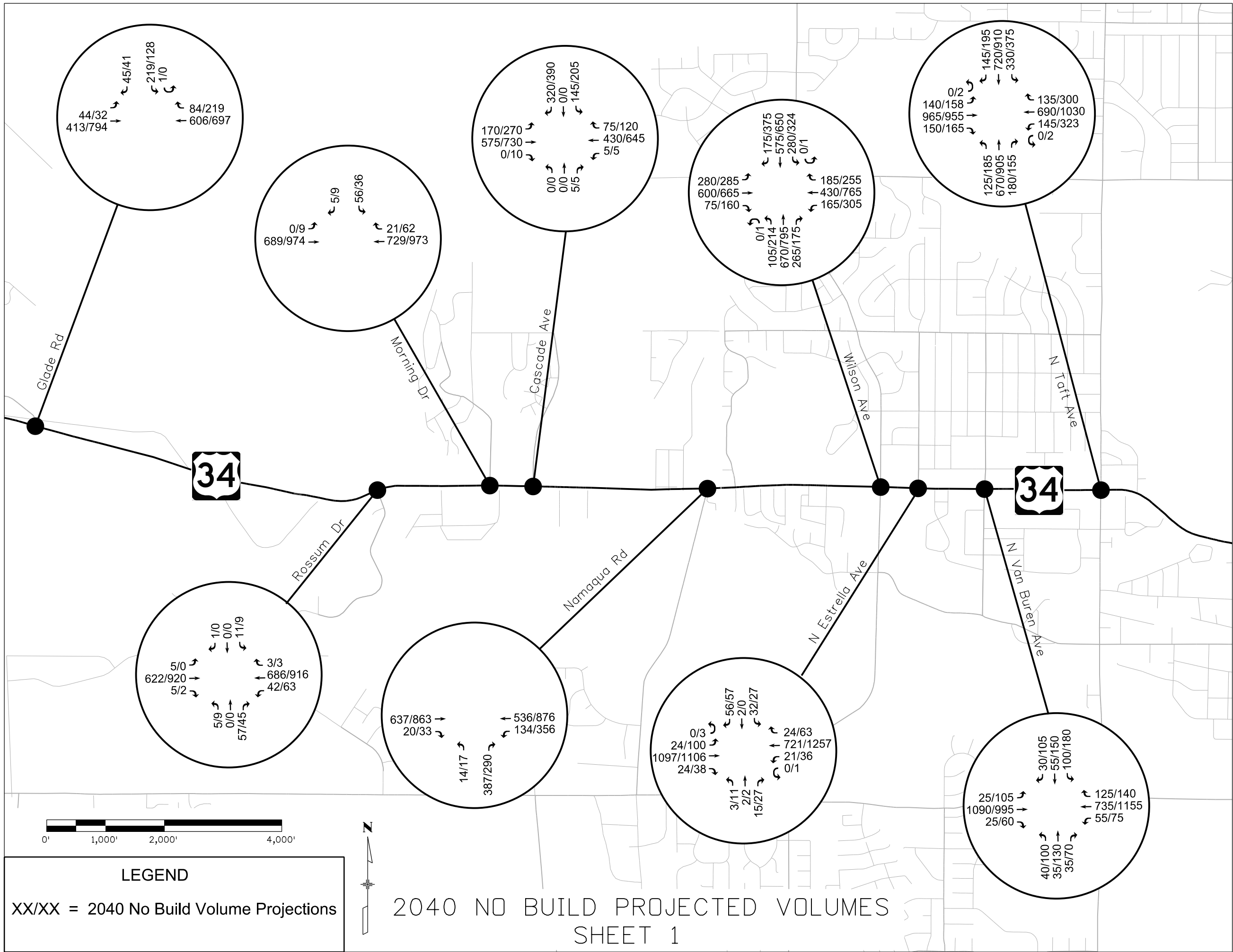


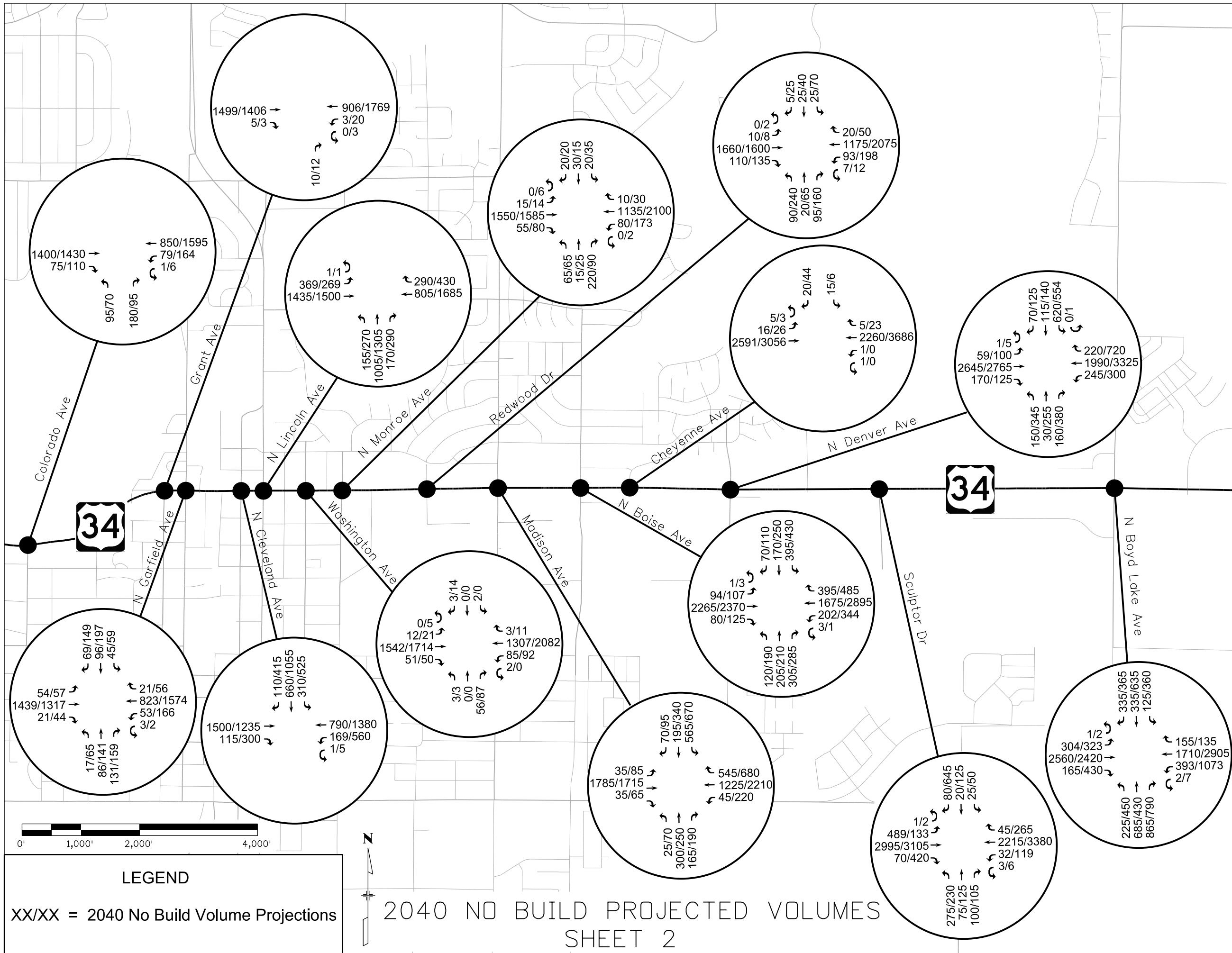
EXISTING VOLUMES
SHEET 1

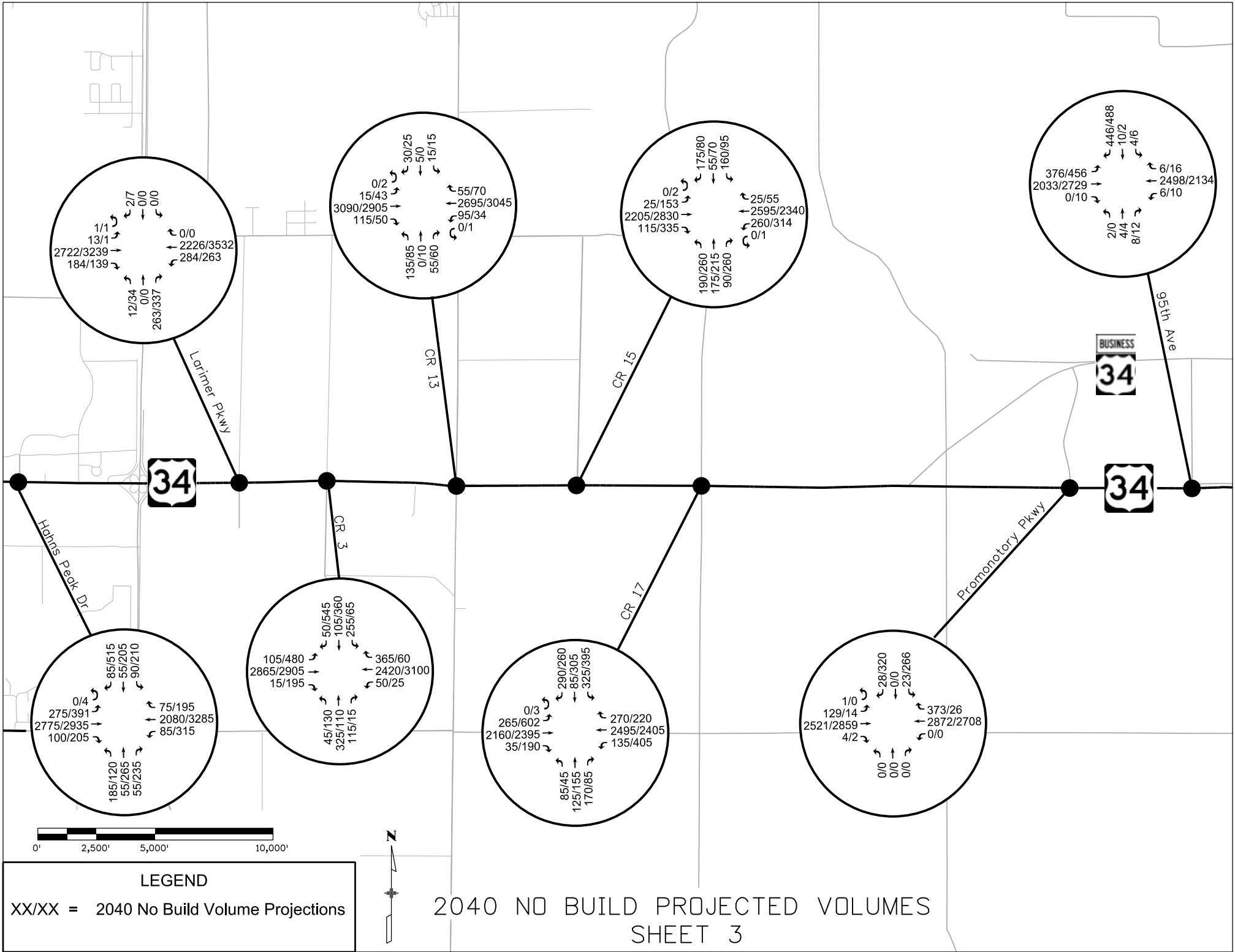


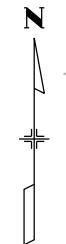
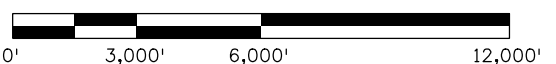
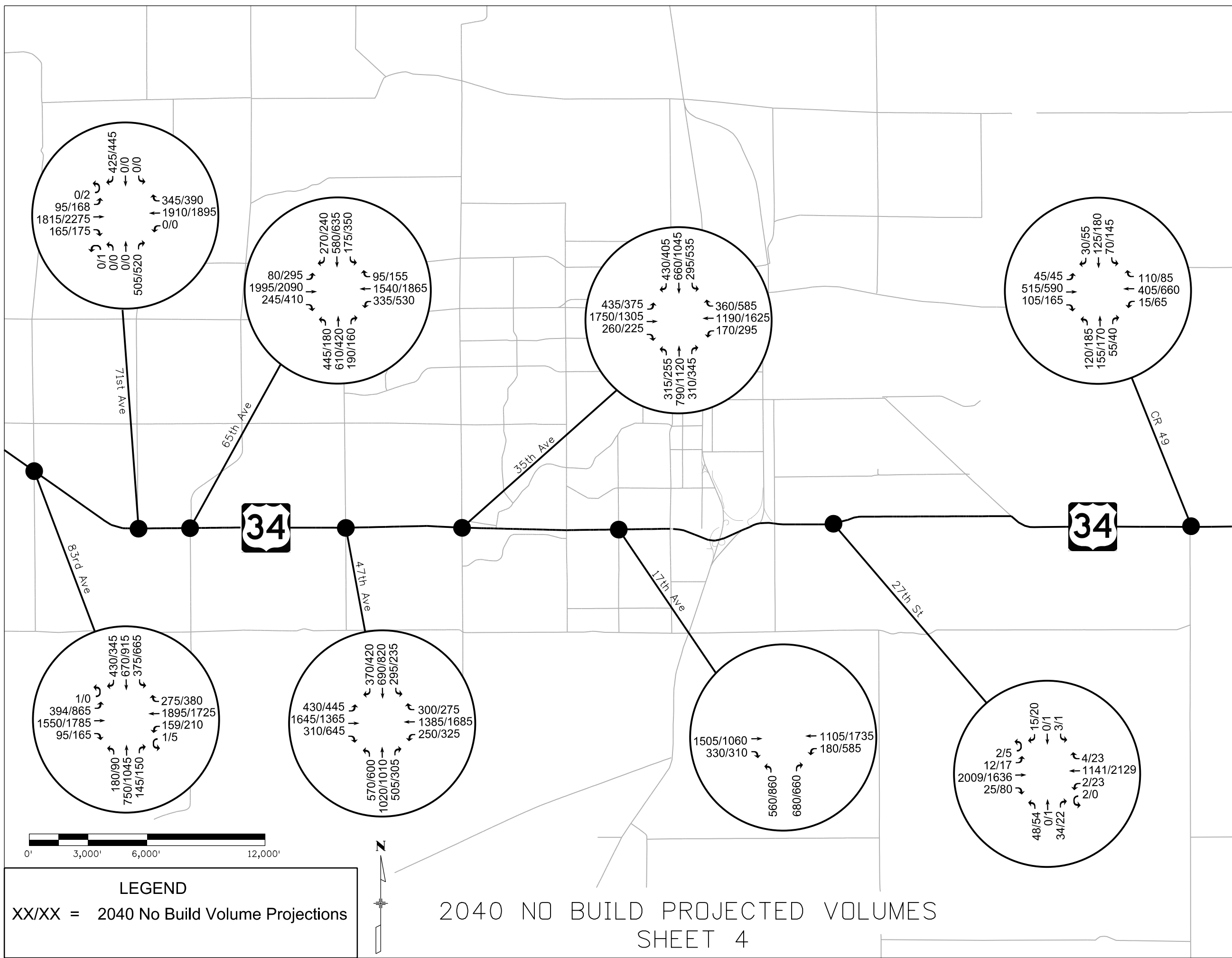






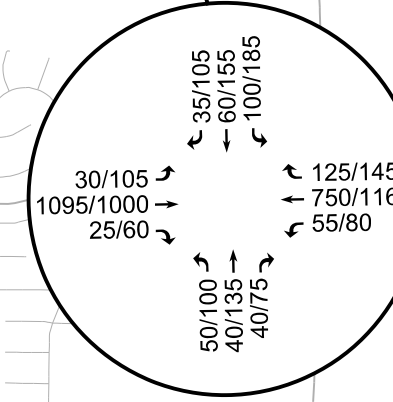
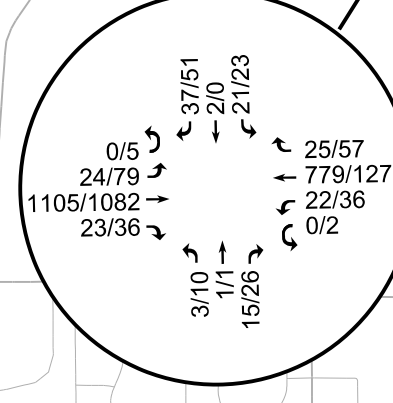
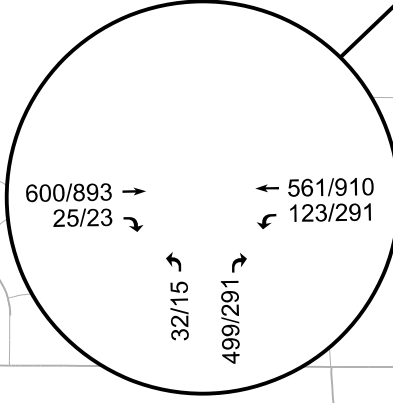
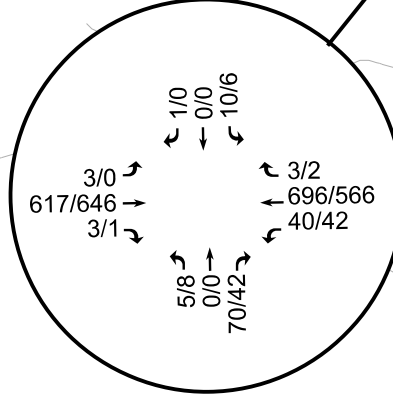
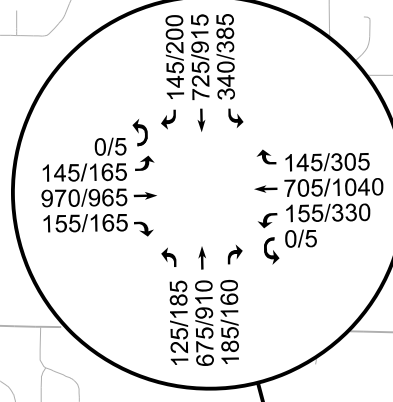
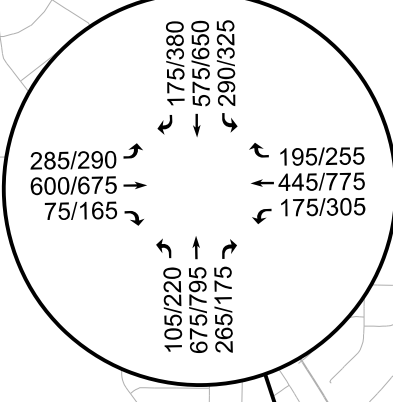
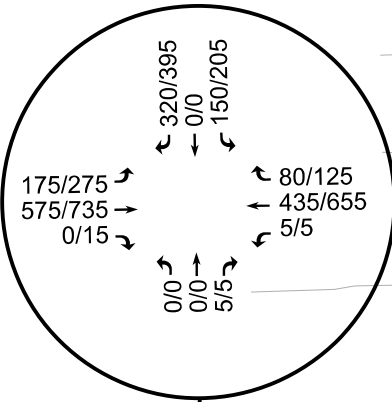
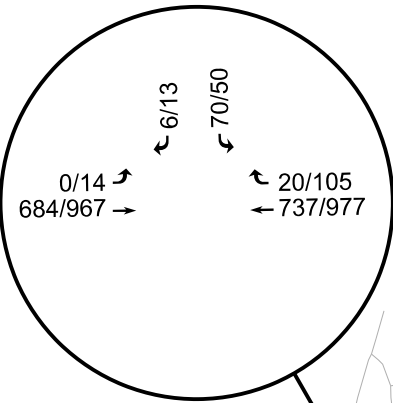
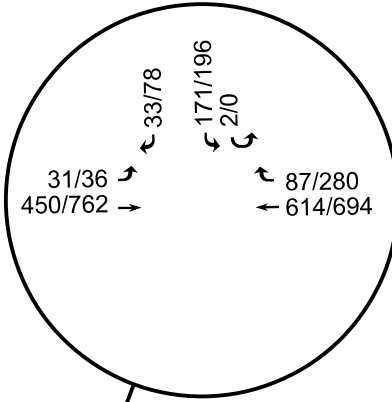
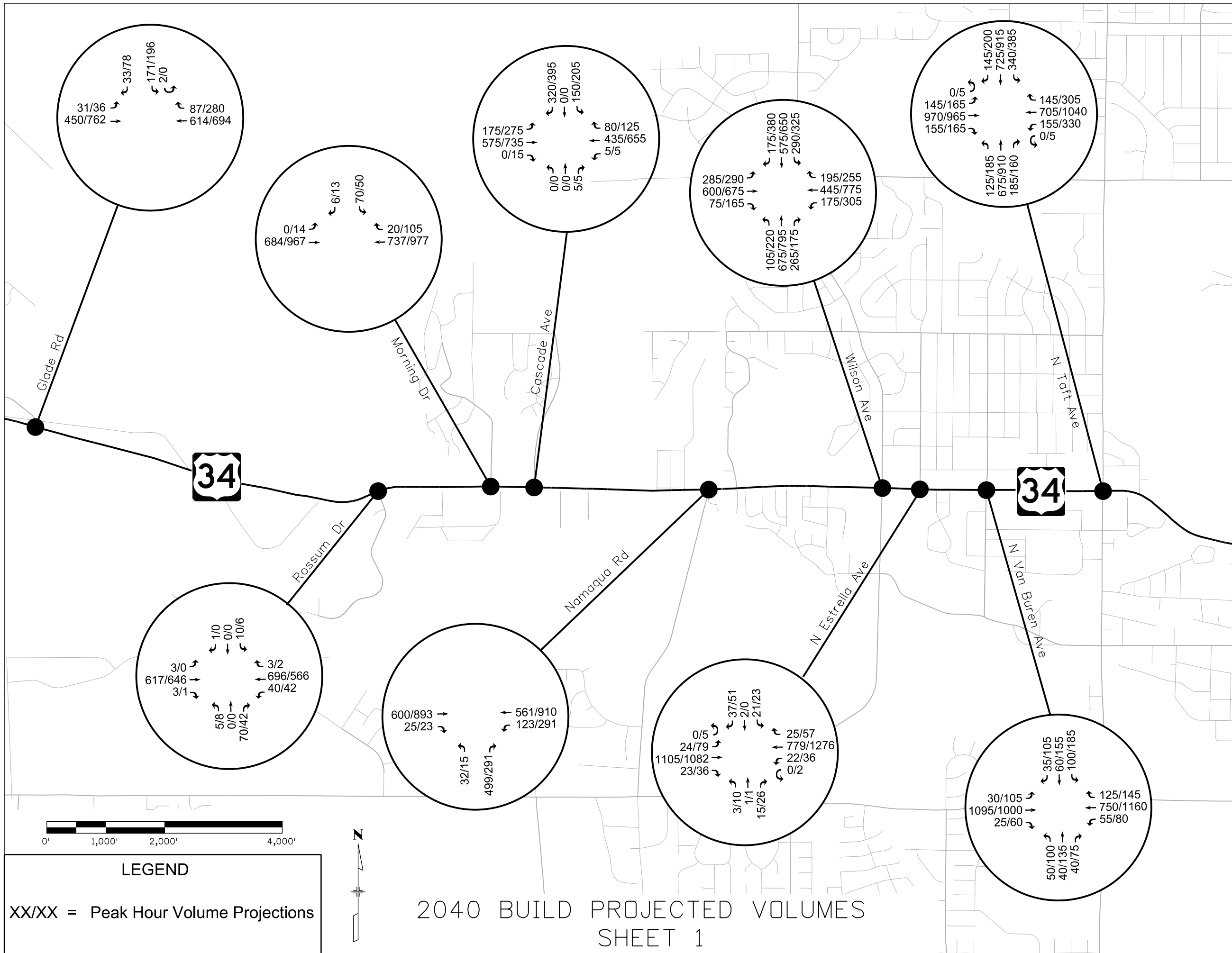


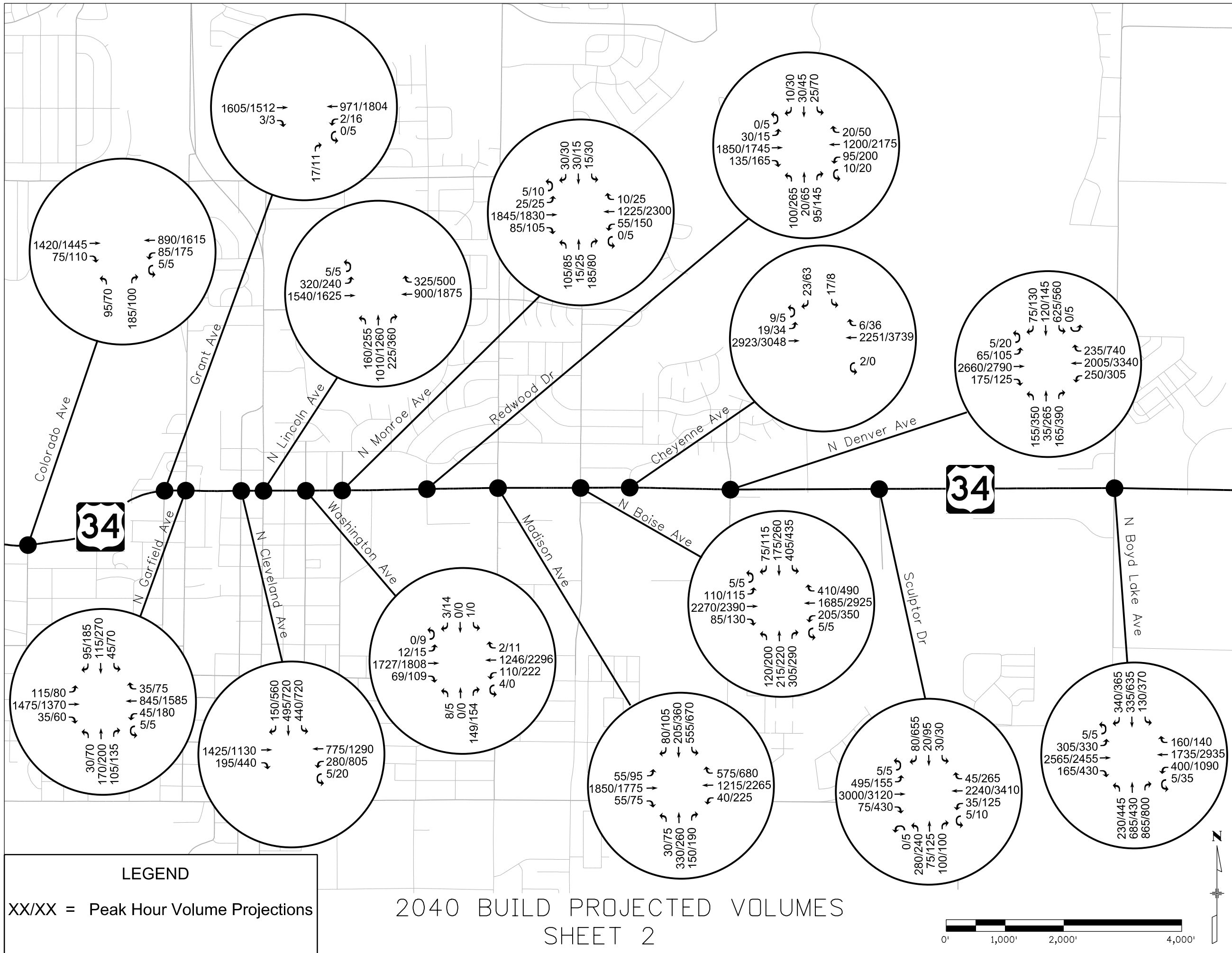




LEGEND
 XX/XX = 2040 No Build Volume Projections

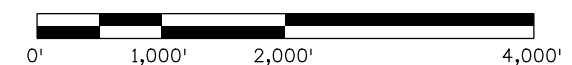
2040 NO BUILD PROJECTED VOLUMES
 SHEET 4

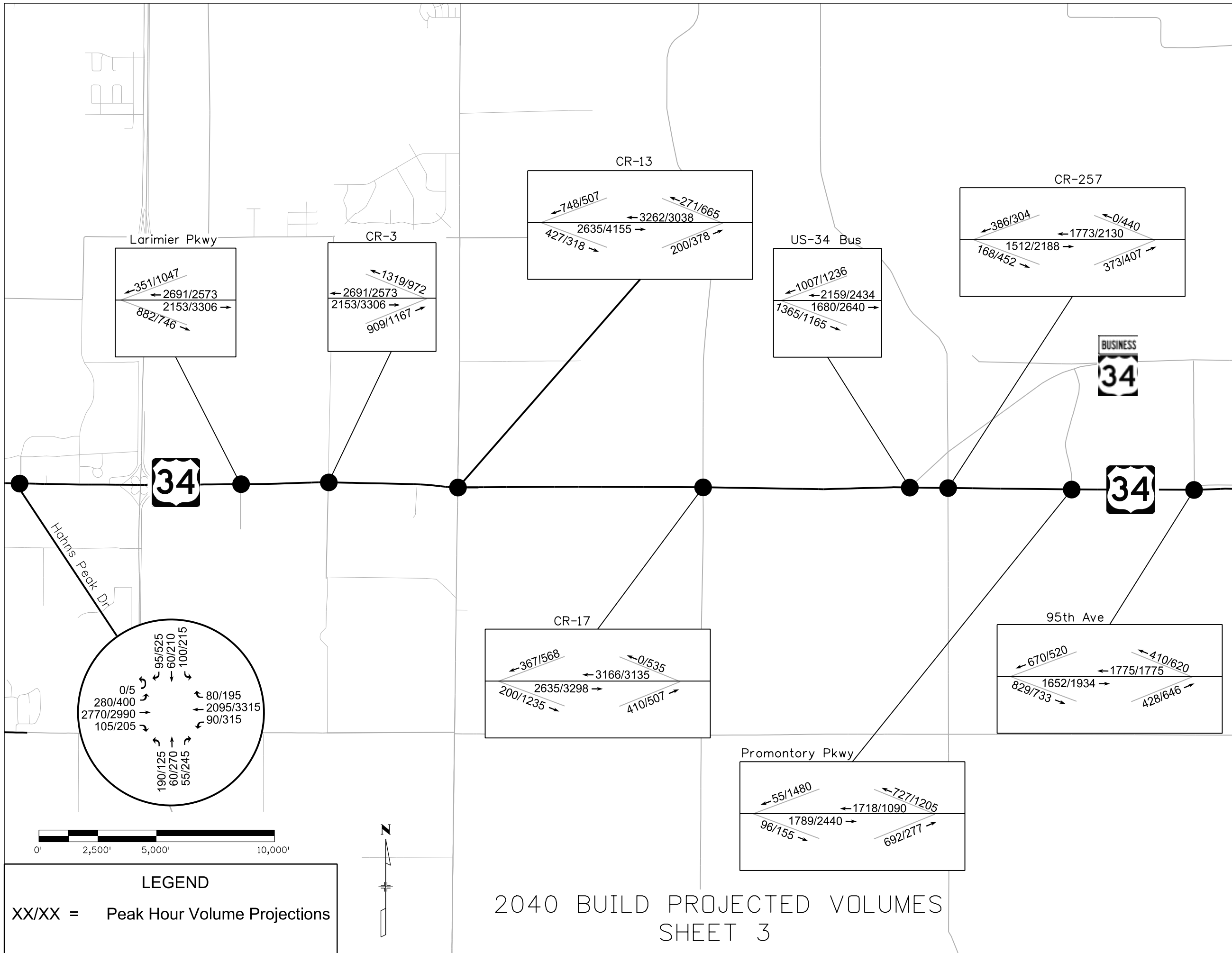


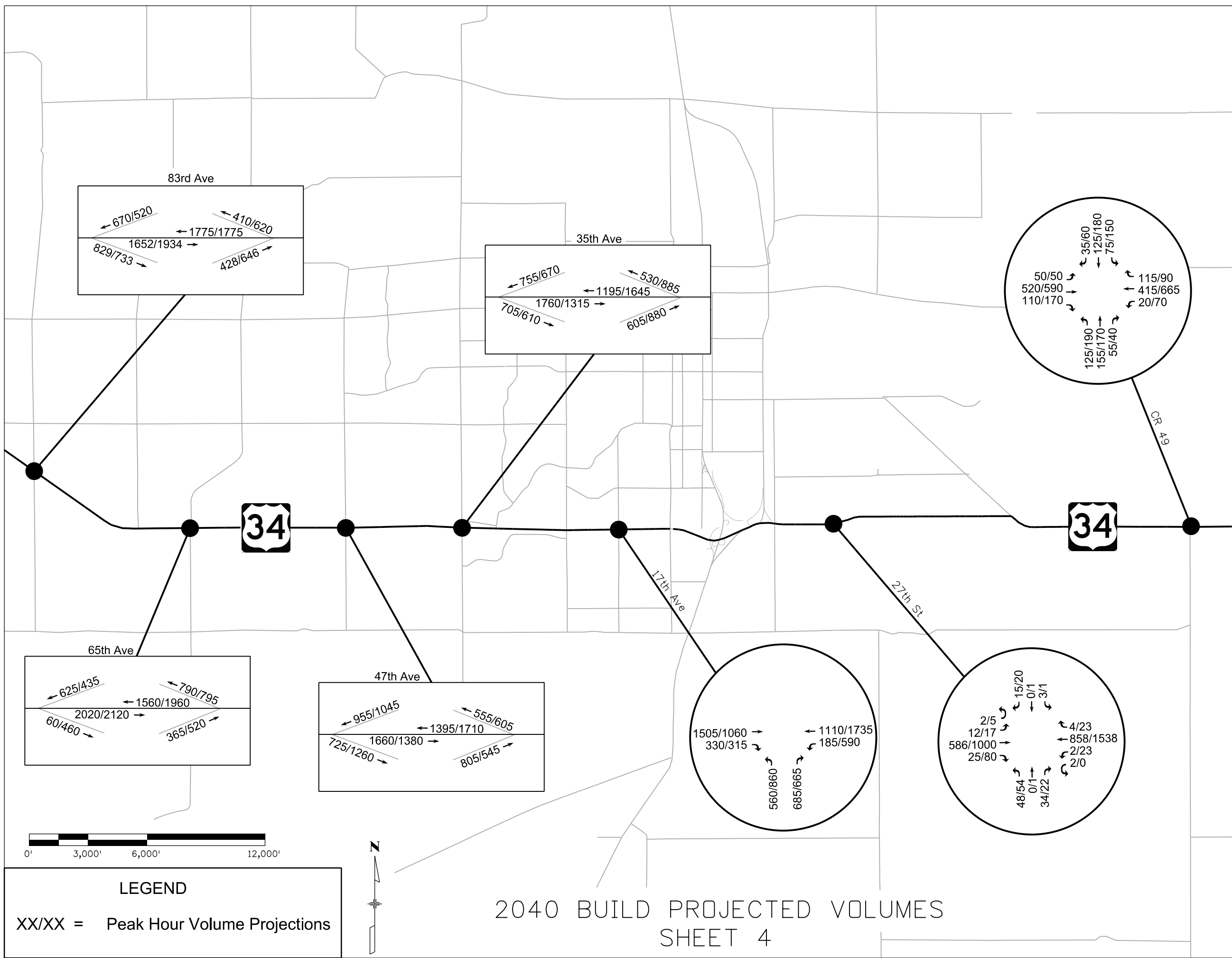


XX/XX = Peak Hour Volume Projections

2040 BUILD PROJECTED VOLUMES
 SHEET 2







ATTACHMENT 2 – SUPPORTING CALCULATIONS FOR PEL DOCUMENT

LEVEL 2 EVALUATION CALCULATIONS EXPLAINED

The tables provided in this attachment follow the formula below unless otherwise noted:

No Build Travel Time

$$\begin{aligned} &= (\text{Inbound Travel Time} + \text{Outbound Running Time})_{EB\ AM\ No\ Build} \\ &+ (\text{Inbound Travel Time} + \text{Outbound Travel Time})_{WB\ AM\ No\ Build} \\ &+ (\text{Inbound Travel Time} + \text{Outbound Running Time})_{EB\ PM\ No\ Build} \\ &+ (\text{Inbound Travel Time} + \text{Outbound Travel Time})_{WB\ PM\ No\ Build} \end{aligned}$$

Alternative Travel Time

$$\begin{aligned} &= (\text{Inbound Travel Time} + \text{Outbound Running Time})_{EB\ AM\ Alternative} \\ &+ (\text{Inbound Travel Time} + \text{Outbound Travel Time})_{WB\ AM\ Alternative} \\ &+ (\text{Inbound Travel Time} + \text{Outbound Running Time})_{EB\ PM\ Alternative} \\ &+ (\text{Inbound Travel Time} + \text{Outbound Travel Time})_{WB\ PM\ Alternative} \end{aligned}$$

$$\text{Percent Change in Travel Time} = \frac{\text{No Build Travel Time} - \text{Alternative Travel Time}}{\text{No Build Travel Time}}$$

Where “Alternative” represents the specific proposed change in traffic control, geometry, etc.

LOS is reported as X/X corresponding to Morning Peak Hour / Evening Peak Hour.

Level 2 Evaluation - Foothills Roadway

		No Action	Minimal Modifications (Improve Shoulders)	Add / Expand Auxiliary Lanes at Major Intersections	Add Additional Lanes 4 Lanes Rossum to Morning Drive
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No out of direction travel is proposed with this option	No out of direction travel is proposed with this option	No out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build Foothills segment LOS = LOS A	No Action is at highest LOS. Therefore, no proposed improvement may increase LOS.	No Action is at highest LOS. Therefore, no proposed improvement may increase LOS.	No Action is at highest LOS. Therefore, no proposed improvement may increase LOS.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Improving shoulders will not change segment-wide delays	Results in only a very minor change in vehicle hours of delay for the entire Foothills segment when compared to the No Action	Results in only a very minor change in vehicle hours of delay for the entire Foothills segment when compared to the No Action
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Results in a negligible change in TTI for the entire Foothills segment when compared to the No Action	Results in only a very minor change in TTI for the entire Foothills segment when compared to the No Action	Results in only a very minor change in TTI for the entire Foothills segment when compared to the No Action
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Results in a negligible change in travel time for the entire Foothills segment when compared to the No Action	Results in only a very minor change in travel time for the entire Foothills segment when compared to the No Action	Results in only a very minor change in travel time for the entire Foothills segment when compared to the No Action

Level 2 Evaluation - Loveland Urban Roadway

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Arterial
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No out of direction travel is proposed with this option	No out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from LOS F to C in Eastbound PM	Improves from LOS F to C in Eastbound PM
	<i>Calc. / Reason</i>	2040 No Build Loveland Urban segment LOS = Eastbound B/F, Westbound B/B	2040 No Build volumes with improvements to Wilson Ave and Taft Ave result in the Loveland Urban segment LOS improving from F to C in the eastbound direction during the PM peak hour.	2040 No Build volumes with 6 lanes throughout the Loveland Urban segment result in the Loveland Urban segment LOS improving from F to C in the eastbound direction during the PM peak hour.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves 20%
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 121.2 (AM) and 241.2 (PM)	2040 No Build volumes with improvements to Wilson Ave and Taft Ave reliability results = 128.7 vhd (AM) and 217.5 vhd (PM) <i>Average % change</i> $= \frac{1}{2} * \left(\frac{121.2 - 128.7}{121.2} + \frac{241.2 - 217.5}{241.2} \right) \approx 2\%$	2040 No Build volumes with 6 lanes throughout the Loveland Urban segment reliability results = 87.6 vhd (AM) and 209.9 vhd (PM) <i>Average % change</i> $= \frac{1}{2} * \left(\frac{121.2 - 87.6}{121.2} + \frac{241.2 - 209.9}{241.2} \right) \approx 20\%$
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves 6%
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 1.30 (EB AM), 1.25 (WB AM), 1.55 (EB PM), and 1.36 (WB PM)	2040 No Build volumes with improvements to Wilson Ave and Taft Ave reliability results = 1.27 (EB AM), 1.23 (WB AM), 1.43 (EB PM), and 1.33 (WB PM)	2040 No Build volumes with 6 lanes throughout the Loveland Urban segment reliability results = 1.21 (EB AM), 1.16 (WB AM), 1.42 (EB PM), and 1.36 (WB PM) <i>Average % change</i> $= \frac{1}{4} * \left(\frac{1.30 - 1.21}{1.30} + \frac{1.25 - 1.16}{1.23} + \frac{1.55 - 1.42}{1.55} + \frac{1.36 - 1.36}{1.36} \right) \approx 6\%$

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Arterial
			$\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{1.30 - 1.27}{1.25 - 1.23} \right) \\ & + \frac{1.23}{1.55 - 1.43} \\ & + \frac{1.55}{1.36 - 1.33} \approx 3\% \end{aligned}$	
	<i>Result</i>	No Change	No Change	Improves 7%
Travel Time by segment (percent change from No Action)	<i>Calc. / Reason</i>	2040 No Build travel times from reliability report = 516.2 s (EB AM), 488.6 s (WB AM), 617.4 s (EB PM), and 534.9 s (WB PM)	2040 No Build volumes with improvements to Wilson Ave and Taft Ave reliability results = 504.8 s (EB AM), 481.8 s (WB AM), 569.5 s (EB PM), and 522.9 s (WB PM) $\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{516.2 - 504.8}{488.6 - 481.8} \right) \\ & + \frac{488.6}{617.4 - 569.5} \\ & + \frac{617.4}{534.9 - 522.9} \approx 3\% \end{aligned}$	2040 No Build volumes with 6 lanes throughout the Loveland Urban segment reliability results = 475.4 s (EB AM), 451.2 s (WB AM), 560.4 s (EB PM), and 527.2 s (WB PM) $\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{516.2 - 475.4}{617.4 - 560.4} + \frac{488.6 - 451.2}{534.9 - 527.2} \right) \\ & + \frac{488.6}{617.4} + \frac{488.6}{534.9} \approx 7\% \end{aligned}$

Level 2 Evaluation - Loveland 6 Lane Roadway

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Arterial from Lincoln to Monroe Ave	Add Additional Lanes 8 Lane Arterial West of I-25 to Boise
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No out of direction travel is proposed with this option	No out of direction travel is proposed with this option	No out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change	No Change	Improves from LOS F/F to C/D
	<i>Calc. / Reason</i>	2040 No Build Loveland 6 Lane segment LOS = F/F	2040 No Build volumes with improvements to auxiliary lanes results in the Loveland 6 Lane segment LOS remaining unchanged from No Action.	2040 No Build volumes with 6 lanes from Lincoln to Monroe results in the Loveland 6 Lane segment LOS remaining unchanged from No Action.	2040 No Build volumes with 8 lanes west of I-25 to Boise Ave results in the Loveland 6 Lane segment LOS improving to C/D.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change	No change	Improves 67%
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 957.6 (AM) and 2583.7 (PM)	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Loveland 6 Lane segment = 935.9 vhd (AM) and 2511.0 vhd (PM) $\text{Average \% change} = \frac{1}{2} * \left(\frac{957.6 - 935.9}{957.6} + \frac{2583.7 - 2511.05}{2583.7} \right) \approx 3\%$	2040 No Build volumes with 6 lanes from Lincoln to Monroe reliability results for the Loveland 6 lane segment = 244.3 vhd (AM) and 782.8 vhd (PM) No Action VHD = 250.2 (AM) and 772.3 (PM) $\text{Average \% change} = \frac{1}{2} * \left(\frac{250.2 - 244.3}{250.2} + \frac{772.3 - 782.8}{772.3} \right) \approx 1\%$	2040 No Build volumes with 8 lanes west of I-25 to Boise reliability results for the Loveland 6 lane segment = 203.8 vhd (AM) and 1143.5 vhd (PM) $\text{Average \% change} = \frac{1}{2} * \left(\frac{957.6 - 203.8}{957.6} + \frac{2583.7 - 1143.5}{2583.7} \right) \approx 67\%$
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change	No Change	Improves 64%
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 5.8 (EB AM), 2.1 (WB AM), 10.5 (EB PM), and 6.4 (WB PM)	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Loveland 6 Lane segment = 6.3 (EB AM), 2.1 (WB AM), 11.4 (EB PM), and 6.3 (WB PM)	2040 No Build volumes with 6 lanes from Lincoln to Monroe reliability results for the Loveland 6 lane segment = 2.7 (EB AM), 2.0 (WB AM), 4.8 (EB PM), and 3.0 (WB PM) No Action TTI = 2.7 (EB AM), 2.1 (WB AM), 5.5 (EB PM), and 3.1 (WB PM)	2040 No Build volumes with 8 lanes west of I-25 to Boise reliability results for the Loveland 6 lane segment = 1.5 (EB AM), 1.5 (WB AM), 2.0 (EB PM), and 1.7 (WB PM)

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Arterial from Lincoln to Monroe Ave	Add Additional Lanes 8 Lane Arterial West of I-25 to Boise
			$\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{5.8 - 6.3}{5.8} + \frac{2.1 - 2.1}{2.1} \right) \\ & + \frac{10.5 - 11.4}{10.5} + \frac{6.4 - 6.3}{6.4} \\ & \approx -4\% \end{aligned}$	$\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{2.7 - 2.7}{2.7} \right) \\ & + \frac{2.1 - 2.0}{2.1 - 2.0} \\ & + \frac{2.1}{5.5 - 4.8} \\ & + \frac{5.5}{3.1 - 3.0} \\ & + \frac{3.1}{3.1} \\ & \approx 4\% \end{aligned}$	$\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{5.8 - 1.5}{5.8} \right) \\ & + \frac{2.1 - 1.5}{2.1 - 1.5} \\ & + \frac{2.1}{10.5 - 2.0} \\ & + \frac{10.5}{6.4 - 1.7} \\ & + \frac{6.4}{6.4} \\ & \approx 64\% \end{aligned}$
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves 5%	Improves 64%
	<i>Calc. / Reason</i>	2040 No Build travel times from reliability report = 912.2 s (EB AM), 353.3 s (WB AM), 1642.4 s (EB PM), and 1068.6 s (WB PM)	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Loveland 6 Lane segment = 985.8 s (EB AM), 355.2 s (WB AM), 1789.4 s (EB PM), and 1051.4 s (WB PM) $\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{912.2 - 985.8}{912.2} + \frac{353.3 - 355.28}{353.3} \right) \\ & + \frac{1642.4 - 1789.4}{1642.4} \\ & + \frac{1068.6 - 1051.4}{1068.6} \\ & \approx -4\% \end{aligned}$	2040 No Build volumes with 6 lanes from Lincoln to Monroe reliability results for the Loveland 6 lane segment = 327.6 s (EB AM), 245.6 s (WB AM), 584.7 s (EB PM), and 371.1 s (WB PM) No Action travel times = 330.7 s (EB AM), 254.7 s (WB AM), 672.6 s (EB PM), and 381.5 s (WB PM) $\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{330.7 - 327.6}{330.7} + \frac{254.7 - 245.6}{254.7} \right) \\ & + \frac{672.6 - 584.7}{672.6} + \frac{381.5 - 371.1}{381.5} \\ & \approx 5\% \end{aligned}$	2040 No Build volumes with 8 lanes west of I-25 to Boise reliability results for the Loveland 6 lane segment = 234.1 s (EB AM), 252.1 s (WB AM), 318.3 s (EB PM), and 282.9 s (WB PM) $\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{912.2 - 234.1}{912.2} + \frac{353.3 - 252.1}{353.3} \right) \\ & + \frac{1642.4 - 318.3}{1642.4} \\ & + \frac{1068.6 - 282.9}{1068.6} \\ & \approx 64\% \end{aligned}$

Level 2 Evaluation - Johnstown-Greeley Roadway

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Urban Principal Arterial Expressway
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No out of direction travel is proposed with this option	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change	Improves from F/F to B/C
	<i>Calc. / Reason</i>	2040 No Build Johnstown-Greeley segment LOS = F/F	2040 No Build volumes with improvements to auxiliary lanes results in the Johnstown-Greeley segment LOS remaining unchanged from No Action.	2040 No Build volumes with the Johnstown-Greeley segment as a 6-lane urban principal arterial expressway results in a segment LOS of B/C.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves – saves approximately 9500 vehicle hours of delay per year in the peak hour
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 4781.0 (AM) and 4679.9 (PM)	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Johnstown-Greeley segment = 4736.4 vhd (AM) and 4556.9 vhd (PM) <i>Average % change</i> $= \frac{1}{2} * \left(\frac{4781.0 - 4736.4}{4781.0} + \frac{4679.9 - 4556.9}{4679.9} \right) \approx 2\%$	Urban principal arterial expressways do not result in control delays on the expressway. Therefore, improvement is calculated as the sum of the No Action vehicle hours of delay. $VHD = 4781.0 + 4679.9 \approx 9500$
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves 61%
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 2.9 (EB AM), 2.0 (WB AM), 2.7 (EB PM), and 2.5 (WB PM)	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Johnstown-Greeley segment = 3.0 (EB AM), 1.9 (WB AM), 2.8 (EB PM), and 2.3 (WB PM)	2040 No Build volumes with the Johnstown-Greeley segment as a 6 lane urban principal arterial expressway segment reliability results = 1.07 (EB AM), 0.91 (WB AM), 1.07 (EB PM), and 0.91 (WB PM) <i>Average % change</i> $= \frac{1}{4} * \left(\frac{2.9 - 1.07}{2.9} + \frac{2.0 - 0.91}{2.0} + \frac{2.7 - 1.07}{2.7} + \frac{2.5 - 0.91}{2.5} \right) \approx 61\%$

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Urban Principal Arterial Expressway
			$\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{2.9 - 3.0}{2.9} + \frac{2.0 - 1.9}{2.0} \right. \\ & \left. + \frac{2.7 - 2.8}{2.7} + \frac{2.5 - 2.3}{2.5} \right) \\ & \approx 3\% \end{aligned}$	
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves 66%
	<i>Calc. / Reason</i>	2040 No Build travel times from reliability report = 2184.9 s (EB AM), 1553.0 s (WB AM), 2053.3 s (EB PM), and 1919.4 s (WB PM)	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Johnstown-Greeley segment = 2216.6 s (EB AM), 1491.5 s (WB AM), 2057.9 s (EB PM), and 1768.3 s (WB PM) $\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{2184.9 - 2216.6}{2184.9} + \frac{1553.0 - 1491.5}{1553.0} \right. \\ & \left. + \frac{2053.3 - 2057.9}{2053.3} + \frac{1919.4 - 1768.3}{1919.4} \right) \\ & \approx 3\% \end{aligned}$	2040 No Build volumes with the Johnstown-Greeley segment as a 6-lane urban principal arterial expressway segment reliability results = 648 s (EB AM), 648 s (WB AM), 648 s (EB PM), and 654 s (WB PM) $\begin{aligned} & \text{Average \% change} \\ & = \frac{1}{4} \\ & * \left(\frac{2184.9 - 648}{2184.9} + \frac{1553.0 - 648}{1553.0} \right. \\ & \left. + \frac{2053.3 - 648}{2053.3} + \frac{1919.4 - 654}{1919.4} \right) \\ & \approx 66\% \end{aligned}$

Level 2 Evaluation - Greeley Expressway Roadway

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Urban Principal Arterial Expressway
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No out of direction travel is proposed with this option	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change	Improves from F/F to B/B
	<i>Calc. / Reason</i>	2040 No Build Greeley Expressway segment LOS = F/F	2040 No Build volumes with improvements to auxiliary lanes results in the Greeley Expressway segment LOS remaining unchanged from No Action.	2040 No Build volumes with the Greeley Expressway segment as a 6-lane urban principal arterial expressway results in a segment LOS of B/B.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves – saves approximately 2800 vehicle hours of delay per year in the peak hour
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 5640.1 (AM) and 6614.5 (PM) <i>Note: Greeley Expressway segment spanned multiple traffic models. The values above are a summation of all delays which incorporate the Greeley Expressway segment.</i>	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Greeley Expressway segment = 5564.1 vhd (AM) and 6136.4 vhd (PM) <i>Note: Greeley Expressway segment spanned multiple traffic models. The values above are a summation of all delays which incorporate the Greeley Expressway segment.</i> <i>Average % change</i> $= \frac{1}{2} * \left(\frac{5640.1 - 5564.1}{5564.1} + \frac{6614.5 - 6136.4}{6614.5} \right)$ $\approx 4\%$	Urban principal arterial expressways do not result in control delays on the expressway. Therefore, improvement is calculated as the sum of the No Action vehicle hours of delay. <i>Note: Greeley Expressway segment spanned multiple traffic models. The calculation below is an approximation of the delay only in the Greeley Expressway segment.</i> $VHD = 859.1 + 1934.6 \approx 2800$
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change	Improves 39%
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 2.1 (EB AM), 1.8 (WB AM), 2.1 (EB PM), and 2.9 (WB PM) <i>Note: Greeley</i>	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Greeley Expressway segment = 2.2 (EB AM), 1.8 (WB AM), 2.1 (EB PM), and 3.4 (WB PM) <i>Note: Greeley Expressway segment</i>	2040 No Build volumes with the Greeley Expressway segment as a 6-lane urban principal arterial expressway segment reliability results = 1.07 (EB AM), 1.08 (WB AM), 1.07 (EB PM), and 1.07 (WB PM) <i>Note: Greeley Expressway segment spanned</i>

		No Action	Add / Expand Auxiliary Lanes at Major Intersection	Add Additional Lanes 6 Lane Urban Principal Arterial Expressway
		Expressway segment spanned multiple traffic models. The values above are an average of all TTIs which incorporate the Greeley Expressway segment.	spanned multiple traffic models. The values above are an average of all TTIs which incorporate the Greeley Expressway segment. Average % change $= \frac{1}{4} * \left(\frac{2.1 - 2.2}{2.1 - 2.1} + \frac{1.8 - 1.8}{2.9 - 3.4} + \frac{2.2}{2.1} + \frac{1.8}{2.9} \right) \approx -4\%$	multiple traffic models. The calculation below is an approximation of the TTIs only in the Greeley Expressway segment. Average % change $= \frac{1}{4} * \left(\frac{1.5 - 1.07}{1.5} + \frac{1.5 - 1.08}{1.5} + \frac{1.5 - 1.07}{1.5} + \frac{3.2 - 1.07}{3.2} \right) \approx 39\%$
Travel Time by segment (percent change from No Action)	Result	No Change	No Change	Improves 49%
	Calc. / Reason	2040 No Build travel times from reliability report = 2708.6 s (EB AM), 2082.9 s (WB AM), 2589.9 s (EB PM), and 3028.9 s (WB PM) Note: Greeley Expressway segment spanned multiple traffic models. The values above are a summation of all delays which incorporate the Greeley Expressway segment.	2040 No Build volumes with improvements to auxiliary lanes reliability results for the Greeley Expressway segment = 2745.7 s (EB AM), 2053.3 s (WB AM), 2561.2 s (EB PM), and 3282.4 s (WB PM) Average % change $= \frac{1}{4} * \left(\frac{2708.6 - 2745.7}{2708.6} + \frac{2082.9 - 2053.3}{2082.9} + \frac{2589.9 - 2561.2}{2589.9} + \frac{3028.9 - 3282.4}{3028.9} \right) \approx -2\%$	2040 No Build volumes with the Greeley Expressway segment as a 6-lane urban principal arterial expressway segment reliability results = 300 s (EB AM), 354 s (WB AM), 300 s (EB PM), and 258 s (WB PM) Note: Greeley Expressway segment spanned multiple traffic models. The calculation below is an approximation of the travel times only in the Greeley Expressway segment. Average % change $= \frac{1}{4} * \left(\frac{523.8 - 300}{523.8} + \frac{529.9 - 354}{529.9} + \frac{536.6 - 300}{536.6} + \frac{1109.5 - 258}{1109.5} \right) \approx 49\%$

Level 2 Evaluation - East End Roadway

		No Action	Add Lanes 6 Lane Rural Principal Arterial Expressway
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build East End segment LOS = LOS A/A	No Action is at highest LOS. Therefore, no proposed improvement may increase LOS.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	Improves by 9%
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 11.9 (AM) and 4.7 (PM)	2040 No Build volumes with East End as a 6-lane rural principal arterial expressway segment reliability results = 10.5 vhd (AM) and 4.4 vhd (PM) $\text{Average \% change} = 1/2 * \left(\frac{11.9 - 10.5}{11.9} + \frac{4.7 - 4.4}{4.7} \right) \approx 9\%$
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 0.9 (EB AM), 1.0 (WB AM), 1.0 (EB PM), and 1.0 (WB PM)	2040 No Build volumes with East End as a 6-lane rural principal arterial expressway segment reliability results = 0.9 (EB AM), 1.0 (WB AM), 0.9 (EB PM), and 1.0 (WB PM) $\text{Average \% change} = 1/4 * \left(\frac{0.9 - 0.9}{0.9} + \frac{1.0 - 1.0}{1.0} + \frac{1.0 - 0.9}{1.0} + \frac{1.0 - 1.0}{1.0} \right) \approx 1\%$
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build travel times from reliability report = 303.3 s (EB AM), 391.8 s (WB AM), 309.3 s (EB PM), and 395.6 s (WB PM)	2040 No Build volumes with East End as a 6-lane rural principal arterial expressway segment reliability results = 297.3 s (EB AM), 389.8 s (WB AM), 303.6 s (EB PM), and 392.1 s (WB PM) $\begin{aligned} \text{Average \% change} &= 1/4 \\ &* \left(\frac{303.3 - 297.3}{303.3} + \frac{391.8 - 389.8}{391.8} + \frac{309.3 - 303.6}{309.3} + \frac{395.6 - 392.1}{395.6} \right) \\ &\approx 1\% \end{aligned}$

Level 2 Evaluation - Foothills Access

		No Action	LCR 27 Intersection Improvements EB Left Turn Lane	Glade Road Intersection Improvements Traffic Signal	Rossum to Cascade 2-Way Left Turn Lane	Rossum to Cascade Raised Median
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change	No Change	Increases
	<i>Calc. / Reason</i>	No Action	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.	Potential access restrictions with raised median
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change	Improves from F/F to B/B	No Change	No Change
	<i>Calc. / Reason</i>	No Action	2040 No Build volumes result in an overall intersection LOS of A/A	2040 No Build volumes result in an overall intersection LOS of B/B	Operationally the same as No Action	Operationally the same as No Action
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change	Worsens by 5%	No Change	No change
	<i>Calc. / Reason</i>	No Action	Results in a negligible change in travel time compared to No Action	Using 2040 No Build volumes: $\% \text{ Change} = \frac{527.35 - 551.54}{527.35} \approx -5\%$	Operationally the same as No Action	Operationally the same as No Action

Level 2 Evaluation - Foothills Access

		Roundabout at Rossum	Florida T at Morning Dr	Roundabout at Morning Dr
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	Improves from F/F to B/B	Improves from F/F to A/A	Improves from F/F to B/C
	<i>Calc. / Reason</i>	2040 No Build volumes result in an overall intersection LOS of B/B	2040 No Build volumes result in an overall intersection LOS of A/A	2040 No Build volumes result in an overall intersection LOS of B/C
Travel Time by segment (percent change from No Action)	<i>Result</i>	Worsens by 9%	No Change	Worsens by 11%
	<i>Calc. / Reason</i>	Using 2040 No Build volumes: $\% \text{ Change} = \frac{570.2 - 622.9}{570.2} \approx -9\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{526.02 - 531.13}{526.02} \approx -1\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{526.02 - 585.52}{526.02} \approx -11\%$

Level 2 Evaluation - Loveland Urban Access

		No Action	Wilson Ave Double Left Turn Lanes All Direction with Shared Right/Through Lanes	Taft Ave Double Left Turn Lanes Southbound and Westbound
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Does not affect out of direction travel.	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	2040 No Build Access LOS remains unchanged from No Action at LOS D	2040 No Build Access LOS remains unchanged from No Action at LOS D
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves by 5%	Improves by 17%
	<i>Calc. / Reason</i>	No Action	Using 2040 No Build volumes: $\% \text{ Change} = \frac{688.59 - 653.52}{688.59} \approx 5\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{679.29 - 562.75}{679.29} \approx 17\%$

Level 2 Evaluation - Loveland 6 Lane Access

		No Action	Cleveland Ave / Lincoln Ave (US 287) Intersection Improvements			
			Double Left Turn Lanes	Hourglass Roundabout	Indirect Left Turns	3-Lane Roundabout
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change	Increase	No Change
	<i>Calc. / Reason</i>	No Action	Does not affect out of direction travel.	Does not affect out of direction travel.	Indirect left turns increase out of direction travel at these intersections	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves	No Change	Improves	Improves
	<i>Calc. / Reason</i>	No Action	2040 No Build intersection LOS - Cleveland: Improves from C/F to C/D Lincoln: Improves from C/D to B/D	2040 No Build intersection LOS remains unchanged at LOS F/F	2040 No Build intersection LOS – Cleveland: Improves from C/F to B/B Lincoln: Improves from C/D to B/C	2040 No Build intersection LOS improves from F/F to E/D
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves by 34%	Improves by 47%	Improves by 42%	Improves by 55%
	<i>Calc. / Reason</i>	No Action	Using 2040 No Build volumes: $\% \text{ Change} = \frac{242.4 - 160.9}{242.4} \approx 34\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{828.98 - 439.61}{828.98} \approx 47\%$ Note: PM peak travel times analyzed	Using 2040 No Build volumes: $\% \text{ Change} = \frac{242.4 - 130.4}{242.4} \approx 42\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{828.98 - 373.91}{828.98} \approx 55\%$ Note: PM peak travel times analyzed

Level 2 Evaluation - Johnstown-Greeley Access

		No Action	Larimer Parkway (LCR 3E) Intersection Improvements			
			6 Lanes plus Signal	4 Lanes with Interchange	6 Lanes with Interchange	Indirect Left Turns
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change	No Change	Increase
	<i>Calc. / Reason</i>	No Action	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.	Indirect left turns increase out of direction travel at this intersection
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from E/F to D/C	Improves from E/F to C/D	Improves from E/F to C/C	Improves
	<i>Calc. / Reason</i>	No Action	2040 No Build overall intersection LOS improves from E/F to D/C	2040 No Build worst direction freeway LOS is C/D	2040 No Build worst direction freeway LOS is C/C	Indirect left turns were not explicitly modeled. Eliminating the left turn phase will decrease overall intersection delay and thereby improve LOS.
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves by 19%	Improves by 41%	Improves by 42%	Improves through travel time
	<i>Calc. / Reason</i>	No Action	Using 2040 No Build volumes: $\% \text{ Change} = \frac{751.24 - 604.84}{751.24} \approx 19\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{751.24 - 440.76}{751.24} \approx 41\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{751.24 - 432.58}{751.24} \approx 42\%$	Indirect left turns were not explicitly modeled. Eliminating the left turn phase will decrease overall intersection delay and thereby improve through travel time.

Level 2 Evaluation - Johnstown-Greeley Access

		LCR3 Intersection Improvements			
		6 Lanes plus Signal	4 Lanes with Interchange	6 Lanes with Interchange	Indirect Left Turns
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change	Increase
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.	Indirect left turns increase out of direction travel at this intersection
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from F/F to D/D	Improves from F/F to C/C	Improves
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS remains unchanged from the No Action at F/F	2040 No Build worst direction freeway LOS is D/D	2040 No Build worst direction freeway LOS is C/C	Indirect left turns were not explicitly modeled. Eliminating the left turn phase will decrease overall intersection delay and thereby improve LOS.
Travel Time by segment (percent change from No Action)	<i>Result</i>	Improves by 31%	Improves by 81%	Improves by 81%	No change
	<i>Calc. / Reason</i>	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1775.47 - 1232.49}{1775.47} \approx 31\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1775.47 - 344.66}{1775.47} \approx 81\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1775.47 - 338.80}{1775.47} \approx 81\%$	Indirect left turns were not explicitly modeled. Eliminating the left turn phase will not have a significant affect on the through movement delay at this intersection.

Level 2 Evaluation - Johnstown-Greeley Access

		WCR 13 Intersection Improvements			
		6 Lanes plus Signal	4 Lanes with Interchange	4 Lane interchange and realignment of WCR 13	6 Lanes with Interchange
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	Improves from D/C to C/C	No Change	No Change	Improves from D/C to C/C
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS improves from D/C to C/C	2040 No Build worst direction freeway LOS is D/C, which is the same as the No Action overall intersection LOS	2040 No Build worst direction freeway LOS is D/C, which is the same as the No Action overall intersection LOS	2040 No Build worst direction freeway LOS is C/C
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves by 19%	Improves by 19%	Improves by 21%
	<i>Calc. / Reason</i>	Using 2040 No Build volumes: $\% \text{ Change} = \frac{819.52 - 810.93}{819.52} \approx 1\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{819.52 - 662.96}{819.52} \approx 19\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{819.52 - 662.96}{819.52} \approx 19\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{819.52 - 650.81}{819.52} \approx 21\%$

Level 2 Evaluation - Johnstown-Greeley Access

		WCR 15 Intersection Improvements	
		3/4 Movement	Indirect Lefts
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	Increase	Increase
	<i>Calc. / Reason</i>	3/4 movement access control increases out of direction travel at this intersection	Indirect left turns increase out of direction travel at this intersection
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS remains unchanged from the No Action at F/F	Indirect left turns were not explicitly modeled. Eliminating left turns at this intersection will implicitly improve the overall intersection LOS.
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	Using 2040 No Build volumes: $\% \text{ Change} = \frac{466.1 - 463.84}{466.1} \approx 0\%$	Indirect left turns were not explicitly modeled. Eliminating left turns at this intersection will not have a significant effect on the through movement delay at this intersection.

Level 2 Evaluation - Johnstown-Greeley Access

		WCR 17 Intersection Improvements		
		6 Lane plus Signal	4 Lanes with Interchange	6 Lane with Interchange
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	Improves from F/F to C/F	Improves from F/F to C/D	Improves from F/F to B/C
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS improves from F/F to C/F	2040 No Build worst direction freeway LOS is C/D	2040 No Build worst direction freeway LOS is B/C
Travel Time by segment (percent change from No Action)	<i>Result</i>	Improves by 61%	Improves by 69%	Improves by 70%
	<i>Calc. / Reason</i>	Using 2040 No Build volumes: $\% \text{ Change} = \frac{3520.91 - 1378.01}{3520.91} \approx 61\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{3520.91 - 1084.56}{3520.91} \approx 69\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{3520.91 - 1072.77}{3520.91} \approx 70\%$

Level 2 Evaluation - Johnstown-Greeley Access

		WCR 19/SH 257 Intersection Improvements	US 34 Business Intersection Improvements
		No Changes to WCR 19, Signalize SH 257 Ramps	Widen WB US 34 Business on Ramp (2 Lane)
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	Signalizing SH 257 ramps will have no effect on the operations of US 34.	2040 No Build Ramp LOS during the worst peak hour (AM) remains unchanged from No Action at LOS D
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	Signalizing SH 257 ramps will have no effect on the travel times along US 34.	Using 2040 No Build volumes: $\% \text{ Change in Ramp Junction Speed} = \frac{S_{1 \text{ Lane}} - S_{2 \text{ Lane}}}{S_{1 \text{ Lane}}}$ $= \frac{58.0 - 59.4}{58.0} \approx 2\%$

Level 2 Evaluation - Greeley Expressway Access

		No Action	Promontory Parkway Intersection Improvements				
			6-Lane plus Signal	4-Lane with SPUI Interchange	4-Lane with Diamond Interchange	6-Lane with SPUI Interchange	6-Lane with Diamond Interchange
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Does not affect out of direction travel.	Does not affect out of direction travel.	Indirect left turns increase out of direction travel at these intersections		Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from B/C to A/C	Worsens from B/C to C/C	Worsens from B/C to C/C	Improves from B/C to B/B	Improves from B/C to B/B
	<i>Calc. / Reason</i>	No Action	2040 No Build overall intersection LOS improves from LOS B/C to A/C	2040 No Build worst direction freeway LOS is C/C, which is worse than the No Action overall intersection LOS of B/C	2040 No Build worst direction freeway LOS is C/C, which is worse than the No Action overall intersection LOS of B/C	2040 No Build worst direction freeway LOS is B/B, which is an improvement from the No Action overall intersection LOS of B/C	2040 No Build worst direction freeway LOS is B/B, which is an improvement from the No Action overall intersection LOS of B/C
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves by 16%	Improves by 31%	Improves by 31%	Improves by 32%	Improves by 32%
	<i>Calc. / Reason</i>	No Action	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1639.57 - 1377.16}{1639.57} \approx 16\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1639.57 - 1125.91}{1639.57} \approx 31\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1639.57 - 1125.91}{1639.57} \approx 31\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1639.57 - 1114.95}{1639.57} \approx 32\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1639.57 - 1114.95}{1639.57} \approx 32\%$

Level 2 Evaluation - Greeley Expressway Access

		95 th Ave Intersection Improvements	
		3/4 Movement	Indirect Lefts
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	Increase	Increase
	<i>Calc. / Reason</i>	3/4 movement access control increases out of direction travel at this intersection	Indirect left turns increase out of direction travel at this intersection
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS remains unchanged from the No Action at F/F	Indirect left turns were not explicitly modeled. Eliminating left turns at this intersection will implicitly improve the overall intersection LOS.
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No change
	<i>Calc. / Reason</i>	Eastbound and westbound traffic have dedicated left turn lanes, therefore through traffic travel times along US 34 will be unaffected by this option.	Indirect left turns were not explicitly modeled. Eliminating left turns at this intersection will not have a significant effect on the through movement delay at this intersection.

Level 2 Evaluation - Greeley Expressway Access

		83 rd Ave Intersection Improvements		
		6 Lane plus Signal	4 Lanes with Interchange	6 Lane with Interchange
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from F/F to C/D	Improves from F/F to B/C
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS remains unchanged from the No Action at F/F	2040 No Build worst direction freeway LOS is C/D	2040 No Build worst direction freeway LOS is B/C
Travel Time by segment (percent change from No Action)	<i>Result</i>	Improves by 21%	Improves by 65%	Improves by 65%
	<i>Calc. / Reason</i>	Using 2040 No Build volumes: $\% \text{ Change} = \frac{2407.02 - 1912.74}{2407.02} \approx 21\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{2407.02 - 850.43}{2407.02} \approx 65\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{2407.02 - 841.31}{2407.02} \approx 65\%$

Level 2 Evaluation - Greeley Expressway Access

		71 st Ave / 65 th Ave Intersection Improvements				
		Indirect Lefts	71 st : 3/4 Movement 65 th : 6-Lane plus Signal	71 st : 3/4 Movement 65 th : SPUI	71 st : SPUI 65 th : Overpass	Split Interchange
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	Increase	No Change	No Change	Increase	Increase
	<i>Calc. / Reason</i>	Indirect left turns increase out of direction travel at this intersection	Does not affect out of direction travel.	Does not affect out of direction travel.	No direct access to US-34 from 65 th Ave will increase out of direction travel at this location.	Limited direct access to US-34 from 65 th Ave will increase out of direction travel at this location.
Level of Service (LOS) (change from No Action)	<i>Result</i>	Improves	No Change	No Change	Improves	Improves
	<i>Calc. / Reason</i>	Indirect left turns were not explicitly modeled. Eliminating left turns at these intersections will implicitly improve the overall intersection LOS.	2040 No Build overall intersection LOS remains unchanged from the No Action at F/F	2040 No Build worst direction freeway LOS is C/C at 65 th , which is better than the No Action overall intersection LOS of F/F at 65 th	2040 No Build worst direction freeway LOS is C/C at 71 st and 65 th , which is better than the No Action overall intersection LOS of F/F at 71 st and 65 th	2040 No Build worst direction freeway LOS is C/C at 71 st and 65 th , which is better than the No Action overall intersection LOS of F/F at 71 st and 65 th
Travel Time by segment (percent change from No Action)	<i>Result</i>	Improves	Improves by 54%	Improves by 70%	Improves by 70%	Improves by 70%
	<i>Calc. / Reason</i>	Indirect left turns were not explicitly modeled. Eliminating the left turn phase at 65 th will decrease overall intersection delay and thereby improve through travel time.	Using 2040 No Build volumes: $\% \text{ Change} = \frac{2459.25 - 1165.55}{2459.25}$ ≈ 54%	Using 2040 No Build volumes: $\% \text{ Change} = \frac{2459.25 - 769.55}{2459.25}$ ≈ 70%	Using 2040 No Build volumes: $\% \text{ Change} = \frac{2459.25 - 769.55}{2459.25}$ ≈ 70%	Using 2040 No Build volumes: $\% \text{ Change} = \frac{2459.25 - 769.55}{2459.25}$ ≈ 70%

Level 2 Evaluation - Greeley Expressway Access

		47 th Ave Intersection Improvements		35 th Ave Intersection Improvements	
		6 Lane plus Signal	4 Lanes with Interchange	6 Lane plus Signal	4 Lanes with Interchange
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.	Does not affect out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	Improves from LOS E/F to E/E	Improves from LOS E/F to C/C	No Change (LOS D/F)	Improves from LOS D/F to C/C
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS improves from LOS E/F to E/E	2040 No Build worst direction freeway LOS is C/C, which is an improvement from the No Action overall intersection LOS of E/F	2040 No Build overall intersection LOS remains unchanged from the No Action at D/F	2040 No Build worst direction freeway LOS is C/C, which is an improvement from the No Action overall intersection LOS of D/F
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves by 30%	Improves by 38%	Improves by 61%
	<i>Calc. / Reason</i>	Using 2040 No Build volumes: $\% \text{ Change} = \frac{970.61 - 945.72}{970.61} \approx 3\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{970.61 - 681.16}{970.61} \approx 30\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1715.4 - 1071.72}{1715.4} \approx 38\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1715.4 - 675.43}{1715.4} \approx 61\%$

Level 2 Evaluation - Greeley Expressway Access

		23 rd Ave Intersection Improvements	17 th Ave Intersection Improvements	
		Minor Changes	3 rd EB, Channelized T	Overpass
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	No Change	Increase
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Does not affect out of direction travel.	No direct access to US-34 from 17 th Ave will increase out of direction travel at this location.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from LOS F/F to D/E	Improves from LOS F/F to B/B
	<i>Calc. / Reason</i>	2040 No Build overall intersection LOS remains unchanged from the No Action at F/F	2040 No Build overall intersection LOS improves from LOS F/F to D/E	2040 No Build worst direction freeway LOS is B/B, which is an improvement from the No Action overall intersection LOS of F/F
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves 30%	Improves 44%
	<i>Calc. / Reason</i>	Minor changes will have a negligible effect on the travel times along US 34.	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1078.79 - 760.0}{1078.79} \approx 30\%$	Using 2040 No Build volumes: $\% \text{ Change} = \frac{1145.71 - 641.12}{1145.71} \approx 44\%$

Level 2 Evaluation - East End Access

		No Action	27 th /28 th Street (Frontage Rd) Intersection Improvements	WCR 45 Intersection Improvements	
			3/4 Movement	Realign Intersection	Right-in / Right-out
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	Increase	No Change	Increase
	<i>Calc. / Reason</i>	No Action	Limited access to US-34 from this intersection will increase out of direction travel at this location.	Does not affect out of direction travel.	Limited access to US-34 from WCR 45 will increase out of direction travel at this location.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves	No Change	No Change
	<i>Calc. / Reason</i>	No Action	3/4 movement was not explicitly modeled. Eliminating left turns from Frontage Rd to US 34 will implicitly improve the overall intersection LOS.	Realigning this intersection will not significantly change the overall intersection LOS	Right-in Right-out was not explicitly modeled. Restricting access to US 34 will not have a significant effect on overall intersection LOS at this intersection.
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Eastbound and westbound traffic have dedicated left turn lanes, therefore through traffic travel times along US 34 will be unaffected by this option.	Realigning this intersection will not significantly change the travel times along US 34.	A dedicated westbound left turn lane already exists at this intersection. Therefore, further access restriction via right-in right-out will not have a significant effect on the through travel times along US 34.

Level 2 Evaluation - East End Access

		US 34 Business	WCR 45.5 Intersection Improvements	WCR 47 Intersection Improvements	WCR 47.5 Intersection Improvements
		Signalization	3/4 Movement	3/4 Movement	3/4 Movement
Change in Vehicle Miles Traveled (qual.)	<i>Result</i>	No Change	Increase	Increase	Increase
	<i>Calc. / Reason</i>	Does not affect out of direction travel.	Limited access to US-34 from WCR 45.5 will increase out of direction travel at this location.	Limited access to US-34 from WCR 47 will increase out of direction travel at this location.	Limited access to US-34 from WCR 47.5 will increase out of direction travel at this location.
Level of Service (LOS) (change from No Action)	<i>Result</i>	Improves	Improves	Improves	Improves
	<i>Calc. / Reason</i>	Signalizing this intersection will decrease the amount of delay experienced on US 34 Business, which will improve the overall intersection LOS	3/4 movement was not explicitly modeled. Eliminating left turns from WCR 45.5 to US 34 will implicitly improve the overall intersection LOS.	3/4 movement was not explicitly modeled. Eliminating left turns from WCR 47 to US 34 will implicitly improve the overall intersection LOS.	3/4 movement was not explicitly modeled. Eliminating left turns from WCR 47.5 to US 34 will implicitly improve the overall intersection LOS.
Travel Time by segment (percent change from No Action)	<i>Result</i>	Worsens	No Change	No Change	No Change
	<i>Calc. / Reason</i>	Signalizing this intersection will cause through delay on US 34, which will therefore increase through travel times.	Westbound traffic has a dedicated left turn lane, therefore through traffic travel times along US 34 will be unaffected by this option.	Westbound traffic has a dedicated left turn lane and eastbound left turns are very infrequent, therefore through traffic travel times along US 34 will be unaffected by this option.	Eastbound traffic has a dedicated left turn lane, therefore through traffic travel times along US 34 will be unaffected by this option.

LEVEL 3 EVALUATION CALCULATIONS EXPLAINED

Level 3 Evaluation - Foothills

		No Action	Alternative 1 2-lane cross section with added or expanded auxiliary lanes at intersection and modifications to shoulders
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build Foothills segment LOS = LOS A	No Action is at highest LOS. Therefore, no proposed improvement may increase LOS.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Results in only a very minor change in vehicle hours of delay for the entire Foothills segment when compared to the No Action
Effect on parallel roads (ADT)	<i>Result</i>	Neutral	Neutral
	<i>Calc. / Reason</i>	No Action	North Front Range MPO model indicates the ADT on parallel roads is unaffected
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Results in only a very minor change in TTI for the entire Foothills segment when compared to the No Action
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	No Action	Results in only a very minor change in travel time for the entire Foothills segment when compared to the No Action

Level 3 Evaluation - Loveland Urban

		No Action	Alternative 1 4-lane cross section with intersections
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build Foothills segment LOS = LOS B/F	2040 Build volumes with improvements to Wilson Ave and Taft Ave result in the Loveland Urban segment LOS improving from F to C in the eastbound direction during the PM peak hour.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 121.2 (AM) and 241.2 (PM)	2040 Build volumes with improvements to Wilson Ave and Taft Ave reliability results = 121.6 vhd (AM) and 237.5 vhd (PM) $\text{Average \% change} = \frac{1}{2} * \left(\frac{121.2 - 141.6}{121.2} + \frac{241.2 - 237.5}{241.2} \right) \approx -8\%$ A value of less than zero indicates the average VHD in the alternative scenario is greater than the No Action. However, the increase in VHD is primarily due to the increased Build volumes used in this alternative. It is unlikely that the improvements made in this alternative would in fact increase delay. Therefore, result is reported as "No Change."
Effect on parallel roads (ADT)	<i>Result</i>	Neutral	Neutral
	<i>Calc. / Reason</i>	No Action	North Front Range MPO model indicates the ADT on parallel roads is unaffected
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 1.30 (EB AM), 1.25 (WB AM), 1.55 (EB PM), and 1.36 (WB PM)	2040 Build volumes with improvements to Wilson Ave and Taft Ave reliability results = 1.30 (EB AM), 1.26 (WB AM), 1.44 (EB PM), and 1.36 (WB PM) $\text{Average \% change} = \frac{1}{4} * \left(\frac{1.30 - 1.30}{1.30} + \frac{1.25 - 1.26}{1.23} + \frac{1.55 - 1.44}{1.55} + \frac{1.36 - 1.36}{1.36} \right) \approx 2\%$
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build travel times from reliability report = 516.2 s (EB AM), 488.6 s (WB AM), 617.4 s (EB PM), and 534.9 s (WB PM)	2040 Build volumes with improvements to Wilson Ave and Taft Ave reliability results = 515.4 s (EB AM), 494.6 s (WB AM), 574.0 s (EB PM), and 531.1 s (WB PM) $\text{Average \% change} = \frac{1}{4} * \left(\frac{516.2 - 515.4}{516.2} + \frac{488.6 - 494.6}{488.6} + \frac{617.4 - 574.0}{617.4} + \frac{534.9 - 531.1}{534.9} \right) \approx 2\%$

Level 3 Evaluation - Loveland 6 Lane

		No Action	Alternative 1 6-lane cross section with intersections
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build Loveland 6 Lane segment LOS = F/F	2040 Build volumes with additional lanes from Lincoln to Monroe and double left turns lanes at Cleveland Ave / Lincoln Ave results in the Loveland 6 Lane segment LOS remaining unchanged from No Action.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	Improves by 5%
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 1207.8 (AM) and 3356.0 (PM)	2040 Build volumes with additional lanes from Lincoln to Monroe and double left turns lanes at Cleveland Ave / Lincoln Ave Loveland 6 Lane segment reliability results = 1221.0 vhd (AM) and 2971.3 vhd (PM) $\text{Average \% change} = \frac{1}{2} * \left(\frac{1207.8 - 1221.0}{1207.8} + \frac{3356.0 - 2971.3}{2971.3} \right) \approx 5\%$
Effect on parallel roads (ADT)	<i>Result</i>	Neutral	Neutral
	<i>Calc. / Reason</i>	No Action	North Front Range MPO model indicates the ADT on parallel roads is unaffected
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	Improves by 9%
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 4.3 (EB AM), 2.1 (WB AM), 8.0 (EB PM), and 4.8 (WB PM)	2040 Build volumes with additional lanes from Lincoln to Monroe and double left turns lanes at Cleveland Ave / Lincoln Ave Loveland 6 Lane segment reliability results = 4.2 (EB AM), 2.1 (WB AM), 6.9 (EB PM), and 3.7 (WB PM) $\text{Average \% change} = \frac{1}{4} * \left(\frac{4.3 - 4.2}{4.3} + \frac{2.1 - 2.1}{2.1} + \frac{8.0 - 6.9}{8.0} + \frac{4.8 - 3.7}{4.8} \right) \approx 9\%$
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	Improves by 9%
	<i>Calc. / Reason</i>	2040 No Build travel times from reliability report = 1242.9 s (EB AM), 608.0 s (WB AM), 2315.0 s (EB PM), and 1450.1 s (WB PM)	2040 Build volumes with additional lanes from Lincoln to Monroe and double left turns lanes at Cleveland Ave / Lincoln Ave Loveland 6 Lane segment reliability results = 1235.8 s (EB AM), 609.3 s (WB AM), 2041.6 s (EB PM), and 1131.4 s (WB PM) $\begin{aligned} \text{Average \% change} &= \frac{1}{4} \\ &* \left(\frac{1242.9 - 1235.8}{1242.9} + \frac{608.0 - 609.3}{608.0} + \frac{2315.0 - 2041.6}{2315.0} + \frac{1450.1 - 1131.4}{1450.1} \right) \\ &\approx 9\% \end{aligned}$

Level 3 Evaluation - Johnstown-Greeley

		No Action	Alternative 1 4-lane cross section with interchanges	Alternative 2 6-lane cross section with interchanges
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No significant out of direction travel is proposed with this option	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from LOS F/F to C/D	Improves from LOS F/F to B/C
	<i>Calc. / Reason</i>	2040 No Build Johnstown-Greeley segment LOS = F/F	2040 Build volumes with the Johnstown-Greeley segment as a 4-lane urban principal arterial expressway results in a segment LOS of C/D.	2040 Build volumes with the Johnstown-Greeley segment as a 6-lane urban principal arterial expressway results in a segment LOS of B/C.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	Improves	Improves
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 4781.0 (AM) and 4679.9 (PM)	Urban principal arterial expressways do not result in control delays on the expressway. Therefore, improvement is calculated as the sum of the No Action vehicle hours of delay. $VHD = 4781.0 + 4679.9 \approx 9500$	Urban principal arterial expressways do not result in control delays on the expressway. Therefore, improvement is calculated as the sum of the No Action vehicle hours of delay. $VHD = 4781.0 + 4679.9 \approx 9500$
Effect on parallel roads (ADT)	<i>Result</i>	Neutral	Neutral	Improves
	<i>Calc. / Reason</i>	No Action	North Front Range MPO model indicates the ADT on parallel roads is unaffected	North Front Range MPO model indicates the ADT on parallel routes is improved (reduced).
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	Improves by 60%	Improves by 61%
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 2.9 (EB AM), 2.0 (WB AM), 2.7 (EB PM), and 2.5 (WB PM)	2040 Build volumes with the Johnstown-Greeley segment as a 4-lane urban principal arterial expressway reliability results = 1.1 (EB AM), 0.9 (WB AM), 1.1 (EB PM), and 0.9 (WB PM) <i>Average % change</i> $= \frac{1}{4} * \left(\frac{2.9 - 1.1}{2.9} + \frac{2.0 - 0.9}{2.0} + \frac{2.7 - 1.1}{2.7} + \frac{2.5 - 0.9}{2.5} \right) \approx 60\%$	2040 Build volumes with the Johnstown-Greeley segment as a 6-lane urban principal arterial expressway reliability results = 1.07 (EB AM), 0.91 (WB AM), 1.07 (EB PM), and 0.91 (WB PM) <i>Average % change</i> $= \frac{1}{4} * \left(\frac{2.9 - 1.07}{2.9} + \frac{2.0 - 0.91}{2.0} + \frac{2.7 - 1.07}{2.7} + \frac{2.5 - 0.91}{2.5} \right) \approx 61\%$
Travel Time by segment	<i>Result</i>	No Change	Improves by 64%	Improves by 65%
	<i>Calc. /</i>	2040 No Build travel	2040 Build volumes with the Johnstown-	2040 Build volumes with the Johnstown-Greeley

(percent change from No Action)	<i>Reason</i>	No Action	Alternative 1 4-lane cross section with interchanges	Alternative 2 6-lane cross section with interchanges
		times from reliability report = 2184.9 s (EB AM), 1553.0 s (WB AM), 2053.3 s (EB PM), and 1919.4 s (WB PM)	Greeley segment as a 4-lane urban principal arterial expressway reliability results = 648 s (EB AM), 666 s (WB AM), 696 s (EB PM), and 714 s (WB PM) <i>Average % change</i> $= \frac{1}{4} \left(\frac{2184.9 - 648}{2184.9} + \frac{1553.0 - 666}{1553.0} + \frac{2053.3 - 696}{2053.3} + \frac{1919.4 - 714}{1919.4} \right) \approx 64\%$	segment as a 6-lane urban principal arterial expressway reliability results = 648 s (EB AM), 642 s (WB AM), 648 s (EB PM), and 702 s (WB PM) <i>Average % change</i> $= \frac{1}{4} \left(\frac{2184.9 - 648}{2184.9} + \frac{1553.0 - 642}{1553.0} + \frac{2053.3 - 648}{2053.3} + \frac{1919.4 - 702}{1919.4} \right) \approx 65\%$

Level 3 Evaluation - Greeley Expressway

		No Action	Alternative 1 4-lane cross section with interchanges	Alternative 2 6-lane cross section with interchanges
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	No Change	No Change
	<i>Calc. / Reason</i>	No Action	No significant out of direction travel is proposed with this option	No significant out of direction travel is proposed with this option
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	Improves from LOS F/F to C/C	Improves from LOS F/F to B/B
	<i>Calc. / Reason</i>	2040 No Build Greeley Expressway segment LOS = F/F	2040 Build volumes with the Greeley Expressway segment as a 4-lane urban principal arterial expressway results in a segment LOS of C/C.	2040 Build volumes with the Greeley Expressway segment as a 6-lane urban principal arterial expressway results in a segment LOS of B/B.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	Improves	Improves
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 859.1 (AM) and 1934.6 (PM)	Urban principal arterial expressways do not result in control delays on the expressway. Therefore, improvement is calculated as the sum of the No Action vehicle hours of delay. $VHD = 859.1 + 1934.6 \approx 2800$	Urban principal arterial expressways do not result in control delays on the expressway. Therefore, improvement is calculated as the sum of the No Action vehicle hours of delay. $VHD = 859.1 + 1934.6 \approx 2800$
Effect on parallel roads (ADT)	<i>Result</i>	Neutral	Neutral	Improves
	<i>Calc. / Reason</i>	No Action	North Front Range MPO model indicates the ADT on parallel roads is unaffected	North Front Range MPO model indicates the ADT on parallel routes is improved (reduced).
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	Improves by 39%	Improves by 39%
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 1.5 (EB AM), 1.5 (WB AM), 1.5 (EB PM), and 3.2 (WB PM)	2040 Build volumes with the Johnstown-Greeley segment as a 4-lane urban principal arterial expressway reliability results = 1.1 (EB AM), 1.1 (WB AM), 1.1 (EB PM), and 1.1 (WB PM) <i>Average % change</i> $= \frac{1}{4} * \left(\frac{1.5 - 1.1}{1.5} + \frac{1.5 - 1.1}{1.5} + \frac{1.5 - 1.1}{1.5} + \frac{3.2 - 1.1}{3.2} \right) \approx 39\%$	2040 Build volumes with the Johnstown-Greeley segment as a 6-lane urban principal arterial expressway reliability results = 1.1 (EB AM), 1.1 (WB AM), 1.1 (EB PM), and 1.1 (WB PM) <i>Average % change</i> $= \frac{1}{4} * \left(\frac{1.5 - 1.1}{1.5} + \frac{1.5 - 1.1}{1.5} + \frac{1.5 - 1.1}{1.5} + \frac{3.2 - 1.1}{3.2} \right) \approx 39\%$
Travel Time by segment	<i>Result</i>	No Change	Improves by 49%	Improves by 49%
	<i>Calc. /</i>	2040 No Build travel	2040 Build volumes with the Greeley	2040 Build volumes with the Greeley

(percent change from No Action)	<i>Reason</i>	No Action	Alternative 1 4-lane cross section with interchanges	Alternative 2 6-lane cross section with interchanges
		times from reliability report = 523.8 s (EB AM), 529.9 s (WB AM), 536.6 s (EB PM), and 1109.5 s (WB PM)	Expressway segment as a 4-lane urban principal arterial expressway reliability results = 300 s (EB AM), 354 s (WB AM), 300 s (EB PM), and 258 s (WB PM) <i>Average % change</i> $= \frac{1}{4} \left(\frac{523.8 - 300}{523.8} + \frac{529.9 - 354}{529.9} + \frac{536.6 - 300}{536.6} + \frac{1109.5 - 258}{1109.5} \right) \approx 49\%$	Expressway segment as a 6-lane urban principal arterial expressway reliability results = 300 s (EB AM), 354 s (WB AM), 300 s (EB PM), and 258 s (WB PM) <i>Average % change</i> $= \frac{1}{4} \left(\frac{523.8 - 300}{523.8} + \frac{529.9 - 354}{529.9} + \frac{536.6 - 300}{536.6} + \frac{1109.5 - 258}{1109.5} \right) \approx 49\%$

Level 3 Evaluation - East End

		No Action	Alternative 1 4-lane cross section with intersections
Change in Vehicle Miles Traveled (qualitative)	<i>Result</i>	No Change	Increase
	<i>Calc. / Reason</i>	No Action	3/4 movements at 27 th /28 th St (Frontage Rd), WCR 45.5, WCR 47, WCR 47.5 and right in right out at WCR 45 may qualitatively increase out of direction travel.
Level of Service (LOS) (change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build East End segment LOS = LOS A/A	No Action is at highest LOS. Therefore, no proposed improvement may increase LOS.
Vehicle Hours of Delay (VHD) (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build vehicle hours of delay from reliability report = 11.9 (AM) and 4.7 (PM)	2040 Build volumes with access control improvements and a signal at US-34 Business East End segment reliability results = 11.5 vhd (AM) and 4.7 vhd (PM) $Average \% change = 1/2 * \left(\frac{11.9 - 11.5}{11.9} + \frac{4.7 - 4.7}{4.7} \right) \approx 2\%$
Effect on parallel roads (ADT)	<i>Result</i>	Neutral	Neutral
	<i>Calc. / Reason</i>	No Action	North Front Range MPO model indicates the ADT on parallel roads is unaffected
Travel Time Index (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build mean TTIs from reliability report = 0.9 (EB AM), 1.0 (WB AM), 1.0 (EB PM), and 1.0 (WB PM)	2040 Build volumes with access control improvements and a signal at US-34 Business East End segment reliability results = 0.9 (EB AM), 1.0 (WB AM), 1.0 (EB PM), and 1.0 (WB PM) $Average \% change = 1/4 * \left(\frac{0.9 - 0.9}{0.9} + \frac{1.0 - 1.0}{1.0} + \frac{1.0 - 1.0}{1.0} + \frac{1.0 - 1.0}{1.0} \right) \approx 0\%$
Travel Time by segment (percent change from No Action)	<i>Result</i>	No Change	No Change
	<i>Calc. / Reason</i>	2040 No Build travel times from reliability report = 303.3 s (EB AM), 391.8 s (WB AM), 309.3 s (EB PM), and 395.6 s (WB PM)	2040 Build volumes with access control improvements and a signal at US-34 Business East End segment reliability results = 303.0 s (EB AM), 391.9 s (WB AM), 309.1 s (EB PM), and 395.8 s (WB PM) $Average \% change = 1/4 * \left(\frac{303.3 - 303.0}{303.3} + \frac{391.8 - 391.9}{391.8} + \frac{309.3 - 309.1}{309.3} + \frac{395.6 - 395.8}{395.6} \right) \approx 0\%$

Appendix F-Intergovernmental Agreement & ACP Table

**INTERGOVERNMENTAL AGREEMENT
AMONG
THE CITY OF LOVELAND,
THE COUNTY OF LARIMER,
AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION**

THIS AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as of the date defined below by and among the City of Loveland and the County of Larimer (hereinafter referred to collectively as the "City and County"), and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies."

RECITALS:

WHEREAS, The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own; and

WHEREAS, Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction; and

WHEREAS, The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic without compromising pedestrian and alternative modes of transportation circulation, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and

WHEREAS, The Agencies desire to provide for the coordinated regulation of vehicular access for the section of United States Highway 34 between M.P. 85.50 and M.P. 96.03 (approximately Larimer County Road 27 to Interstate 25) (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies; and

WHEREAS, The Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, vehicle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits; and

WHEREAS, The Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes recited above; and

WHEREAS, The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. The Access Control Plan dated March 2019 for the Segment (hereinafter referred to as the "Access Control Plan") is attached hereto as Exhibit A and incorporated herein.

2. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the "Access Law") and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code.
3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to affect such action.
4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies having jurisdiction.
5. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
6. This Agreement supersedes and controls all prior written, oral agreements, and representations of the Agencies and constitutes the whole agreement between them with respect to regulating vehicular access to the Segment. No additional or different oral representation, promise or agreement shall be binding on either Agency. This agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. Upon thirty-day notice, any party to this Agreement may withdraw from the Agreement in writing, without consent of the other party. To the extent the Access Control Plan, attached as Exhibit A to this Agreement, is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached Exhibit A so long as the amendment to the Access Control Plan is executed in writing and amended in accord with the Access Law and Access Code. The Access Control Plan Amendment Process has been included in Exhibit B. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.
7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, however, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body, director, and if required, state controller. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.
8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.

9. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
10. No portion of this Agreement shall be deemed to constitute a waiver, express or implied, of any of the immunities, rights, benefits, protections or other provisions of the Colorado Governmental Immunity Act, C.R.S. Section 24-10-101, et. seq. Nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.
11. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.
12. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one original Agreement. Facsimile signature shall be as effective as an original signature.
13. Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year last above written.

City of Loveland, Colorado

ATTEST:

Mayor, City of Loveland

City Clerk

APPROVED AS TO FORM:

City Attorney Date

County of Larimer, Colorado

ATTEST:

Commissioner, County of Larimer

County Clerk Date

APPROVED AS TO FORM:

County Attorney Date

**State of Colorado
Department of Transportation**

Chief Engineer Date

CONCUR:

Regional Transportation Director Date

“EXHIBIT – A”
UNITED STATES HIGHWAY 34
MP 85.50-MP 96.03
ACCESS CONTROL PLAN
March 2019

City of Loveland, Larimer County, and the State of Colorado Department of Transportation

I. PURPOSE

The purpose of this Access Control Plan (ACP) is to provide the Agencies with a comprehensive roadway access control plan for the pertinent segment of United States Highway 34 between MP 85.50 and MP 96.03 (approximately Larimer County Road 27 to Interstate 25.)

II. AUTHORITY

The development of this Access Control Plan was completed pursuant to the requirements of the Access Code, Section 2.12, and adopted by the attached Agreement.

III. RESPONSIBILITIES

It is the responsibility of each of the Agencies to this Agreement to ensure that vehicular access to the Segment shall only be in conformance with this Agreement. The cost of access improvements, closures and modifications shall be determined pursuant to section 43-2-147(6) C.R.S., the Agreement, and this Access Control Plan. All access construction shall be consistent with the design criteria and specifications of the Access Code.

IV. EXISTING AND FUTURE ACCESS

- A. The attached table provides a listing of each existing and future access point in the Segment. For each access point the following information is provided: location, description of the current access status, the future configuration (Access Plan), and the condition(s) for change. All access points along United States Highway 34 are defined by the approximate Department reference point (in hundredths of a mile) based on CDOT Highway Segment Description Milepost for United States Highway 34 at US 287C MP 92.01. All access points are located at the approximate centerline of the access (+/- 50 feet) unless otherwise noted in the Access Control Plan and associated tables. Exhibits graphically illustrating the Access Plan are attached for reference. In case of discrepancy, the Access Control Plan Table takes precedence.
- B. All highway design and construction will be based on the assumption that the Segment will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

V. ACCESS MODIFICATION

Any proposed access modification including but not limited to an addition must be in compliance with this Agreement and the current Access Code design standards unless the Agency or Agencies having jurisdiction approves a design waiver under the waiver subsection of the Code.

Any access described in this section, which requires changes or closure as part of this Agreement or if significant public safety concerns develop, including but not limited to, when traffic operations have deteriorated, a documented accident history pattern has occurred, or when consistent complaints are received, may be closed, relocated, or consolidated, or turning movements may be restricted, or the access may be brought into conformance with this Access Control Plan, when a formal written request documenting reasons for the change is presented by the Agency(ies) having jurisdiction, with Department

Exhibit A
United States Highway 34
Access Control Plan

concurrence, or in the opinion of the Department, with the appropriate jurisdictional agency's concurrence, any of the following conditions occur:

- a. The access is determined to be detrimental to the public's health, safety and welfare;
- b. the access has developed an accident history that in the opinion of the Agency(ies) having jurisdiction or the Department is correctable by restricting the access;
- c. the access restrictions are necessitated by a change in road or traffic conditions;
- d. there is an approved (by the Agency(ies) having jurisdiction) change in the use of the property that would result in a change in the type of access operation as defined by the Access Code;
- e. a highway reconstruction project provides the opportunity to make highway and access improvements in support of this Access Control Plan; or
- f. the existing development does not allow for the proposed street and road network.

Access construction shall be consistent with the design and specifications of the current State Highway Access Code.

ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
364a	85.50	LT	Big Thompson Elementary School	Unsignalized Full Movement	Close access - access available via N County Rd 27	When property redevelops, safety or operational issues occur, or when a public project is funded.
364b	85.53	LT	N County Rd 27	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
365	85.55	LT	Residential	Unsignalized Full Movement	Close access - access available via N County Rd 27	When property redevelops, safety or operational issues occur, or when a public project is funded.
366	85.57	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
367	85.69	LT	Residential	Unsignalized Full Movement	Close access - relocate access to Access No. 367.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 0512000041, property no. 0512006702, and any other properties of interest upon redevelopment.
367.5	85.70	LT	New residential access	None	Unsignalized Full Movement at property line. Align access with Access No. 368.	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 0512000041, property no. 0512006702, and any other properties of interest upon redevelopment.
368	85.70	RT	Black Crow Ln	Unsignalized Full Movement	Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 0512000030, property no. 0512000050, and any other properties of interest upon redevelopment.
368.5	85.86	RT	Ditch access	Unsignalized Full Movement	Conditional Unsignalized Full Movement	If ditch maintenance access is required upon redevelopment of property, unsignalized full movement gated access will remain. If ditch access is no longer required, unsignalized full movement access will be relocated to align with Access No. 370b.

1 Oriented from direction of reference point (W-E)
2 If City, County or CDOT improves US 34 or if safety or operational issues develop, access restrictions or modifications may be implemented.
3 Implement with development, redevelopment or use change
4 MUTCD - Manual on Uniform Traffic Control Devices
5 Unless otherwise specified, conditions listed refer to proposed configuration.

6 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
7 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
369	85.88	LT	Ditch access	Unsignalized Full Movement	Conditional Unsignalized Full Movement	If ditch maintenance access is required upon redevelopment of property, unsignalized full movement gated access will remain. If ditch access is no longer required, access will close and will be provided via Access No. 370b.
370a	85.92	LT	Field access	Unsignalized Full Movement	Close access - access available via Access No. 370b	When property redevelops, safety or operational issues occur, or when a public project is funded.
370b	85.93	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
371	86.04	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 0512000046, property no. 0512000045, property no. 0512000002, and any other properties of interest upon redevelopment.
371.5	86.04	RT	New Access	None	Unsignalized Full Movement	When property redevelops. Align new access with Access No. 371.
372	86.07	RT	Field access	Unsignalized Full Movement	Close access - relocate access to align with Access No. 371	When property redevelops.
373	86.14	RT	Fireside RV Park & Cabins	Unsignalized Full Movement	Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 0512000017, property no. 0512000028, and any other properties of interest upon redevelopment.
374	86.21	RT	Fireside RV Park & Cabins	Unsignalized Full Movement	Close access - relocate access to eastern property line at Access No. 374.5	When property redevelops.
374.5	86.22	RT	New Access	None	Unsignalized Full Movement at property line. Align access with Access No. 375.5.	When property redevelops.
375a	86.22	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 375.5	When property redevelops. Cross access agreements required between property no. 0512000029, property no. 0512000003, and any other properties of interest upon redevelopment.

1 Oriented from direction of reference point (W-E)
2 If City, County or CDOT improves US 34 or if safety or operational issues develop, access restrictions or modifications may be implemented.
3 Implement with development, redevelopment or use change
4 MUTCD - Manual on Uniform Traffic Control Devices
5 Unless otherwise specified, conditions listed refer to proposed configuration.

6 Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
7 Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

**ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019**

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post *	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
375.5	86.22	LT	New Access	None	Shared Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 0512000029, property no. 0512000003, property no. 0512000022 and any other properties of interest upon redevelopment.
375b	86.22	LT	Business access	Unsignalized Full Movement	Close access - share access at Access No. 375.5	When property redevelops. Cross access agreements required between property no. 0512000029, property no. 0512000003, and any other properties of interest upon redevelopment.
375c	86.24	LT	Business access	Unsignalized Full Movement	Close access - access available via Access No. 375.5	When property redevelops.
375d	86.25	LT	Business access	Unsignalized Full Movement	Close access - access available via Access No. 376	When property redevelops, safety or operational issues occur, or when a public project is funded.
376.5	86.27	RT	Proposed Goodwine Dr	None	Full Movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A single 4-legged full movement intersection may be located at Access No. 376/376.5. This access may be shifted east if better suited for future growth and development. If shifted, the adjacent access points should be reevaluated to confirm all properties have access to a public road and to provide maximum functional intersection area around the major intersection. This access may be implemented when the property redevelops. Align new access with Access No. 376. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

1 Oriented from direction of reference point (W-E)
2 If City, County or CDOT improves US 34 or if safety or operational issues develop, access restrictions or modifications may be implemented.
3 Implement with development, redevelopment or use change
4 MUTCD - Manual on Uniform Traffic Control Devices
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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
376	86.27	LT	New Access	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A single 4-legged full movement intersection may be located at Access No. 376/376.5. This access may be shifted east if better suited for future growth and development. If shifted, the adjacent access points should be reevaluated to confirm all properties have access to a public road and to provide maximum functional intersection area around the major intersection. This access may be implemented when the property redevelops. Align new access with Access No. 376.5. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
377	86.30	LT	Business access	Unsignalized Full Movement	Close access - access available via Access No. 376	When property redevelops, safety or operational issues occur, or when a public project is funded.
378	86.30	RT	Goodwine Dr	Unsignalized Full Movement	Close access - relocate access Access No. 376.5.	When property redevelops.
379	86.32	RT	Ditch access	Unsignalized Full Movement	Conditional Unsignalized Full Movement	If ditch maintenance access is required upon redevelopment of properties of interest, unsignalized full movement gated access will remain. If ditch access is no longer required, access will close.
380	86.32	LT	Ditch access	Unsignalized Full Movement	Conditional Unsignalized Full Movement	If ditch maintenance access is required upon redevelopment of property, unsignalized full movement gated access will remain. If ditch access is no longer required, access will become a gated field access.
381	64.37	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
382	86.38	RT	Residential	Unsignalized Full Movement	Close access - relocate access to Access No. 382.5	When property redevelops.
382.5	86.40	RT	New Access	None	Unsignalized Full Movement. Align access with Access No. 383.5.	When property redevelops. Align new access with Access No. 383.5.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
383	86.40	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 383.5	When property redevelops. Cross access agreements required between property no. 9507200008, property no. 9507200037, and any other properties of interest upon redevelopment.
383.5	86.40	LT	New Access	None	Shared Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 9507200008, property no. 9507200037, and any other properties of interest upon redevelopment.
384	86.44	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 383.5	When property redevelops. Cross access agreements required between property no. 9507200008, property no. 9507200037, and any other properties of interest upon redevelopment.
384.5	86.45	RT	Field access	Unsignalized Full Movement	Close access - access available via Access No. 385c	When property redevelops.
385a	86.50	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 385c	When property redevelops. Cross access agreements required between property no. 9507200005, property no. 9507200017, and any other properties of interest upon redevelopment.
385c	86.51	RT	New Access	None	Shared Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 9507200005, property no. 9507200017, and any other properties of interest upon redevelopment.
385b	86.51	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 385c	When property redevelops. Cross access agreements required between property no. 9507200005, property no. 9507200017, and any other properties of interest upon redevelopment.
385.5	86.58	LT	Field access	Unsignalized Full Movement	Unsignalized Full Movement	Cross access agreements required between property no. 9507200015, property no. 9507300007, and any other properties of interest upon redevelopment.
386	86.72	LT	Rusty May Saddle Maker/Residential	Unsignalized Full Movement	Close access - access available via Access No. 388	When property redevelops.

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UNITED STATES HIGHWAY 34
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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
387a	86.76	RT	Field access	Unsignalized Full Movement	Close access - access available via N County Rd 23H	When property redevelops, safety or operational issues occur, or when a public project is funded.
387b	86.77	RT	N County Rd 23H	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
388	86.77	LT	Field access	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	Fourth leg of full movement intersection to be aligned directly across from Access No. 387b when property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
389	86.80	LT	Field access	Unsignalized Full Movement	Close access - access available via Access No. 388	When property redevelops.
390	86.81	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
391	86.82	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 393.5	When property redevelops. Cross access agreements required between property no. 9507305701, property no. 9507305702, and any other properties of interest upon redevelopment.
392	86.82	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 392.5	When property redevelops. Cross access agreements required between property no. 9507300011, property no. 9507300009, and any other properties of interest upon redevelopment.
392.5	86.83	LT	New Access	None	Shared Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 9507300011, property no. 9507300009, and any other properties of interest upon redevelopment. Align access with Access No. 393.5.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
393	86.83	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 392.5	When property redevelops. Cross access agreements required between property no. 9507300011, property no. 9507300009, and any other properties of interest upon redevelopment.
393.5	86.83	RT	New Access	None	Shared Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 9507305701, property no. 9507305702, and any other properties of interest upon redevelopment. Align access with Access No. 392.5.
394	86.83	RT	Eco Chic	Unsignalized Full Movement	Close access - share access at Access No. 393.5	When property redevelops. Cross access agreements required between property no. 9507305701, property no. 9507305702, and any other properties of interest upon redevelopment.
395	86.86	RT	Eco Chic	Unsignalized Full Movement	Close access - access available via Access No. 393.5	When property redevelops.
396	86.87	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
396.5	86.88	RT	Field access	Unsignalized Full Movement	Close access - access available via N County Rd 23H	When property redevelops.
397	86.88	LT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 396	When property redevelops, safety or operational issues occur, or when a public project is funded.
397.5	86.89	RT	Field access	Unsignalized Full Movement	Close access - access available via N County Rd 23H	When property redevelops.
398a	86.89	RT	Private Rd	Unsignalized Full Movement	Close access - access available via Access No. 398b	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9507300042, property no. 9507300040, property no. 9507300038 and any other properties of interest upon redevelopment.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
398b	86.90	RT	Private Rd	Unsignalized Full Movement	Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9507300042, property no. 9507300040, property no. 9507300038 and any other properties of interest upon redevelopment.
399	87.17	RT	Field access	Unsignalized Full Movement	Unsignalized Full Movement	
400	87.18	RT	Residential	Unsignalized Full Movement	Close access - relocate access to Access No. 401.	When property redevelops.
401	87.21	RT	New Access	None	Full Movement intersection. Align access with Access No. 1. May be signalized (or other traffic control recognized by MUTCD) in the future.	When property redevelops. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
1	87.21	LT	Glade Rd	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
2	87.28	LT	Flea Market	Unsignalized Full Movement	Close access - access available via Wild Ln	When property redevelops, safety or operational issues occur, or when a public project is funded.
3	87.31	LT	Flea Market	Unsignalized Full Movement	Close access - access available via Wild Ln	When property redevelops, safety or operational issues occur, or when a public project is funded.
4	87.35	LT	Family Member Animal Hospital	Unsignalized Full Movement	Close access - access available via Wild Ln	When property redevelops, safety or operational issues occur, or when a public project is funded.
5	87.38	LT	Ketterer's	Unsignalized Full Movement	Close access - access available via Wild Ln	When property redevelops, safety or operational issues occur, or when a public project is funded.
6	87.41	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 7.5	When property redevelops. Cross access agreements required between property no. 9507400026, property no. 9507400009, and any other properties of interest upon redevelopment.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
7	87.45	RT	Business	Unsignalized Full Movement	Unsignalized Full Movement	
7.5	87.45	LT	New access	None	Shared Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 9507400026, property no. 9507400009, and any other properties of interest upon redevelopment. Align access with Access No. 7.
8	87.45	LT	God's Country Cowboy Church	Unsignalized Full Movement	Close access - share access at Access No. 7.5	When property redevelops. Cross access agreements required between property no. 9507400026, property no. 9507400009, and any other properties of interest upon redevelopment.
9	87.48	LT	God's Country Cowboy Church	Unsignalized Full Movement	Close access - access available via Access No. 7.5	When property redevelops.
10	87.49	LT	Lucky Mountain Angling	Unsignalized Full Movement	Close access - access available via Access No. 10.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
10.5	87.50	LT	New business access	None	Unsignalized Full Movement. Align access with Access No. 11.	When property redevelops.
11	87.50	RT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
12	87.52	LT	Lucky Mountain Angling	Unsignalized Full Movement	Close access - access available via Access No. 10.5	When property redevelops.
13	87.53	RT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9507400040, property no. 9507400028, and any other properties of interest upon redevelopment.
14	87.54	LT	Lucky Mountain Angling	Unsignalized Full Movement	Close access - access available via Access No. 10.5	When property redevelops.
15a	87.54	LT	Sunny Jim's Homemade Country Candies	Unsignalized Full Movement	Close access - access available via Access No. 15b	When property redevelops.
15b	87.55	LT	Sunny Jim's Homemade Country Candies	Unsignalized Full Movement	Unsignalized Full Movement	
16	87.59	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
17	87.60	RT	Field access	Unsignalized Full Movement	Close access - access available via Access No. 13	

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
17.5	87.70	LT	Realigned Plaster Mill Rd	None	Unsignalized Full Movement - realign Plaster Mill Rd to reduce intersection skew at US 34	When safety or operational issues occur, or when a public project is funded.
18	87.72	LT	Plaster Mill Rd	Unsignalized Full Movement	Close access - realign Plaster Mill Rd to reduce intersection skew at US 34	When safety or operational issues occur, or when a public project is funded.
19	87.81	RT	Westridge Dr	Unsignalized Full Movement	Unsignalized Full Movement	
20	87.88	LT	Hidden Valley Dr	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
21	87.91	RT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
22	87.92	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 21	When property redevelops.
23	87.93	RT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9517200035, property no. 9517200057, and any other properties of interest upon redevelopment.
24	87.99	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 25	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517200033, property no. 9517200056, property no. 9517200023 and any other properties of interest upon redevelopment.
25	88.00	RT	Residential	Shared Unsignalized Full Movement	Shared Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9517200033, property no. 9517200056, property no. 9517200023 and any other properties of interest upon redevelopment.
26	88.01	RT	Ace Hill Plumbing	Unsignalized Full Movement	Close access - share access at Access No. 25	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517200033, property no. 9517200056, property no. 9517200023 and any other properties of interest upon redevelopment.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
27a	88.02	RT	Ace Hill Plumbing	Unsignalized Full Movement	Close access - share access at Access No. 25	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9517200033, property no. 9517200056, property no. 9517200023 and any other properties of interest upon redevelopment.
27b	88.03	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 25	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517200033, property no. 9517200056, property no. 9517200023 and any other properties of interest upon redevelopment.
28	88.03	LT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 29	When property redevelops, safety or operational issues occur, or when a public project is funded.
29	88.05	LT	Residential	Unsignalized Full Movement	Unsignalized Full Movement	
30	88.05	RT	Field access	Unsignalized Full Movement	Close access - share access at Access No. 25	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517200033, property no. 9517200056, property no. 9517200023 and any other properties of interest upon redevelopment.
30.5	88.11	RT	Realigned Langston Ln	None	Unsignalized Full Movement - realign Langston Ln to reduce intersection skew at US 34	When property redevelops, safety or operational issues occur, or when a public project is funded. ROW will need to be obtained.
31	88.13	RT	Langston Ln	Unsignalized Full Movement	Close access - realign Langston Ln to reduce intersection skew at US 34	ROW for realignment shall be obtained upon redevelopment or with a public project.
32	88.15	RT	Blue Stone/Geode Cracking/Papa Joe's Local Honey	Unsignalized Full Movement	Close access - access available via Langston Ln	When property redevelops.
32.5	88.20	RT	New Access	None	Shared Unsignalized Full Movement at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517106007, property no. 9517106007, and any other properties of interest upon redevelopment.

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	*					
33	88.21	RT	Residential	Unsignalized Full Movement	Close access - relocate access to Access No. 32.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517106007, property no. 9517106007, and any other properties of interest upon redevelopment.
34	88.24	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 32.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
35	88.25	RT	Residential	Unsignalized Full Movement	Close access - access available via Kelim Ct	When property redevelops, safety or operational issues occur, or when a public project is funded.
36	88.30	LT	Residential/Jamoka Joe	Unsignalized Full Movement	Close access - access available via Access No. 38b	When property redevelops, safety or operational issues occur, or when a public project is funded.
37	88.31	RT	Private Rd	Unsignalized Full Movement	Close access - access available via Kelim Ct	When property redevelops, safety or operational issues occur, or when a public project is funded.
38a	88.31	LT	Jamoka Joe	Unsignalized Full Movement	Close access - access available via Access No. 38b	When property redevelops, safety or operational issues occur, or when a public project is funded.
38b	88.32	LT	Private Rd	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
39	88.32	RT	Rossum Dr	Unsignalized Full Movement	Full movement intersection. May be signalized (or other traffic control recognized by MUTCD) in the future.	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
40	88.39	LT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 41	When property redevelops.
41	88.40	LT	Residential	Unsignalized Full Movement	Conditional Unsignalized Full Movement	If a median is constructed when a public project is funded, access will become right-in, right-out.
42	88.41	LT	Field access	Unsignalized Full Movement	Close access - access available via Access No. 41	When property redevelops.

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	*					
43	88.42	RT	Ruttledge Law Office, LLC/The Butte House	Unsignalized Full Movement	Close access - access available via Butte Rd	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517100001, property no. 9517100017, and any other properties of interest upon redevelopment.
44	88.43	RT	Ruttledge Law Office, LLC/The Butte House	Unsignalized Full Movement	Close access - access available via Butte Rd	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9517100001, property no. 9517100017, and any other properties of interest upon redevelopment.
45	88.45	LT	MJP Self Storage	Unsignalized Full Movement	Close access - share access at Access No. 45.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9508423002, property no. 9508400047, and any other properties of interest upon redevelopment.
45.5	88.46	LT	New business access	None	Shared Conditional Unsignalized Full Movement at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 9508423002, property no. 9508400047, and any other properties of interest upon redevelopment. If a median is constructed when a public project is funded, access will become right-in, right-out.
46	88.47	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 45.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9508423002, property no. 9508400047, and any other properties of interest upon redevelopment.
47	88.50	LT	Rainbow Plaza/River Road	Shared Unsignalized Full Movement	Shared Conditional Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9508423001, property no. 9508400041, and any other properties of interest upon redevelopment. If a median is constructed when a public project is funded, access will become right-in, right-out.
48	88.53	LT	River Road	Unsignalized Full Movement	Close access - access available via Access No. 47	When property redevelops, safety or operational issues occur, or when a public project is funded.

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3 Implement with development, redevelopment or use change
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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
49	88.53	RT	Butte Rd	Shared Unsignalized Full Movement	Shared Conditional Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9517100001, property no. 9517100017, and any other properties of interest upon redevelopment. If a median is constructed when a public project is funded, access will become right-in, right-out.
50	88.55	LT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 51	When property redevelops. Cross access agreements required between property no. 9508400011, property no. 9508400017, and any other properties of interest upon redevelopment.
51	88.56	LT	Field access	Unsignalized Full Movement	Shared Conditional Unsignalized Full Movement	When either property redevelops. Cross access agreements required between property no. 9508400011, property no. 9508400017, and any other properties of interest upon redevelopment. Align access with Access 52. If a median is constructed when a public project is funded, access will become right-in, right-out.
52	88.56	RT	Residential	Unsignalized Full Movement	Conditional Unsignalized Full Movement	Align access with Access 51. If a median is constructed when a public project is funded, access will become right-in, right-out. When alternate access is available south of US 34, access will close.
53	88.58	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 52	When property redevelops, safety or operational issues occur, or when a public project is funded.
54	88.59	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 56.5	When property redevelops.
55	88.60	LT	Field access	Unsignalized Full Movement	Close access - relocate access to Access No. 55.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9508400017, property no. 9508400048, and any other properties of interest upon redevelopment.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
55.5	88.61	LT	New Access	None	Conditional Unsignalized Full Movement	When property redevelops. Align new access with Access No. 56.5. If legal easements do not exist, cross access agreements required between property no. 9508400017, property no. 9508400048, and any other properties of interest upon redevelopment. If a median is constructed when a public project is funded, access will become right-in, right-out.
56	88.60	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 56.5	When property redevelops. Cross access agreements required between property no. 9517100024, property no. 9517100015, and any other properties of interest upon redevelopment.
56.5	88.61	RT	New Access	None	Shared Conditional Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 9517100024, property no. 9517100015, and any other properties of interest upon redevelopment. Align new access with Access No. 55.5. If a median is constructed when a public project is funded, access will become right-in, right-out. When alternate access is available south of US 34, access will close.
57	88.63	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 56.5	When property redevelops. Cross access agreements required between property no. 9517100024, property no. 9517100015, and any other properties of interest upon redevelopment.
58	88.65	LT	Adobe Designs	Unsignalized Full Movement	Close access - access available via Access No. 55.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9508400017, property no. 9508400048, and any other properties of interest upon redevelopment.
59	88.65	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 56.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
60	88.67	LT	Residential	Unsignalized Full Movement	Close access - access available via Morning Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post *	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
61	88.67	RT	Tower Apartments	Unsignalized Full Movement	Close access - access available via Access No. 62.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
62	88.68	RT	Tower Apartments	Unsignalized Full Movement	Close access - relocate access to Access No. 62.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
62.5	88.69	RT	New Access	None	Conditional Unsignalized Full Movement, Align access with Access No. 63.	When property redevelops, safety or operational issues occur, or when a public project is funded. Align new access with Access No. 63. Multiple intersection configurations were identified for this intersection as part of the US 34 PEL. This access will be a unsignalized full movement access unless the selected alternative includes a median which may restrict movements when a public project is funded.
63	88.69	LT	Morning Dr	Unsignalized Full Movement	Conditional Unsignalized Full Movement	Multiple intersection configurations were identified for this intersection as part of the US 34 PEL. This access will be a unsignalized full movement access unless the selected alternative includes a median which may restrict movements when a public project is funded.
64	88.71	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 65.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
65	88.73	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 65.5	When property redevelops. Cross access agreements required between property no. 9516200011, property no. 9516200010, and any other properties of interest upon redevelopment.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
65.5	88.73	RT	New Access	None	Shared Conditional Unsignalized Full Movement at property line	When either property redevelops. Cross access agreements required between property no. 9516200011, property no. 9516200010, and any other properties of interest upon redevelopment. If a median is constructed when a public project is funded, access will become right-in, right-out. When alternate access is available south of property, access will close.
66	88.74	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 65.5	When property redevelops. Cross access agreements required between property no. 9516200011, property no. 9516200010, and any other properties of interest upon redevelopment.
67	88.77	RT	Residential	Shared Unsignalized Full Movement	Shared Conditional Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9516200016, property no. 9516200007, and any other properties of interest upon redevelopment. If a median is constructed when a public project is funded, access will become right-in, right-out. When alternate access is available south of property, access will close.
68	88.78	RT	Residential	Shared Unsignalized Full Movement	Shared Conditional Unsignalized Full Movement	If legal easements do not exist, cross access agreements required between property no. 9516200009, property no. 9516200004, and any other properties of interest upon redevelopment. If a median is constructed when a public project is funded, access will become right-in, right-out. When alternate access is available south of property, access will close.
69	88.79	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 69	When property redevelops, safety or operational issues occur, or when a public project is funded.
70	88.83	LT	Cascade Ave	Signalized Full Movement	Signalized Full Movement	

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

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Access ID No.	Mile Post *	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
71	88.84	RT	Aspen Wing Bird & Animal Hospital/Bean & Brown Auctions, Inc/Rocky Mountain Antiques	Signalized Full Movement	Signalized Full Movement	Fourth leg of full movement intersection to be aligned directly across from Access No. 70 when one or more properties redevelop. If legal easements do not exist, cross access agreements required between property no. 9516200024, property no. 9516200013, property no. 9516200025, property no. 9516200006, property no. 9516200012 and any other properties of interest upon redevelopment.
72	88.87	RT	Rocky Mountain Antiques/Residential	Shared Unsignalized Full Movement	Close access - access available via Access No. 71	When properties redevelop and access to Access 71 is available. If legal easements do not exist, cross access agreements required between property no. 9516200024, property no. 9516200013, property no. 9516200025, property no. 9516200006, property no. 9516200012 and any other properties of interest upon redevelopment.
73	88.90	RT	Residential	Shared Unsignalized Full Movement	Shared Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9516200018, property no. 9516200019, and any other properties of interest upon redevelopment.
74	88.91	RT	Lucas Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
75	88.94	RT	Residential	Unsignalized Full Movement	Close access - access available via Lucas Ave	When property redevelops.
76	88.95	LT	Backbone Gourmet Grub and Brewhouse Fountains of Loveland	Unsignalized Full Movement (Emergency Access)	Conditional Right-in, Right-out Emergency Access	When property redevelops, safety or operational issues occur, or when a public project is funded. If emergency access is still required upon redevelopment of property, right-in, right-out gated access will remain. If emergency access is no longer required, access will close.
77	89.00	RT	Public ROW	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
78	89.01	LT	Field access	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9509311002, property no. 9509311003, and any other properties of interest upon redevelopment.
79	89.03	RT	Residential	Shared Unsignalized Full Movement	Shared Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9516200003, property no. 9516200015, and any other properties of interest upon redevelopment.
80	89.06	RT	Eggers Electric	Unsignalized Full Movement	Close access - share access at Access No. 81	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516200021, property no. 9516200001, and any other properties of interest upon redevelopment.
81	89.07	RT	Eggers Electric	Unsignalized Full Movement	Shared Right-in, Right-out at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516200021, property no. 9516200001, and any other properties of interest upon redevelopment.
82	89.08	RT	Eggers Electric	Unsignalized Full Movement	Close access - share access at Access No. 81	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516200021, property no. 9516200001, and any other properties of interest upon redevelopment.
84	89.10	RT	Business/Residential	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
84.5	89.12	RT	Soil/rock quarry	Unsignalized Full Movement	Close access - access available via Access No. 84	When property redevelops, safety or operational issues occur, or when a public project is funded.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
85	89.12	LT	Landmark Engineering, Ltd	Unsignalized Full Movement	Close access - share access at Access No. 86.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9509311001, property no. 9509300019, and any other properties of interest upon redevelopment.
86	89.13	RT	Soil/rock quarry	Unsignalized Full Movement	Close access - share access at Access No. 86.75	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516200027, property no. 9516200020, and any other properties of interest upon redevelopment.
86.5	89.14	LT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 9509311001, property no. 9509300019, and any other properties of interest upon redevelopment.
86.75	89.14	RT	New Access	None	Shared Right-in, Right-out at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516200027, property no. 9516200020, and any other properties of interest upon redevelopment.
87	89.15	LT	Iglesia Cuadrangular Vida Nueva/Brenda's Hair Studio	Unsignalized Full Movement	Close access - share access at Access No. 86.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9509311001, property no. 9509300019, and any other properties of interest upon redevelopment.
88	89.16	RT	Soil/rock quarry	Unsignalized Full Movement	Close access - share access at Access No. 86.75	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516200027, property no. 9516200020, and any other properties of interest upon redevelopment.
89	89.17	LT	Iglesia Cuadrangular Vida Nueva/Brenda's Hair Studio	Unsignalized Full Movement	Close access - access available via Access No. 86.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
90	89.17	LT	Residential/Field	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.

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March 11, 2019

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
91	89.17	RT	Field access	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
92	89.20	RT	Perfect Teeth	Unsignalized Full Movement	Close access - share access at Access No. 94	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516100004, property no. 9516100026, property no. 9516100010, and any other properties of interest upon redevelopment.
93	89.21	LT	Dover Ave	Unsignalized Full Movement	Conditional Unsignalized Full Movement	If safety or operational issues develop, including if signal warrants are met, this access may be further restricted to 3/4 movement or right-in/right-out.
94	89.22	RT	Healing Arts Clinic	Unsignalized Full Movement	Shared Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9516100004, property no. 9516100026, property no. 9516100010, and any other properties of interest upon redevelopment.
95	89.22	RT	Healing Arts Clinic	Unsignalized Full Movement	Close access - share access at Access No. 94	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9516100004, property no. 9516100026, property no. 9516100010, and any other properties of interest upon redevelopment.
96	89.25	RT	Residential	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
97	89.26	LT	Village Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
98	89.26	RT	Jade Inn	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
99	89.28	RT	Jade Inn	Unsignalized Full Movement	Close access - access available via Access No. 98	When property redevelops.
100	89.29	LT	Residential	Unsignalized Full Movement	Close access - access available via Falls Ct	When property redevelops.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
101	89.30	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 101.5	When property redevelops. Cross access agreements required between property no. 9516100012, property no. 9516100003, and any other properties of interest upon redevelopment.
101.5	89.30	RT	New Access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9516100012, property no. 9516100003, and any other properties of interest upon redevelopment.
102	89.30	RT	Field access	Unsignalized Full Movement	Close access - share access at Access No. 101.5	When property redevelops. Cross access agreements required between property no. 9516100012, property no. 9516100003, and any other properties of interest upon redevelopment.
103	89.31	LT	Falls Ct	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
104	89.32	RT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 101.5	When property redevelops. Cross access agreements required between property no. 9516100012, property no. 9516100003, and any other properties of interest upon redevelopment.
105	89.33	LT	Field access	Unsignalized Full Movement	Close access - access available via Falls Ct	When property redevelops, safety or operational issues occur, or when a public project is funded.
106	89.33	RT	Vacant Business	Unsignalized Full Movement	Close access - access available via Access No. 108	When property redevelops, safety or operational issues occur, or when a public project is funded.
107	89.33	LT	Business/Residential	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
108	89.34	RT	Vacant Business	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
109	89.36	LT	Fort Namaqua Liquours	Unsignalized Full Movement	Close access - access available via Access No. 111.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
110	89.36	RT	Residential	Unsignalized Full Movement	Close access - access available via Namaqua Rd	When property redevelops.

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UNITED STATES HIGHWAY 34
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March 11, 2019**

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post *	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
111	89.37	LT	Fort Namaqua Liquours	Unsignalized Full Movement	Close access - share access at Access No. 111.5	When property redevelops. Cross access agreements required between property no. 9509400042, property no. 9509400003, and any other properties of interest upon redevelopment.
111.5	89.38	LT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9509400042, property no. 9509400003, and any other properties of interest upon redevelopment.
112	89.38	RT	Existing residential/proposed Namaqua Rd.	Unsignalized Full Movement	Full movement intersection - realign Namaqua Rd to reduce intersection skew at US 34. May be signalized (or other traffic control recognized by MUTCD) in the future.	Existing residential access shall be closed upon redevelopment and/or with Namaqua Road realignment. Namaqua Rd access shall be aligned with proposed Access No. 111.5. ROW for realignment shall be obtained upon redevelopment. Realignment shall occur with a public project. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
113	89.39	RT	Namaqua Rd	Unsignalized Full Movement	Close access - realign Namaqua Rd to reduce intersection skew at US 34	ROW for realignment shall be obtained upon redevelopment or with a public project.
114	89.39	LT	Elkhorn Fly Shop	Unsignalized Full Movement	Close access - share access at Access No. 111.5	When property redevelops. Cross access agreements required between property no. 9509400042, property no. 9509400003, and any other properties of interest upon redevelopment.
115	89.40	LT	Elkhorn Fly Shop	Unsignalized Full Movement	Close access - access available via Access No. 111.5	When property redevelops. Cross access agreements required between property no. 9509400042, property no. 9509400003, and any other properties of interest upon redevelopment.
115.5	89.40	RT	The Clipper Hairstyling	Unsignalized Full Movement	Close access - access available via Namaqua Rd	When property redevelops, safety or operational issues occur, or when a public project is funded.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
116	89.41	LT	Residential	Unsignalized Full Movement	Close access - access available via Access No. 117	When property redevelops, safety or operational issues occur, or when a public project is funded.
117	89.41	LT	Residential	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
118	89.43	RT	Friends Studio/Wash Me! West Car Wash	Shared Right-in, Right-out	Shared Right-in, Right-out	If legal easements do not exist, cross access agreements required between property no. 9516113001, property no. 9516113002, and any other properties of interest upon redevelopment.
119	89.46	RT	Dairy Delite	Unsignalized Full Movement	Close access - access available Eckley Ct	When property redevelops, safety or operational issues occur, or when a public project is funded.
120	89.47	RT	Dairy Delite	Unsignalized Full Movement	Close access - access available Eckley Ct	When property redevelops, safety or operational issues occur, or when a public project is funded.
121	89.48	LT	Kennedy Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
122	89.48	RT	Eckley Ct	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
123	89.51	RT	Cherry Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
124	89.54	RT	Residential	Unsignalized Full Movement	Close access - access available Elm Ave	When property redevelops.
125	89.55	RT	Residential	Unsignalized Full Movement	Close access - access available Elm Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
126	89.56	RT	Elm Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
127	89.60	RT	Pine St	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
128	89.64	RT	Walnut Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
129	89.64	LT	Field access	Unsignalized Full Movement	Conditional Right-in, Right-out	If lake maintenance access is required, gated right-in, right-out access will remain. If lake maintenance access is no longer required, access will close and will be provided via Kennedy Ave.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
130	89.65	LT	Shaved Ice	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
131	89.66	LT	Shaved Ice	Unsignalized Full Movement	Close access - access available via Access No. 130	When property redevelops, safety or operational issues occur, or when a public project is funded.
132	89.68	LT	Woody's Snack Shack	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
133	89.70	LT	Woody's Snack Shack	Unsignalized Full Movement	Close access - access available via Access No. 132	When property redevelops, safety or operational issues occur, or when a public project is funded.
134	89.70	LT	Blue Sky Animal Clinic	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
135	89.72	RT	Fremont Ct	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
136	89.75	LT	Public access - Multi-business complex/Home State Bank	Unsignalized Full Movement	Right-in, Right-out	If adjacent properties redevelop or if safety or operational issues occur, or when a public project is funded.
137	89.75	RT	One Love/Signature trailers	Shared Unsignalized Full Movement	Close access - access available via Fremont Ct and Milner Ave	When either property redevelops and alternate access is available to both properties.
138	89.77	RT	Milner Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
139	89.79	RT	DriveTec Automotive (Aspen Automotive and Alignment)	Unsignalized Full Movement	Close access - access available via Milner Ave	When property redevelops.
139.5	89.83	RT	New Access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9515205011, property no. 9515211002, and any other properties of interest upon redevelopment.
140	89.83	RT	Studios at 2782	Unsignalized Full Movement	Close access - relocate access to Access No. 139.5	When property redevelops. Cross access agreements required between property no. 9515205011, property no. 9515211002, and any other properties of interest upon redevelopment.

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UNITED STATES HIGHWAY 34
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(CR 27 to I-25)
March 11, 2019

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
141	89.85	RT	Studios at 2782	Unsignalized Full Movement	Close access - access available via Access No. 139.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
142	89.85	LT	K-Mart	Shared Unsignalized Full Movement	Shared Right-in, Right-out	When either property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9510376002, property no. 9510344003, and any other properties of interest upon redevelopment.
142.5	89.87	RT	Field access	Unsignalized Full Movement	Right-in, Right-out	When property redevelops.
143	89.89	RT	The Buttes Apartment Homes	Unsignalized Full Movement	Close access - access available via Access No. 142.5	When property redevelops.
144	89.92	RT	Corner Store gas station	Right-in, Right-out	Close access - access available via Wilson Ave	When property redevelops.
145	89.95	RT	Wilson Ave (south approach)	Signalized Full Movement	Signalized Full Movement	
146	89.95	LT	Wilson Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
147	90.01	LT	Safeway	Right-in, Right-out	Right-in, Right-out	If legal easements do not exist, cross access agreements required between property no. 9510346003, property no. 9510346001, and any other properties of interest upon redevelopment.
148	90.02	RT	Walgreens & Millennium Group Computers	Right-in, Right-out	Right-in, Right-out	
149	90.07	RT	Estrella Ave (south approach) (private)	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9515223002, 9515261000, 9515261001, 9515261002, 9515262003, 9515262004, 9515262005, 9515262006 and any other properties of interest upon redevelopment.
150	90.07	LT	Estrella Ave (north approach)	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.

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	*					
151	90.09	LT	7-Eleven	Unsignalized Full Movement	Close access - access available via N Estrella Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
152	90.10	RT	Evergreen Tennis Courts, Inc	Unsignalized Full Movement	Close access - access available via W Broadmoor Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
153	90.11	RT	Evergreen Tennis Courts, Inc	Unsignalized Full Movement	Close access - access available via W Broadmoor Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
154	90.12	RT	W Broadmoor Dr	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	Implement 3/4 movement when safety or operational issues occur, or when a public project is funded. If safety or operational issues develop related to the left-turn-in movement, this access may be further restricted to right-in/right-out.
155	90.17	RT	E Broadmoor Dr	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
156	90.17	LT	Sherwin Williams Paints	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
157	90.18	RT	Shopping center	Unsignalized Full Movement	Close access - access available via E Broadmoor Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
158	90.20	RT	(under construction)	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
159	90.20	LT	A New Perspective Counseling	Unsignalized Full Movement	Close access - share access at Access No. 159.5	When property redevelops. Cross access agreements required between property no. 9510439002, property no. 9510439003, and any other properties of interest upon redevelopment.
159.5	90.21	LT	New business access	None	Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9510439002, property no. 9510439003, and any other properties of interest upon redevelopment.

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	*					
160	90.22	LT	Pawn Experts	Unsignalized Full Movement	Close access - share access at Access No. 159.5	When property redevelops. Cross access agreements required between property no. 9510439002, property no. 9510439003, and any other properties of interest upon redevelopment.
161	90.23	LT	Chase bank	Right-out/Left-out (Exit only)	Close access - access available via W 15th St	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9510439005, property no. 9510438006, and any other properties of interest upon redevelopment.
162	90.24	RT	(under construction)	Unsignalized Full Movement	Close access - access available via Access No. 158	When property redevelops, safety or operational issues occur, or when a public project is funded.
163	90.25	LT	Chase Bank	Right-in/Left-in (Entrance only)	Close access - access available via W 15th St	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9510439005, property no. 9510438006, and any other properties of interest upon redevelopment.
164	90.25	RT	Artistry Salon	Unsignalized Full Movement	Close access - access available via Van Buren Ave	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9515105006, property no. 9515105007, and any other properties of interest upon redevelopment.
165	90.26	RT	Sizzors Salon/Liqour store	Unsignalized Full Movement	Close access - access available via Van Buren Ave	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9515105006, property no. 9515105007, and any other properties of interest upon redevelopment.
166	90.28	RT	Van Buren Ave (south approach)	Signalized Full Movement	Signalized Full Movement	

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
167	90.29	LT	Van Buren Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
168	90.32	RT	Bloedorn Lumber	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9515121002, property no. 9515121006, and any other properties of interest upon redevelopment.
169	90.35	LT	Showtime Video	Unsignalized Full Movement	Close access - access available via W 15th St or Van Buren Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
170	90.36	RT	Shopping center	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9515121006, property no. 9515121008, and any other properties of interest upon redevelopment.
171	90.37	RT	Shopping center	Unsignalized Full Movement	Close access - access available via Access No. 170	When property redevelops, safety or operational issues occur, or when a public project is funded.
172	90.37	LT	McDonald's	Right-out/Left-out (Exit only)	Close access - access available via Access No. 176.5	When property redevelops.
173	90.38	RT	Shopping center	Unsignalized Full Movement	Close access - access available via Access No. 170	When property redevelops, safety or operational issues occur, or when a public project is funded.
174	90.39	RT	Warehouse Liquors/Wind Straw Center	Unsignalized Full Movement	Close access - access available via Access No. 175	When property redevelops, safety or operational issues occur, or when a public project is funded.
175	90.40	RT	Wind Straw Center	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
176	90.40	LT	McDonald's	Unsignalized Full Movement	Close access - share access at Access No. 176.5	When property redevelops. Cross access agreements required between property no. 9510461002, property no. 9510458001, and any other properties of interest upon redevelopment.

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	*					
176.5	90.41	LT	New business access	None	Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9510461002, property no. 9510458001, and any other properties of interest upon redevelopment.
177	90.42	LT	Subway	Right-out/Left-out (Exit only)	Close access - share access at Access No. 176.5	When property redevelops. Cross access agreements required between property no. 9510461002, property no. 9510458001, and any other properties of interest upon redevelopment.
178	90.43	RT	Private Rd	Unsignalized Full Movement	Close access - access available via W 13th St	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9515121012, property no. 9515121011 and any other properties of interest upon redevelopment.
179	90.43	LT	Smokey Monkey	Right-in/Left-in (Entrance only)	Close access - access available via Access No. 176.5	When property redevelops.
180	90.43	RT	Jiffy Lube	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
181	90.44	LT	Empty lot	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
182	90.45	LT	Bamboo Express	Right-out/Left-out (Exit only)	Close access - access available via Prospect Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
183	90.46	RT	Jiffy Lube/Fatso's	Unsignalized Full Movement	Close access - access available via Access No. 180 and Access No. 185.5	When property redevelops. Cross access agreements required between property no. 9515129005, property no. 9515123004, and any other properties of interest upon redevelopment.
184	90.48	RT	Fatso's	Unsignalized Full Movement	Close access - share access at Access No. 185.5	When property redevelops. Cross access agreements required between property no. 9515129005, property no. 9515123004, and any other properties of interest upon redevelopment.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
185	90.48	LT	Prospect Ave	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	Implement 3/4 movement when safety or operational issues occur, or when a public project is funded. If safety or operational issues develop related to the left-turn-in movement, this access may be further restricted to right-in/right-out.
185.5	90.48	RT	New business access	None	Conditional Unsignalized 3/4 Movement at property line	Implement shared 3/4 movement when either property redevelops. Cross access agreements required between property no. 9515129005, property no. 9515123004, and any other properties of interest upon redevelopment. If safety or operational issues develop related to the left-turn-in movement, this access may be further restricted to right-in/right-out.
186	90.49	RT	Shopping center	Unsignalized Full Movement	Close access - share access at Access No. 185.5	When property redevelops. Cross access agreements required between property no. 9515129005, property no. 9515123004, and any other properties of interest upon redevelopment.
187	90.51	LT	Magnum Motors of Loveland, LLC	Unsignalized Full Movement	Close access - access available via Prospect Ave	When property redevelops.
188	90.52	RT	Shopping center	Unsignalized Full Movement	Close access - access available via Access No. 185.5	When property redevelops. Cross access agreements required between property no. 9515129005, property no. 9515123004, and any other properties of interest upon redevelopment.
189	90.53	RT	Brent W Fidler, OD (dentistry)	Unsignalized Full Movement	Close access - access available via Access No. 192.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
190	90.53	LT	Great Wall Buffet	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
191	90.54	RT	Multiple businesses	Unsignalized Full Movement	Close access - share access at Access No. 192.5	When property redevelops. Cross access agreements required between property no. 9515129013, property no. 9515129002, and any other properties of interest upon redevelopment.

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	*					
192	90.54	LT	Wendy's	Right-out/Left-out (Exit only)	Close access - access available via Access No. 194	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9510460005, property no. 9510460002, property no. 9510460001 and any other properties of interest upon redevelopment.
192.5	90.55	RT	New business access	None	Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9515129013, property no. 9515129002, and any other properties of interest upon redevelopment.
193	90.55	RT	Starbucks Coffee	Unsignalized Full Movement	Close access - share access at Access No. 192.5	When property redevelops. Cross access agreements required between property no. 9515129013, property no. 9515129002, and any other properties of interest upon redevelopment.
194	90.59	LT	Multiple Businesses	Unsignalized Full Movement	Right-in, Right-out	When properties redevelop, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9510460005, property no. 9510460002, property no. 9510460001 and any other properties of interest upon redevelopment.
195	90.59	RT	Shopping Center	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
196	90.62	RT	Shopping Center	Right-in, Right-out	Close access - access available via Access No. 195	When property redevelops, safety or operational issues occur, or when a public project is funded.
197	90.66	RT	Taft Ave (south approach)	Signalized Full Movement	Signalized Full Movement	
198	90.66	LT	Taft Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
199a	90.67	LT	Western Gas and Convenience Store	Right-in, Right-out	Close access - access available via N Taft Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
199b	90.68	LT	Western Gas and Convenience Store	Right-in, Right-out	Close access - access available via N Taft Ave	When property redevelops.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
200	90.69	LT	The Village Shops	Right-in, Right-out	Close access - access available via Access No. 203	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9511320001, property no. 9511320002 and any other properties of interest upon redevelopment.
201	90.70	RT	1st Bank	Right-in, Right-out	Close access - access available via N Taft Ave and Harlow Ln	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9514277001, property no. 9514261001 and any other properties of interest upon redevelopment.
202	90.71	LT	The Village Shops	Right-in, Right-out	Close access - access available via Access No. 203	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9511320001, property no. 9511320002 and any other properties of interest upon redevelopment.
203	90.74	LT	The Village Shops	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9511320001, property no. 9511320002 and any other properties of interest upon redevelopment. If safety or operational issues develop related to the left-turn-in movement, this access may be further restricted to right-in/right-out.
204	90.74	RT	Harlow Ln	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
204.5	90.76	LT	Luke's Auto Care	Right-in, Right-out	Close access - access available via Westshore Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
205	90.77	LT	Westshore Dr	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
205.5	90.79	LT	Residential	Right-in, Right-out	Close access - access available via Westshore Dr	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9511319001, property no. 9511306006, property no. 9511306005 and any other properties of interest upon redevelopment.
206	90.78	RT	Residential	Unsignalized Full Movement	Close access - share access at Access No. 206.5	When property redevelops. Cross access agreements required between property no. 9514261008, property no. 9514225001, and any other properties of interest upon redevelopment.
206.5	90.79	RT	New Access	None	Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9514261008, property no. 9514225001, and any other properties of interest upon redevelopment.
207	90.79	RT	Residential	Right-in, Right-out	Close access - share access at Access No. 206.5	When property redevelops. Cross access agreements required between property no. 9514261008, property no. 9514225001, and any other properties of interest upon redevelopment.
207.5	90.80	LT	Residential	Right-in, Right-out	Close access - access available via Westshore Dr	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9511319001, property no. 9511306006, property no. 9511306005 and any other properties of interest upon redevelopment.
208	90.81	RT	Residential	Right-in, Right-out	Close access - access available via Access No. 206.5	When property redevelops, safety or operational issues occur, or when a public project is funded.

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(CR 27 to I-25)
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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
208.5	90.80	LT	Residential	Right-in, Right-out	Close access - access available via Westshore Dr	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 9511319001, property no. 9511306006, property no. 9511306005 and any other properties of interest upon redevelopment.
209	90.82	RT	Residential	Right-in, Right-out	Right-in, Right-out	
210	90.83	RT	Residential	Right-in, Right-out	Close access - access available via Access No. 209	When property redevelops, safety or operational issues occur, or when a public project is funded.
211	90.85	RT	Residential	Right-in, Right-out	Close access - share access at Access No. 211.5	When property redevelops. Cross access agreements required between property no. 9514239002, property no. 9514263001, and any other properties of interest upon redevelopment.
211.5	90.85	RT	New Access	None	Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9514239002, property no. 9514263001, and any other properties of interest upon redevelopment.
212	90.85	RT	Residential	Right-in, Right-out	Close access - share access at Access No. 211.5	When property redevelops. Cross access agreements required between property no. 9514239002, property no. 9514263001, and any other properties of interest upon redevelopment.
213	90.86	RT	Residential	Right-in, Right-out	Close access - access available via Access No. 211.5	When property redevelops. Cross access agreements required between property no. 9514239002, property no. 9514263001, and any other properties of interest upon redevelopment.
214	90.89	RT	Loch Mount Dr	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
215	90.92	RT	Victoria Manor Townhouses	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.

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March 11, 2019**

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215.5	90.96	RT	Victoria Manor Townhouses	Right-in, Right-out	Conditional Right-in, Right-out (Emergency Access)	If emergency access is still required upon redevelopment of property, right-in, right-out gated access will remain. If emergency access is no longer required, access will close.
216	91.01	RT	Ditch access	Right-in, Right-out	Conditional Right-in, Right-out	If ditch maintenance access is still required upon redevelopment of properties of interest, right-in, right-out gated access will remain. If ditch access is no longer required, access will close.
217	91.15	RT	Blue Tree Real Estate	Right-in only	Right-in, Right-out	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9514215002, property no. 9514215002, and any other properties of interest upon redevelopment.
218	91.16	RT	Blue Tree Real Estate	Right-out only	Close access - access available via Access No. 217	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9514215002, property no. 9514215002, and any other properties of interest upon redevelopment.
219	91.18	RT	Western States Bank	Right-in, Right-out	Close access - access available via Colorado Ave	When property redevelops.
220	91.21	RT	Colorado Ave	Signalized Full Movement	Signalized Full Movement	
221	91.25	RT	Lake Loveland Dermatology	Right-in, Right-out	Close access - share access at Access No. 221.5	When property redevelops. Cross access agreements required between property no. 9514112001, property no. 9514112002, and any other properties of interest upon redevelopment.
221.5	91.27	RT	New business access	None	Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9514112001, property no. 9514112002, and any other properties of interest upon redevelopment.
222	91.28	RT	South Shore Professional Center	Right-in, Right-out	Close access - share access at Access No. 221.5	When property redevelops. Cross access agreements required between property no. 9514112001, property no. 9514112002, and any other properties of interest upon redevelopment.

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223	91.31	RT	Field access	Right-in, Right-out	Close access - relocate access to eastern property line at Access No. 223.5	When either property redevelops. Cross access agreements required between property no. 9514167003, property no. 9514168001, and any other properties of interest upon redevelopment.
223.5	91.32	RT	New Access	None	Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9514167003, property no. 9514168001, and any other properties of interest upon redevelopment.
224	91.34	LT	South Shore Parkway	Right-in, Right-out	Right-out only	When property redevelops, safety or operational issues occur, or when a public project is funded.
225	91.37	RT	Multiple businesses	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
226	91.42	LT	South Shore Parkway	Right-in, Right-out	Right-in only	When property redevelops, safety or operational issues occur, or when a public project is funded.
227	91.44	RT	Roosevelt Ave	Right-in, Right-out	Close access - access available via W 13th St	When safety or operational issues occur, or when a public project is funded.
228	91.44	RT	Alley	Right-in, Right-out	Right-in only	When safety or operational issues occur, or when a public project is funded.
229	91.49	RT	W 13th St	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
230	91.59	LT	Lake Dr	Unsignalized Full Movement	Left-in, Right-out	When safety or operational issues occur, or when a public project is funded.
231a	91.64	LT	Lake Dr	Right-in only	Right-in only	
231b	91.64	LT	Residential	Right-in, Right-out	Conditional Access Closure - access available via alley	When property redevelops or when property is reconfigured to provide alternate access via the alley.
232	91.66	LT	Residential	Right-in, Right-out	Conditional Access Closure - access available via alley	When property redevelops or when property is reconfigured to provide alternate access via the alley.
233	91.67	LT	Residential	Right-in, Right-out	Conditional Access Closure - access available via alley	When property redevelops or when property is reconfigured to provide alternate access via the alley.

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234	91.68	LT	Residential	Right-in, Right-out	Conditional Access Closure - access available via alley	When property redevelops or when property is reconfigured to provide alternate access via the alley.
235	91.69	RT	N Grant Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
236	91.70	LT	Residential	Unsignalized Full Movement	Conditional Access Closure - access available via alley	When property redevelops or when property is reconfigured to provide alternate access via the alley. Access may be restricted to right-in/right-out if safety or operational issues occur or when a public project is funded.
237	91.71	LT	Residential	Right-in, Right-out	Conditional Access Closure - access available via alley	When property redevelops or when property is reconfigured to provide alternate access via the alley.
238	91.71	LT	Residential	Right-in, Right-out	Conditional Access Closure - access available via alley	When property redevelops or when property is reconfigured to provide alternate access via the alley.
239	91.72	RT	Residential	Right-in, Right-out	Close access - access available via Grant Ave or Alley	When property redevelops.
240	91.73	RT	Alley	Right-in, Right-out	Right-in, Right-out	
241	91.74	LT	Residential	Shared Right-in, Right-out	Conditional Access Closure - access available via alley	When both properties redevelop or when both properties are reconfigured to provide alternate access via the alley.
242	91.76	RT	N Garfield Ave (south approach)	Signalized Full Movement	Signalized Full Movement	
243	91.76	LT	N Garfield Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
244	91.80	RT	Residential	Right-in, Right-out	Close access - access available via Arthur Ave	When property redevelops or alternate access is available off Arthur.
245	91.81	LT	Arthur Ave	Right-in, Right-out	Conditional Right-in, Right-out	When connection is made between Arthur Ave and Arthur Dr, access will close and will be provided via N Garfield Ave.
246	91.83	RT	Arthur Ave	Right-in, Right-out	Right-in, Right-out	
247	91.91	LT	Alley	Right-in, Right-out	Close access - access available via E 15th St	When adjacent property redevelops, safety or operational issues occur, or when a public project is funded.
248	91.94	RT	US 287 (Cleveland Ave) (south approach)	Signalized Full Movement (one-way SB)	Signalized Full Movement (one-way SB)	

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(CR 27 to I-25)
March 11, 2019

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249	91.94	LT	US 287 (Cleveland Ave) (north approach)	Signalized Full Movement (one-way SB)	Signalized Full Movement (one-way SB)	
250a	91.98	RT	E 11th St	Right-out only	Close access - access available via E 13th St	When safety or operational issues occur, or when a public project is funded.
250b	91.98	RT	Good Times Burgers & Frozen Custard	Right-in, Right-out	Close access - access available via N Lincoln Ave and E 11th St	When property redevelops, safety or operational issues occur, or when a public project is funded.
251	92.01	RT	US-287 (Lincoln Ave) (south approach)	Signalized Full Movement (one-way NB)	Signalized Full Movement (one-way NB)	
252	92.01	LT	US-287 (Lincoln Ave) (north approach)	Signalized Full Movement (one-way NB)	Signalized Full Movement (one-way NB)	
253	92.05	RT	Dairy Queen	Right-in, Right-out	Right-in, Right-out	If legal easements do not exist, cross access agreements required between property no. 9513259001, property no. 9513259002, and any other properties of interest upon redevelopment.
254	92.08	RT	N Jefferson Ave (south approach)	Right-in, Right-out	Right-in, Right-out	
255	92.08	LT	N Jefferson Ave (north approach)	Right-in, Right-out	Right-in, Right-out	
256	92.10	LT	Mountain Rentals, Inc.	Right-in, Right-out	Close access - access available via N Jefferson Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
257	92.12	LT	Gateway Motel	Right-in, Right-out	Right-in, Right-out	
258	92.12	RT	Alley	Right-in, Right-out	Right-in, Right-out	
259	92.13	RT	Multiple businesses	Right-in, Right-out	Close access - access available via Washington Ave or Alley	When property redevelops.
260	92.14	RT	Multiple businesses	Right-in, Right-out	Close access - access available via Washington Ave or Alley	When property redevelops.
261	92.14	LT	Shopping center	Right-in, Right-out	Close access - access available via Washington Ave	When property redevelops.
262	92.15	RT	Washington Ave (south approach)	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
263	92.15	LT	Washington Ave (north approach)	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
264	92.17	RT	Mile High Motors, LLC	Right-in, Right-out	Close access - access available via Washington Ave	When property redevelops.

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265	92.18	LT	RMOMS	Right-in, Right-out	Close access - share access at Access No. 267	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9512330007, property no. 9512330004, and any other properties of interest upon redevelopment.
266	92.19	RT	Alley	Right-in, Right-out	Right-in, Right-out	
267	92.19	LT	Rydquist Fine Jewelry	Right-in, Right-out	Right-in, Right-out at property line	If legal easements do not exist, cross access agreements required between property no. 9512330007, property no. 9512330004, and any other properties of interest upon redevelopment.
268	92.20	RT	Apartments	Right-in, Right-out	Close access - relocate access to eastern property line at Access No. 269.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9513249014, property no. 9513249012, and any other properties of interest upon redevelopment.
269	92.20	LT	Collins Muffler Shop	Right-in, Right-out	Close access - access available via Adams Ave	When property redevelops.
269.5	92.20	RT	New Access	None	Right-in, Right-out at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 9513249014, property no. 9513249012, and any other properties of interest upon redevelopment.
270	92.21	RT	Milestone Square	Right-in, Right-out	Right-in, Right-out	
271	92.22	LT	Adams Ave	Right-in, Right-out	Right-in, Right-out	
272	92.23	LT	Shopping center	Right-in, Right-out	Close access - relocate access to Access No. 273.5	When property redevelops.
273	92.24	RT	Rosebud Motel	Right-in, Right-out	Close access - access available via Monroe Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
273.5	92.24	LT	New business access	None	Conditional Right-in, Right-out at center of block	When property redevelops. Place access at center of property. If property redevelops such that existing buildings are removed, access shall be provided off a local street -Adams Ave or Monroe Ave and access to US 34 shall be closed.
274	92.25	LT	Shopping center	Right-in, Right-out	Close access - relocate access to Access No. 273.5	When property redevelops.

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275	92.27	RT	Monroe Ave (existing-south approach)	Signalized Full Movement	Close access - realign access with Access No. 276 to eliminate offset intersection configuration.	ROW for realignment shall be obtained upon redevelopment or with a public project.
275.5	92.27	RT	Monroe Ave (realigned-south approach)	None	Signalized full movement intersection realigned to eliminate offset intersection configuration. Access shall be aligned with Access No. 276.	When property redevelops, safety or operational issues occur, or when a public project is funded. ROW for realignment shall be obtained.
276	92.27	LT	Monroe Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
277	92.30	RT	Hertz/Finish Line Auto Sales/Printing Mailing Copying	Right-in, Right-out	Right-in, Right-out	If legal easements do not exist, cross access agreements required between property no. 9513105001, property no. 9513105002, and any other properties of interest upon redevelopment.
278	92.36	RT	Gorom Ave	Unsignalized Full Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
279	92.40	RT	Auto Integrity	Right-in, Right-out	Close access - access available via Gorom Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
280	92.41	LT	Goodwill/Hearing Aids/salon	Right-in, Right-out	Right-in, Right-out	If legal easements do not exist, cross access agreements required between property no. 9512423001, property no. 9512423902, and any other properties of interest upon redevelopment.
281	92.45	LT	Ford	Right-in, Right-out	Close access - access available via E 16th St	When property redevelops, safety or operational issues occur, or when a public project is funded.
282	92.45	RT	Gold's Gym/(other businesses)	Right-in only	Right-in only	If legal easements do not exist, cross access agreements required between property no. 9513115003, property no. 9513120001, property no. 9513120002 and any other properties of interest upon redevelopment.
283	92.47	LT	Ford	Unsignalized Full Movement	Close access - access available via E 16th St and Redwood Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
284	92.54	RT	Redwood Dr (south approach)	Signalized Full Movement	Signalized Full Movement	
285	92.54	LT	Redwood Dr (north approach)	Signalized Full Movement	Signalized Full Movement	

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
286	92.58	LT	Widow McCoy's Restaurant & Bar	Right-in, Right-out	Close access - access available via Access No. 287.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
287	92.61	LT	Widow McCoy's Restaurant & Bar	Right-in, Right-out	Close access - share access at Access No. 287.5\	When property redevelops. Cross access agreements required between property no. 9512414002, property no. 9512414003, and any other properties of interest upon redevelopment.
287.5	92.61	LT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9512414002, property no. 9512414003, and any other properties of interest upon redevelopment.
288	92.62	LT	Hiway Motel	Right-in, Right-out	Close access - share access at Access No. 287.5	When property redevelops. Cross access agreements required between property no. 9512414002, property no. 9512414003, and any other properties of interest upon redevelopment.
288.5	92.63	RT	New business access	None	Right-in, Right-out	When property redevelops. Place access at center of property to maximize functional intersection areas for adjacent major intersections.
289	92.64	LT	Hiway Motel	Right-in, Right-out	Close access - access available via Access No. 287.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
290	92.67	LT	Enterprise/Wright's Automotive	Unsignalized 3/4 Movement	Close access - share access at Access No. 290.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9512414007, property no. 9512414012, property no. 9512414009, property no. 9512422001 and any other properties of interest upon redevelopment.
290.5	92.67	LT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9512414007, property no. 9512414012, property no. 9512414009, property no. 9512422001 and any other properties of interest upon redevelopment.

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ACCESS CONTROL PLAN
UNITED STATES HIGHWAY 34
MP 85.50 to MP 96.03
(CR 27 to I-25)
March 11, 2019

* Mile Posts defined per CDOT Highway Segment Description for US 34 at US 287C (Lincoln Avenue) MP 92.01

Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
291	92.67	RT	Sam's Club	Right-in, Right-out	Close access - relocate access to center of property	When property redevelops.
292	92.68	LT	Loveland Bear Alignment	Right-in, Right-out	Close access - share access at Access No. 290.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 9512414007, property no. 9512414012, property no. 9512414009, property no. 9512422001 and any other properties of interest upon redevelopment.
293	92.70	LT	U Pump It (gas station)	Right-in, Right-out	Close access - access available via Access No. 294.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
294	92.71	LT	U Pump It (gas station)	Right-in, Right-out	Close access - share access at Access No. 294.5	When property redevelops. Cross access agreements required between property no. 9512418001, property no. 9512417001, and any other properties of interest upon redevelopment.
294.5	92.72	LT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 9512418001, property no. 9512417001, and any other properties of interest upon redevelopment.
295	92.73	LT	34 Liquor	Right-in, Right-out	Close access - share access at either Access No. 294.5 or 295.5	When property redevelops. Cross access agreements required between property no. 9512418001, property no. 9512417001, property no. 9512419001 and any other properties of interest upon redevelopment.
295.5	92.73	LT	New business access	None	Shared Right-in only at property line	When either property redevelops. Cross access agreements required between property no. 9512417001, property no. 9512419001, and any other properties of interest upon redevelopment.
296	92.74	LT	7-Eleven	Right-in, Right-out	Close access - share access at Access No. 295.5	When property redevelops. Cross access agreements required between property no. 9512417001, property no. 9512419001, and any other properties of interest upon redevelopment.
297	92.76	RT	Madison Ave (south approach)	Signalized Full Movement	Signalized Full Movement	

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(CR 27 to I-25)
March 11, 2019

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
298	92.77	LT	Madison Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
299	92.80	RT	Palmer Flowers/Foundation Pawn	Shared Right-in, Right-out	Close access - access available via Madison Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
300	92.80	LT	Vacant Lot	Right-in, Right-out	Close access - relocate access to Access No. 300.5	When property redevelops. If legal easements do no exist, cross access agreements required between property no. 8507342001, property no. 8507310001, property no. 8507369004, and any other properties of interest upon redevelopment.
300.5	92.81	LT	New Access	None	Shared Right-in only at property line	When either property redevelops. If legal easements do no exist, cross access agreements required between property no. 8507342001, property no. 8507310001, property no. 8507369004, and any other properties of interest upon redevelopment.
301	92.82	RT	Foundation Pawn/tattoo & piercing shop	Right-in, Right-out	Close access - share access at Access No. 301.5	When property redevelops. Cross access agreements required between property no. 8518224003, property no. 8518224004, and any other properties of interest upon redevelopment.
301.5	92.82	RT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 8518224003, property no. 8518224004, and any other properties of interest upon redevelopment.
302	92.83	RT	Shopping center	Right-in, Right-out	Close access - share access at Access No. 301.5	When property redevelops. Cross access agreements required between property no. 8518224003, property no. 8518224004, and any other properties of interest upon redevelopment.
303	92.84	LT	Vacant Business	Right-in, Right-out	Right-in, Right-out	If legal easements do no exist, cross access agreements required between property no. 8507342001, property no. 8507310001, property no. 8507369004, and any other properties of interest upon redevelopment.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
304	92.86	RT	Multiple businesses	Right-in, Right-out	Close access - share access at Access No. 304.5	When property redevelops. Cross access agreements required between property no. 8518224005, property no. 8518224006, and any other properties of interest upon redevelopment.
304.5	92.88	RT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 8518224005, property no. 8518224006, and any other properties of interest upon redevelopment.
305	92.89	RT	Sun Sports Auto Center	Right-in, Right-out	Close access - share access at Access No. 304.5	When property redevelops. Cross access agreements required between property no. 8518224005, property no. 8518224006, and any other properties of interest upon redevelopment.
306	92.91	RT	Gold Roofing, Inc.	Right-in, Right-out	Close access - access available via Access No. 307.5	When property redevelops, safety or operational issues occur, or when a public project is funded.
307	92.92	RT	Gold Roofing, Inc.	Right-in, Right-out	Close access - share access at Access No. 307.5	When property redevelops. Cross access agreements required between property no. 8518224007, property no. 8518224008, and any other properties of interest upon redevelopment.
307.5	92.92	RT	New business access	None	Shared Right-in, Right-out at property line	When either property redevelops. Cross access agreements required between property no. 8518224007, property no. 8518224008, and any other properties of interest upon redevelopment.
308	92.93	RT	SIGNS	Right-in, Right-out	Close access - share access at Access No. 307.5	When property redevelops. Cross access agreements required between property no. 8518224007, property no. 8518224008, and any other properties of interest upon redevelopment.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
309	92.94	LT	Multiple businesses	Unsignalized 3/4 Movement	Right-in, Right-out	When safety or operational issues occur or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 8507384004, property no. 8507384001, property no. 8507384002, property no. 8507397002, and any other properties of interest upon redevelopment.
310	92.95	RT	Felker's Hitch & Welding Service/Anchor Auto Glass	Right-in, Right-out	Close access - relocate access to eastern property line	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 8518224009, property no. 8518233010, and any other properties of interest upon redevelopment.
310.5	92.95	RT	Business	None	Shared Right-in, Right-out at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 8518224009, property no. 8518233010, and any other properties of interest upon redevelopment.
311	92.97	RT	Kum & Go	Right-in, Right-out	Close access - access available via Boise Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
312	92.99	LT	7-Eleven	Right-in, Right-out	Close access - access available via Boise Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
313	93.04	RT	N Boise Ave (south approach)	Signalized Full Movement	Signalized Full Movement	
314	93.04	LT	N Boise Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
315	93.11	LT	Rodeway Inn/Super 8	Right-in, Right-out	Close access - access available via E 15th St	When property redevelops, safety or operational issues occur, or when a public project is funded. If legal easements do not exist, cross access agreements required between property no. 8518226002, property no. 8518217005, and any other properties of interest upon redevelopment.

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Access ID No.	Mile Post	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
	*					
315.5	93.12	RT	New Access	None	Right-in, right-out at property line	When either property redevelops. If legal easements do not exist, cross access agreements required between property no. 8518226002, property no. 8518217005, and any other properties of interest upon redevelopment.
316	93.20	LT	Cheyenne Ave	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	Implement 3/4 movement when safety or operational issues occur, or when a public project is funded. If safety or operational issues develop related to the left-turn-in movement, this access may be further restricted to right-in/right-out.
316.5	93.31	RT	New business access	None	Conditional Right-in, Right-out at property line	When either property redevelops. This access is conditional upon Access No. 318 closing. If legal easements do not exist, cross access agreements required between property no. 8518161005, property no. 8518161002, and any other properties of interest upon redevelopment.
317	93.33	LT	Shopping center	Right-in, Right-out	Right-in, Right-out	If legal easements do not exist, cross access agreements required between property no. 8507441101, property no. 8507441102, property no. 8507441201, property no. 8507492003, and any other properties of interest upon redevelopment.
318	93.35	RT	Walmart	Right-in only	Close access - relocate access to Access No. 316.5	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 8518161005, property no. 8518161002, and any other properties of interest upon redevelopment.
319	93.52	RT	Denver Ave (south approach)	Signalized Full Movement	Signalized Full Movement	
320	93.52	LT	Denver Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
321	93.76	RT	Mountain Lion Dr	Unsignalized 3/4 Movement	Unsignalized 3/4 Movement	

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Access ID No.	Mile Post *	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
322	93.76	LT	Private Rd	Right-in, Right-out	Unsignalized 3/4 Movement	When property redevelops. If legal easements do not exist, cross access agreements required between property no. 8507440001, property no. 8508340002, and any other properties of interest upon redevelopment.
323	93.78	LT	Field access	Right-in, Right-out	Close access - access available via Access No. 322	When property redevelops.
324	93.88	LT	Field access	Right-in, Right-out	Close access - access available via Access No. 322	When property redevelops.
325	93.97	LT	Field access	Right-in, Right-out	Close access - access available via Access No. 327	When property redevelops.
326	94.01	RT	Sculptor Dr	Signalized Full Movement	Signalized Full Movement	
327	94.01	LT	Field access	Signalized Full Movement	Signalized Full Movement	Fourth leg of full movement intersection to be aligned directly across from Access No. 326 when one or more properties redevelop.
328	94.10	LT	Residential	Right-in, Right-out	Close access - access available via Access No. 327	When property redevelops.
329	94.14	LT	Field access	Right-in, Right-out	Close access - access available via Access No. 327	When property redevelops.
330	94.19	LT	Water treatment plant	Right-in, Right-out	Right-in, Right-out	Cross access agreements required between property no. 8508000004, property no. 8508000003, and any other properties of interest upon redevelopment.
331	94.21	LT	Business access	Right-in, Right-out	Close access - access available via Access No. 330 or E. 15th Street	When property redevelops and alternate access to Access No. 330 or E. 15th St. is available. Cross access agreements required between property no. 8508000004, property no. 8508000003, and any other properties of interest upon redevelopment.
332	94.21	RT	Hearth House	Right-in, Right-out	Close access - access available via Mountain Lion Dr	When property redevelops.
333	94.22	LT	Windows & Siding Outlet	Right-in, Right-out	Close access - access available via Access No. 330 or E. 15th Street	When property redevelops and alternate access to Access No. 330 or E. 15th St. is available. Cross access agreements required between property no. 8508000004, property no. 8508000003, and any other properties of interest upon redevelopment.

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334	94.26	LT	Rocky Mountain Storage Barns	Right-in, Right-out	Close access - access available via Access No. 330 or E. 15th Street	When property redevelops and alternate access to Access No. 330 or E. 15th St. is available. Cross access agreements required between property no. 8508000004, property no. 8508000003, and any other properties of interest upon redevelopment.
335	94.26	RT	Hearth House	Right-in, Right-out	Close access - access available via Mountain Lion Dr	When property redevelops.
336	94.29	RT	Residential	Right-in, Right-out	Close access - access available via Mountain Lion Dr	When property redevelops.
337	94.42	LT	E 15th St (north approach)	Unsignalized 3/4 Movement	Unsignalized 3/4 Movement	
338	94.42	RT	E 15th St (south approach)	Unsignalized 3/4 Movement	Unsignalized 3/4 Movement	
339	94.54	RT	Jake's Farm (Ag business)	Right-in, Right-out	Close access - access available via Mountain Lion Dr	When property redevelops.
340	94.66	RT	Field access	Right-in, Right-out	Close access - access available via Mountain Lion Dr or N. Boyd Lake Ave.	When property redevelops.
341	94.76	RT	N Boyd Lake Ave (south approach)	Signalized Full Movement	Signalized Full Movement	
342	94.76	LT	N Boyd Lake Ave (north approach)	Signalized Full Movement	Signalized Full Movement	
342.5	94.88	RT	Field access	Right-in, Right-out	Close access - access available via Access No. 343.5 or N. Boyd Lake Ave	When property redevelops.
343	94.99	LT	McWhinney Blvd	Unsignalized 3/4 Movement	Unsignalized 3/4 Movement	
343.5	94.99	RT	Field access	Right-in, Right-out	Unsignalized 3/4 Movement	When property redevelops.
344	95.12	LT	Field access	Right-in, Right-out	Close access - access available via McWhinney Blvd	When property redevelops, safety or operational issues occur, or when a public project is funded.
345	95.14	RT	Field access	Right-in, Right-out	Close access - access available via Access No. 343.5	When property redevelops.
346	95.16	LT	Cupid Rd	Right-in, Right-out	Right-in, Right-out	If legal easements do not exist, cross access agreements required between property no. 8509000009, property no. 8509000008, and any other properties of interest upon redevelopment.

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March 11, 2019

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Access ID No.	Mile Post *	Side ¹	Description/Current Business	Existing Configuration	Proposed Configuration ^{4,7}	Conditions for Implementation ^{2,3,4,5,6}
348	95.25	RT	Field access	Right-in, Right-out	Close access - access available via Access No. 345 in the interim and 343.5 in the long-term	When property redevelops, safety or operational issues occur, or when a public project is funded.
348.5	95.26	RT	Field access	Unsignalized Full Movement	Signalized Full Movement	Fourth leg of full movement intersection to be aligned directly across from Access No. 349 when property redevelops.
349	95.26	LT	Hahns Peak Dr	Signalized Full Movement	Signalized Full Movement	
350	95.30	LT	Ditch access	Right-in, Right-out	Conditional Right-in, Right-out	When property redevelops, access will be gated and limited to ditch maintenance only. If ditch maintenance access is no longer needed, access will close.
351	95.48	LT	Fall River Dr	Unsignalized 3/4 Movement	Right-in, Right-out	When safety or operational issues occur, or when a public project is funded.
352	95.48	RT	Residential/Ag Business	Unsignalized Full Movement	Right-in, Right-out	When property redevelops, safety or operational issues occur, or when a public project is funded.
353	95.51	RT	Field access	Right-in, Right-out	Close access - access available via Access No. 352	When property redevelops.
354	95.63	RT	Field access	Right-in, Right-out	Close access - access available via Access No. 352 or 355	When property redevelops.
355	95.75	RT	Field access	Unsignalized Full Movement	Signalized Full Movement	Fourth leg of full movement intersection to be aligned directly across from Access No. 356 when one or more properties redevelop.
356	95.75	LT	Rocky Mountain Ave	Signalized Full Movement	Signalized Full Movement	
357	95.96	RT	Field access	Right-in, Right-out	Close access - share access at Access No. 359.5	When property redevelops.
358	95.99	LT	County Road 7	Unsignalized 3/4 Movement	Conditional Right-in, Right-out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access shall close when alternative two-way access to the park-n-ride is available or if the park-n-ride is relocated.

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	*					
359	96.00	RT	Conoco/adjacent business	Unsignalized 3/4 Movement	Close access - share access at Access No. 359.5	When property redevelops. Cross access agreements required between property no. 8515000004, property no. 8515000015, property no. 8515000017, and any other properties of interest upon redevelopment. Existing access may be restricted or modified if safety or operational issues occur or when a public project is funded.
359.5	96.00	RT	New business access	None	Conditional Right-in, Right-out at property line	Implement right-in, right-out at the property line when either property redevelops. Cross access agreements required between property no. 8515000004, property no. 8515000015, property no. 8515000017, and any other properties of interest upon redevelopment. Access shall close when alternative local street access is available.
360	96.03	RT	Conoco/Best Western	Right-in, Right-out	Close access - share access at Access No. 359.5	When property redevelops. Cross access agreements required between property no. 8515000004, property no. 8515000015, property no. 8515000017, and any other properties of interest upon redevelopment.

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Legend

AccessPointInfo	3/4 Movement (Convert/Maintain Existing)	Right-in only (Convert/Maintain Existing)	Cross Access	"C" Conditional Access
Close Existing Access Point	3/4 Movement (Proposed)	Right-in only (Proposed)	Proposed Cross Access	"D" Ditch Access
Signalized Full-Movement (Existing)	Right-in/Right-out (Convert/Maintain Existing)	Right-out only (Convert Existing)	Existing Cross Access	"E" Emergency Access
Full-Movement with Potential for Signalization (When Warranted)	Right-in/Right-out (Proposed)		Parcel Lines	"M" Major Intersection
Unsignalized Full-Movement (Maintain Existing)	Left-in/Right-out (Convert Existing)		Future Potential Roadway	
Unsignalized Full-Movement (Proposed)				

Figure 2A
1 of 18



Legend

AccessPointInfo		Cross Access		"C" Conditional Access
	Close Existing Access Point		Right-in only (Convert/Maintain Existing)	"D" Ditch Access
	Signalized Full-Movement (Existing)		Right-in only (Proposed)	"E" Emergency Access
	Full-Movement with Potential for Signalization (When Warranted)		Right-out only (Convert Existing)	"M" Major Intersection
	Unsignalized Full-Movement (Maintain Existing)		Right-in/Right-out (Proposed)	
	Unsignalized Full-Movement (Proposed)		Left-in/Right-out (Convert Existing)	Parcel Lines
				Future Potential Roadway

Figure 2B
2 of 18



Legend

AccessPointInfo	3/4 Movement (Convert/Maintain Existing)	Right-in only (Convert/Maintain Existing)	Cross Access	"C" Conditional Access
Close Existing Access Point	3/4 Movement (Proposed)	Right-in only (Proposed)	Proposed Cross Access	"D" Ditch Access
Signalized Full-Movement (Existing)	Right-in/Right-out (Convert/Maintain Existing)	Right-out only (Convert Existing)	Existing Cross Access	"E" Emergency Access
Full-Movement with Potential for Signalization (When Warranted)	Right-in/Right-out (Proposed)		Parcel Lines	"M" Major Intersection
Unsignalized Full-Movement (Maintain Existing)	Left-in/Right-out (Convert Existing)		Future Potential Roadway	
Unsignalized Full-Movement (Proposed)				

Figure 2C
3 of 18



Legend

AccessPointInfo

- Close Existing Access Point
- Signalized Full-Movement (Existing)
- Full-Movement with Potential for Signalization (When Warranted)
- Unsignalized Full-Movement (Maintain Existing)
- Unsignalized Full-Movement (Proposed)

- 3/4 Movement (Convert/Maintain Existing)
- 3/4 Movement (Proposed)
- Right-in/Right-out (Convert/Maintain Existing)
- Right-in/Right-out (Proposed)
- Left-in/Right-out (Convert Existing)

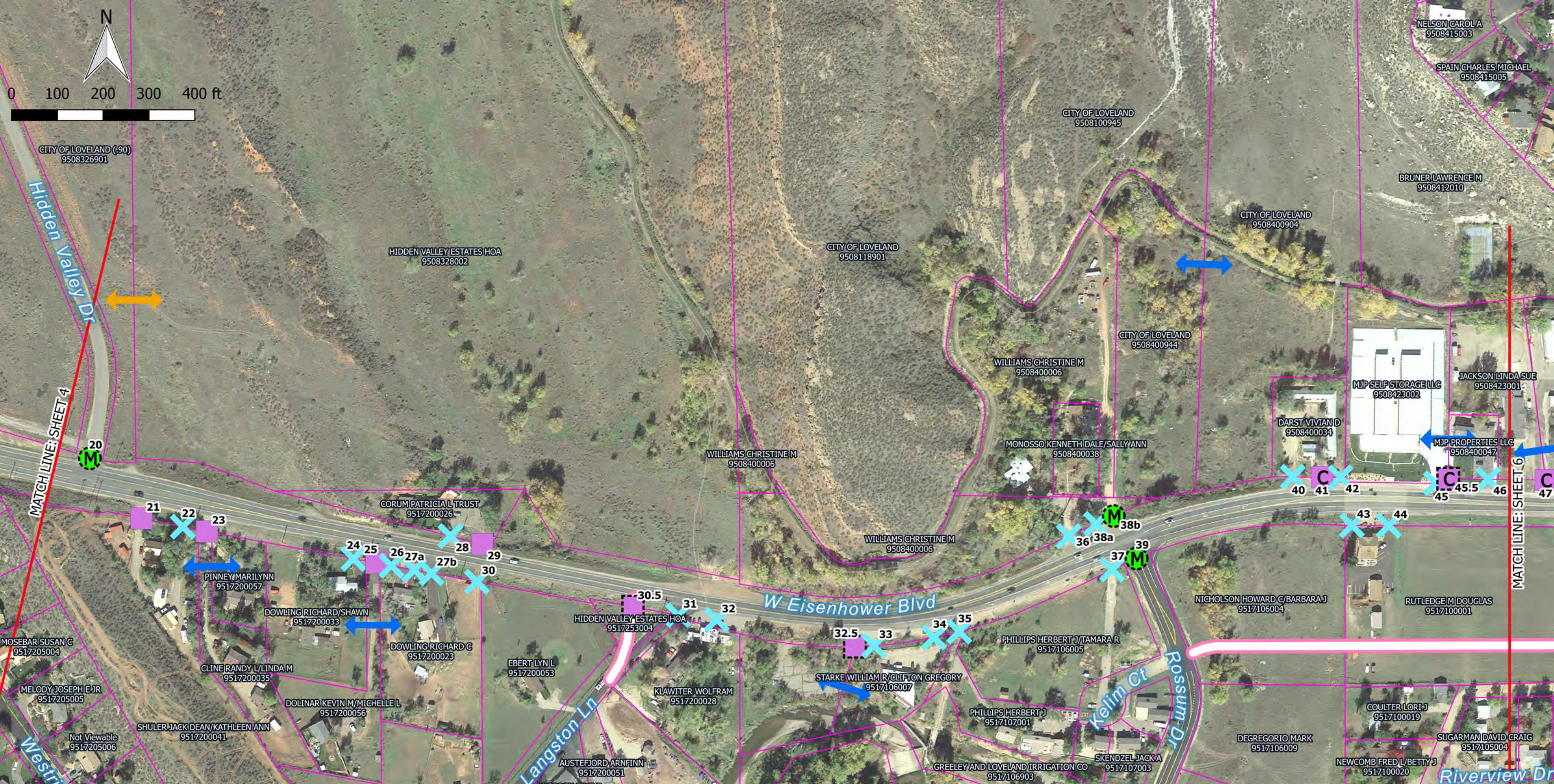
- Right-in only (Convert/Maintain Existing)
- Right-in only (Proposed)
- Right-out only (Convert Existing)

Cross Access

- Proposed Cross Access
- Existing Cross Access
- Parcel Lines
- Future Potential Roadway

- "C"** Conditional Access
- "D"** Ditch Access
- "E"** Emergency Access
- "M"** Major Intersection

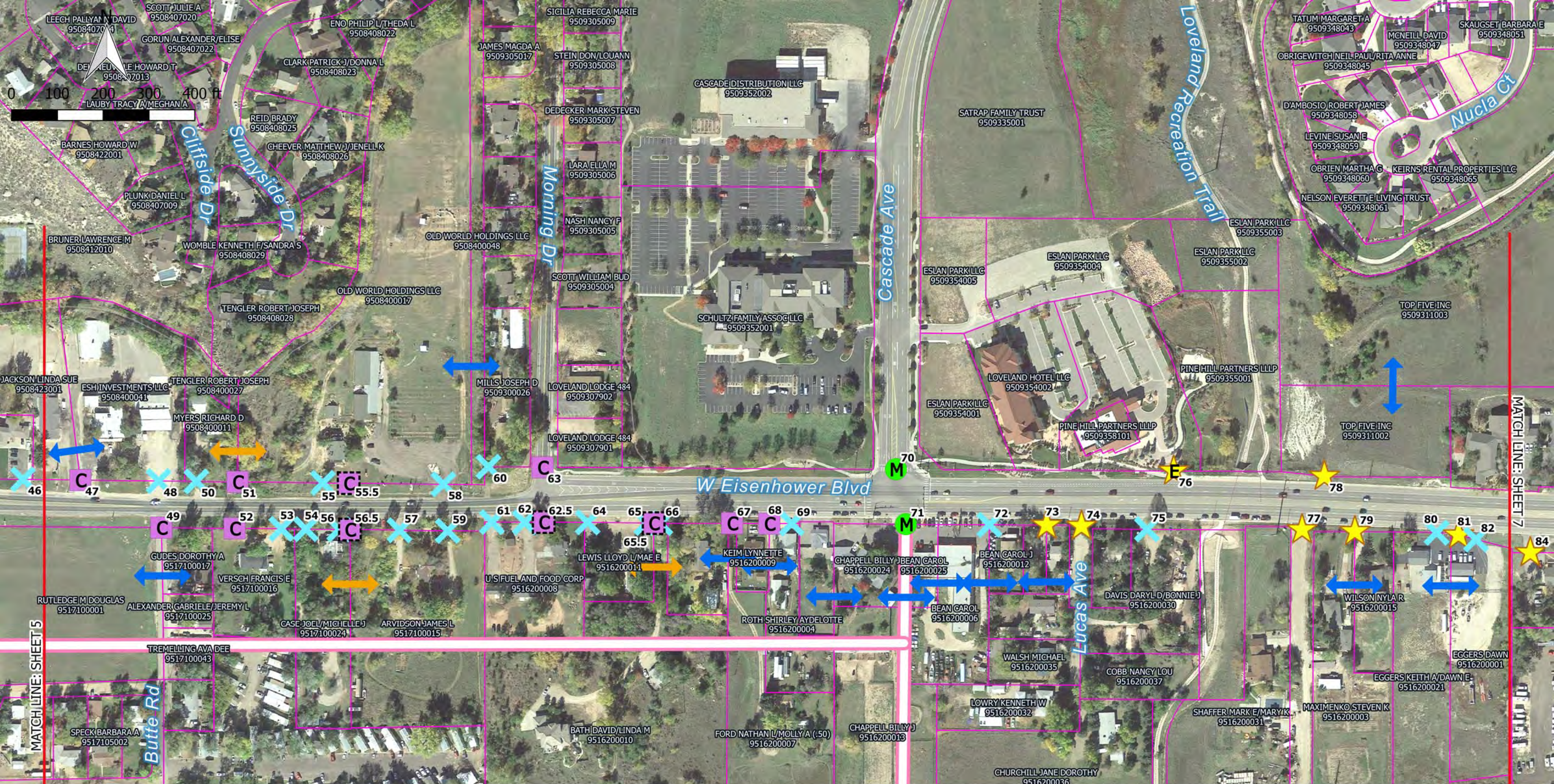
Figure 2D
4 of 18



Legend

Access Point Info	3/4 Movement (Convert/Maintain Existing)	Right-in only (Convert/Maintain Existing)	Cross Access	Conditional Access
Close Existing Access Point	3/4 Movement (Proposed)	Right-in only (Proposed)	Proposed Cross Access	Ditch Access
Signalized Full-Movement (Existing)	Right-in/Right-out (Convert/Maintain Existing)	Right-out only (Convert Existing)	Existing Cross Access	Emergency Access
Full-Movement with Potential for Signalization (When Warranted)	Right-in/Right-out (Proposed)		Parcel Lines	Major Intersection
Unsignalized Full-Movement (Maintain Existing)	Left-in/Right-out (Convert Existing)		Future Potential Roadway	
Unsignalized Full-Movement (Proposed)				

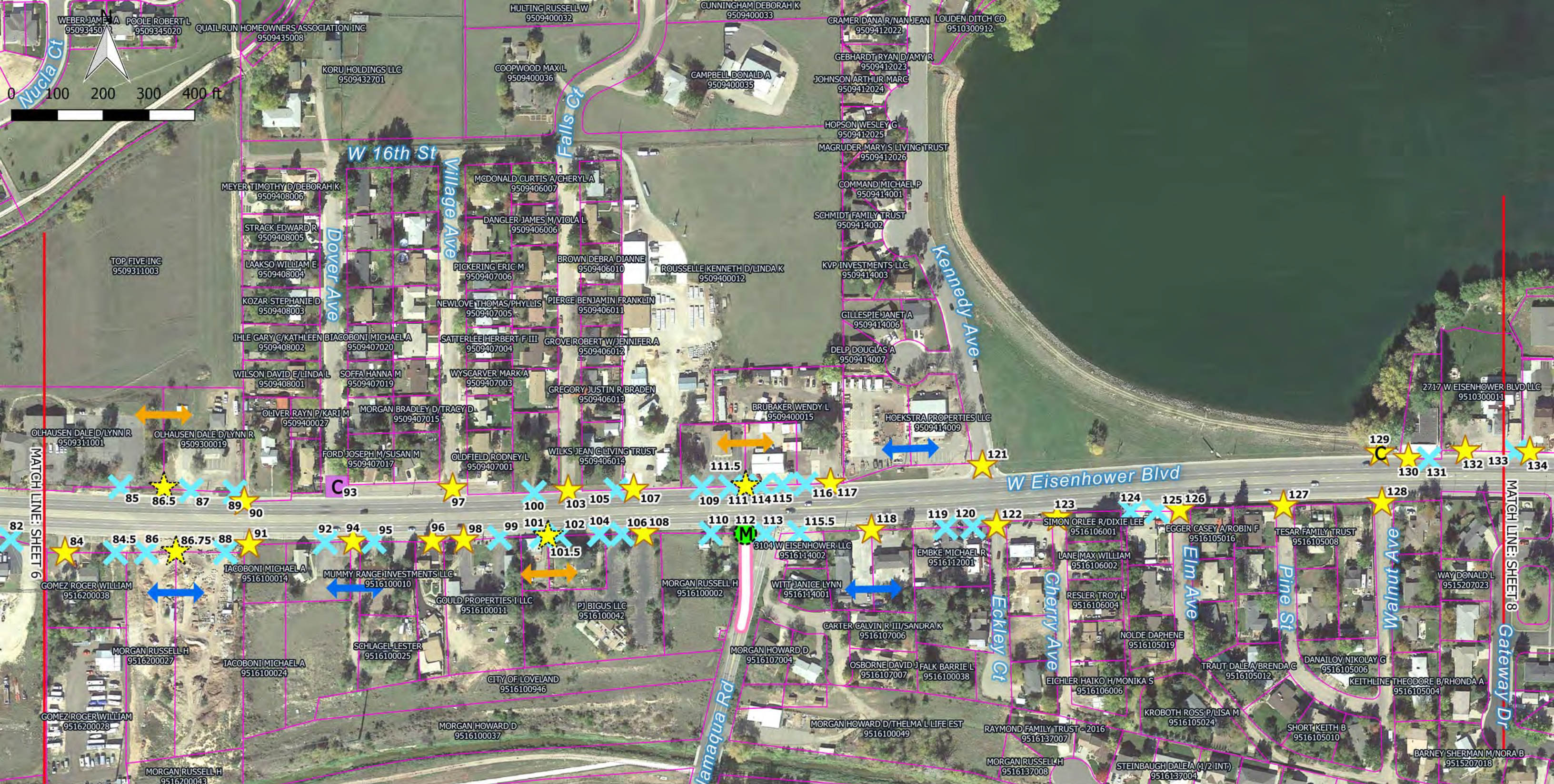
Figure 2E
5 of 18



Legend

Close Existing Access Point	3/4 Movement (Convert/Maintain Existing)	Right-in only (Convert/Maintain Existing)	Cross Access	"C" Conditional Access
Signalized Full-Movement (Existing)	3/4 Movement (Proposed)	Right-in only (Proposed)	Proposed Cross Access	"D" Ditch Access
Full-Movement with Potential for Signalization (When Warranted)	Right-in/Right-out (Convert/Maintain Existing)	Right-out only (Convert Existing)	Existing Cross Access	"E" Emergency Access
Unsignalized Full-Movement (Maintain Existing)	Right-in/Right-out (Proposed)	Left-in/Right-out (Convert Existing)	Parcel Lines	"M" Major Intersection
Unsignalized Full-Movement (Proposed)			Future Potential Roadway	

Figure 2F
6 of 18

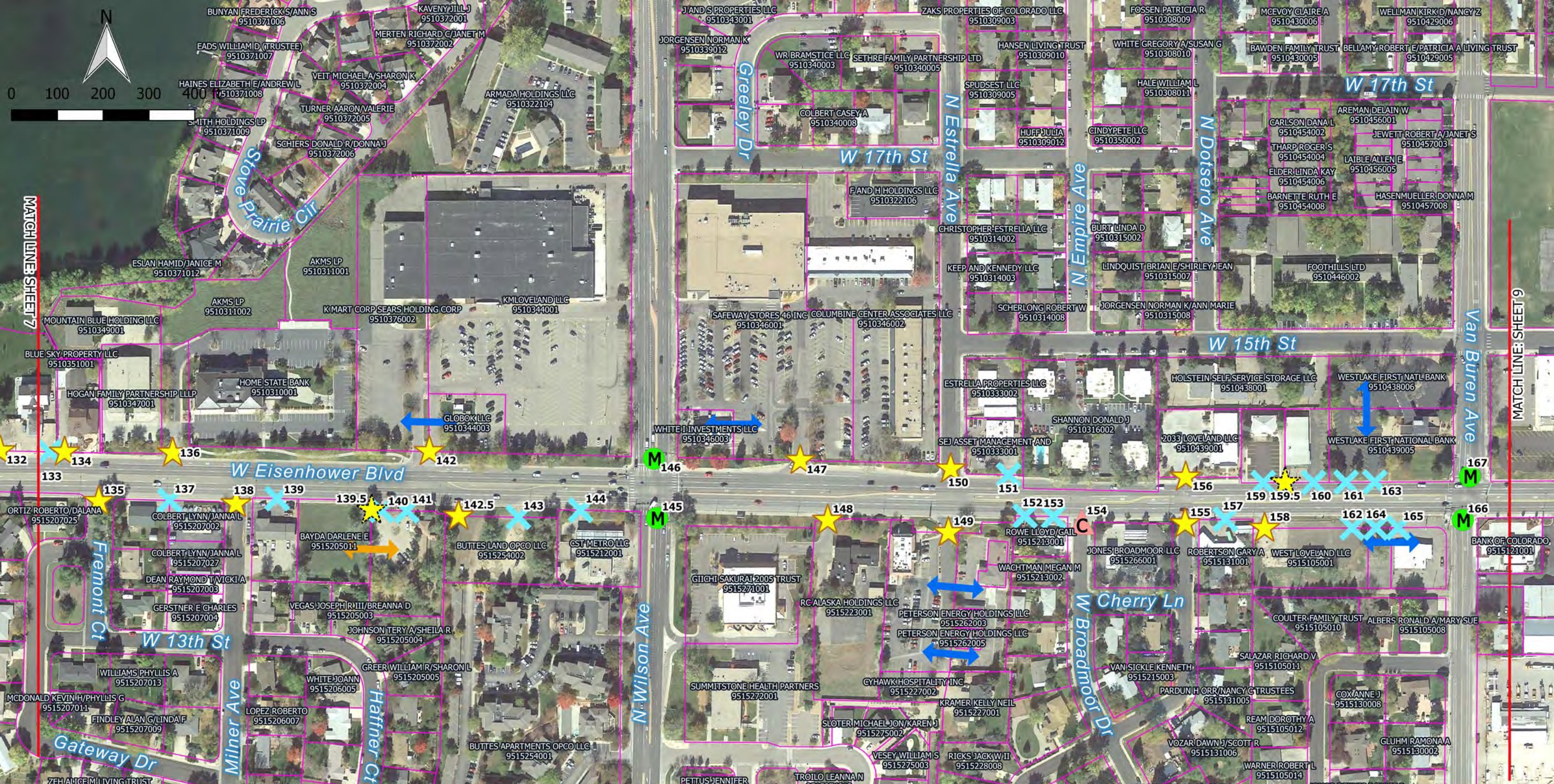


Legend

Close Existing Access Point	3/4 Movement (Convert/Maintain Existing)	Right-in only (Convert/Maintain Existing)	Cross Access	"C" Conditional Access
Signalized Full-Movement (Existing)	3/4 Movement (Proposed)	Right-in only (Proposed)	Proposed Cross Access	"D" Ditch Access
Full-Movement with Potential for Signalization (When Warranted)	Right-in/Right-out (Convert/Maintain Existing)	Right-out only (Convert Existing)	Existing Cross Access	"E" Emergency Access
Unsignalized Full-Movement (Maintain Existing)	Right-in/Right-out (Proposed)		Future Potential Roadway	"M" Major Intersection
Unsignalized Full-Movement (Proposed)	Left-in/Right-out (Convert Existing)			

Parcel Lines
 Future Potential Roadway

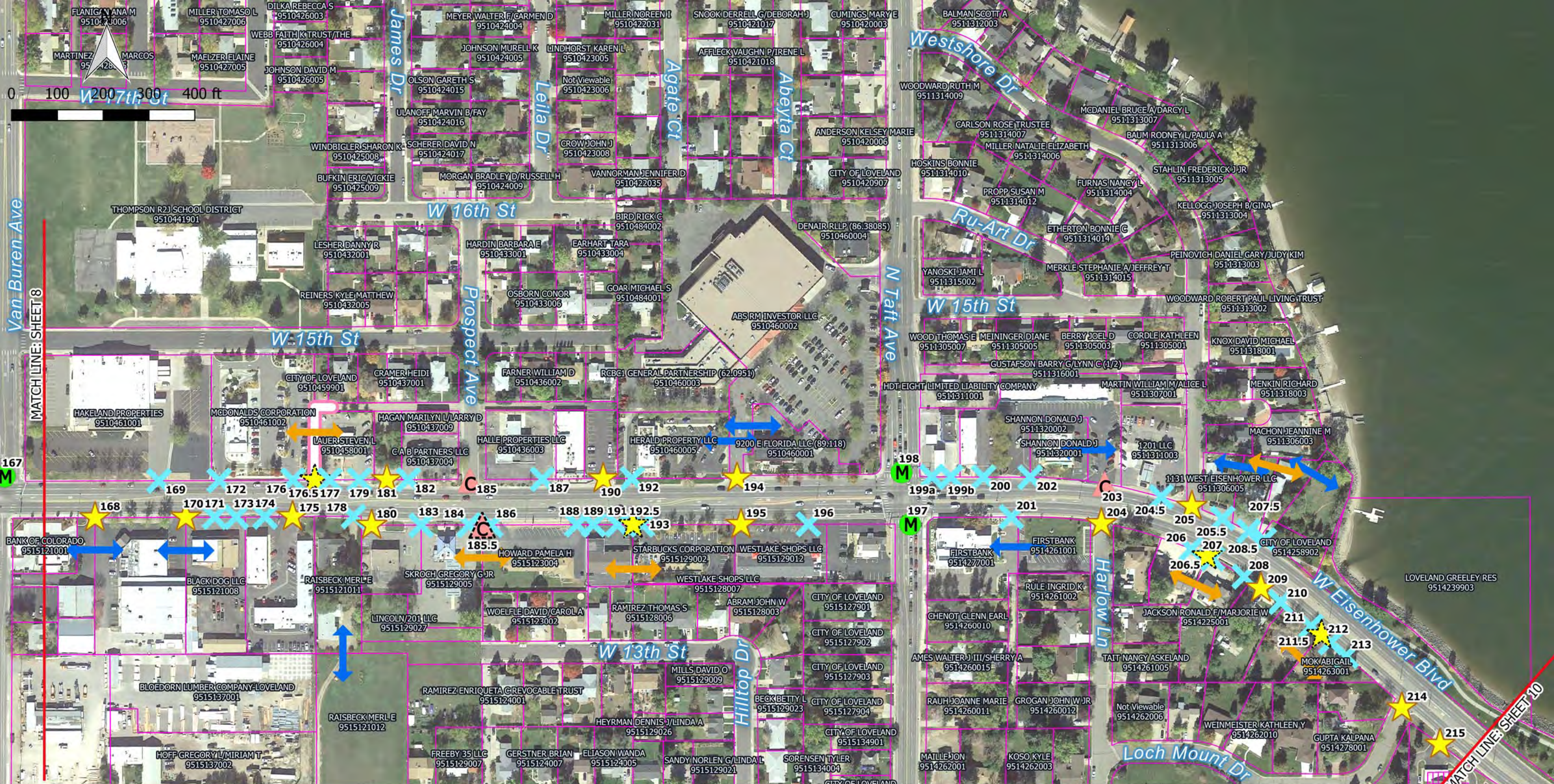
Figure 2G
7 of 18



Legend

	Close Existing Access Point		Right-in/Right-out (Convert/Maintain Existing)		Right-in only (Convert/Maintain Existing)		Existing Cross Access		Signalized Full-Movement (Existing)		Right-in only (Proposed)		Left-in/Right-out (Convert Existing)		Conditional Access
	Full-Movement with Potential for Signalization (When Warranted)		Right-in/Right-out (Proposed)		Right-in only (Proposed)		Proposed Cross Access		Ditch Access		Right-out only (Convert Existing)				Emergency Access
	Unsignalized Full-Movement (Maintain Existing)								Major Intersection		Parcel Lines		Future Potential Roadway		
	Unsignalized Full-Movement (Proposed)														

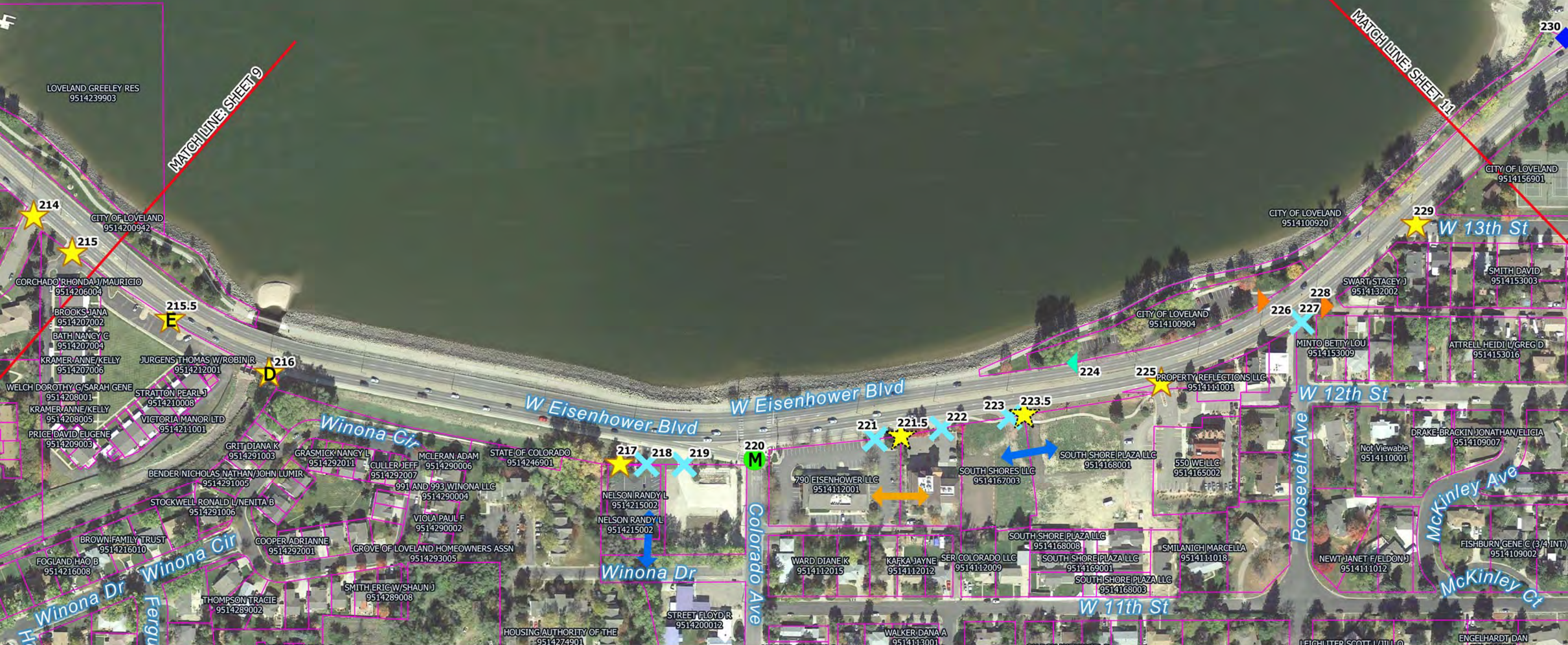
Figure 2H
8 of 18



Legend

	Close Existing Access Point		3/4 Movement (Convert/Maintain Existing)		Right-in only (Convert/Maintain Existing)		Proposed Cross Access	"C"	Conditional Access
	Signalized Full-Movement (Existing)		3/4 Movement (Proposed)		Right-in only (Proposed)		Existing Cross Access	"D"	Ditch Access
	Full-Movement with Potential for Signalization (When Warranted)		Right-in/Right-out (Convert/Maintain Existing)		Right-out only (Convert Existing)			"E"	Emergency Access
	Unsignalized Full-Movement (Maintain Existing)		Right-in/Right-out (Proposed)					"M"	Major Intersection
	Unsignalized Full-Movement (Proposed)		Left-in/Right-out (Convert Existing)						Parcel Lines
									Future Potential Roadway

Figure 2I
9 of 18



Legend

	Close Existing Access Point		3/4 Movement (Convert/Maintain Existing)		Right-in only (Convert/Maintain Existing)		Proposed Cross Access	"C"	Conditional Access
	Signalized Full-Movement (Existing)		3/4 Movement (Proposed)		Right-in/Right-out (Convert/Maintain Existing)		Existing Cross Access	"D"	Ditch Access
	Full-Movement with Potential for Signalization (When Warranted)		Right-in/Right-out (Proposed)		Right-in/Right-out (Proposed)			"E"	Emergency Access
	Unsignalized Full-Movement (Maintain Existing)		Left-in/Right-out (Convert Existing)					"M"	Major Intersection
	Unsignalized Full-Movement (Proposed)								
							Parcel Lines		
							Future Potential Roadway		

Figure 2J
10 of 18



Legend

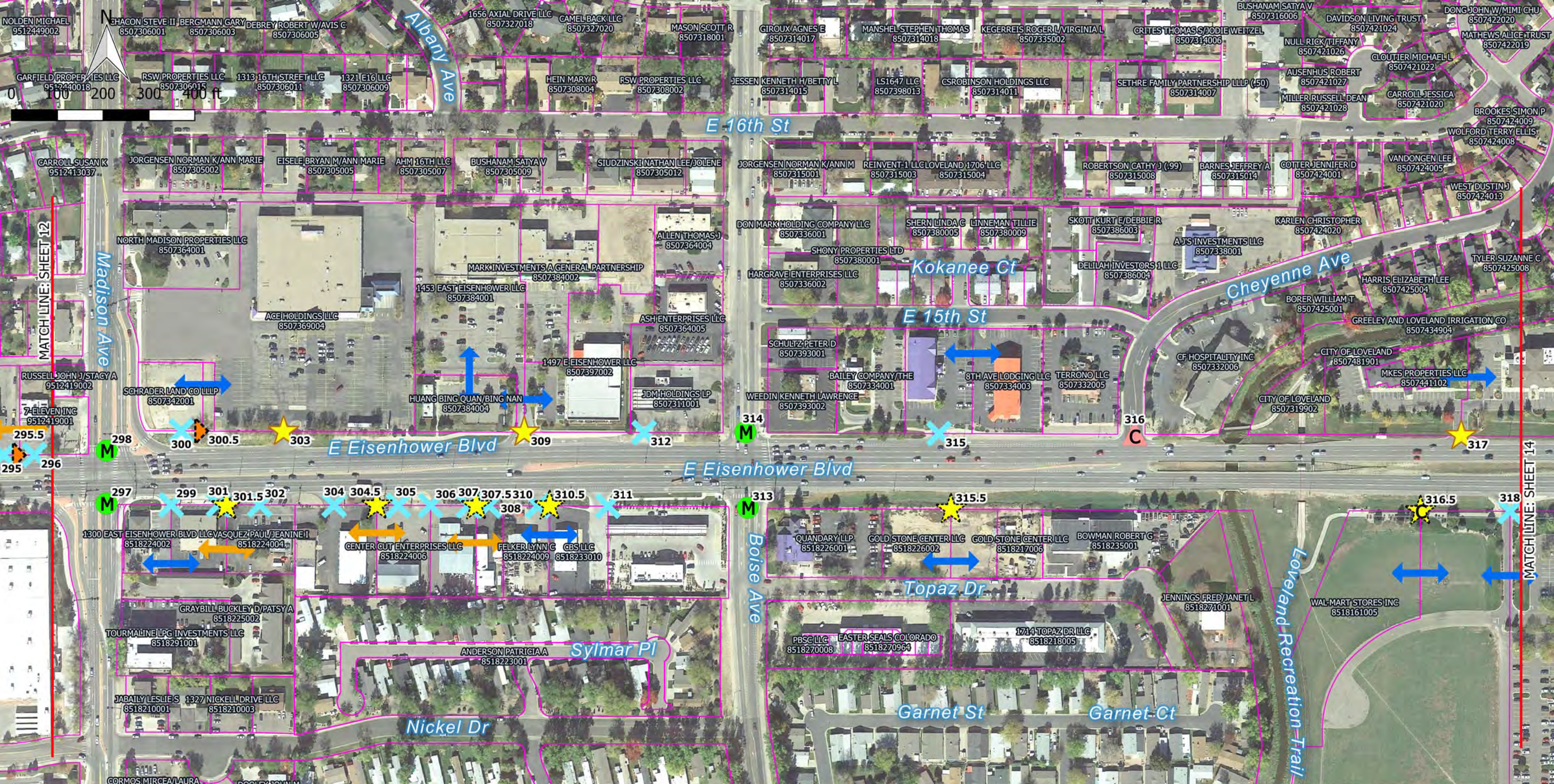
- | | | | | | | | | | |
|--|---|--|--|--|---|--|-----------------------|--|--------------------------|
| | Close Existing Access Point | | 3/4 Movement (Convert/Maintain Existing) | | Right-in only (Convert/Maintain Existing) | | Proposed Cross Access | | Conditional Access |
| | Signalized Full-Movement (Existing) | | 3/4 Movement (Proposed) | | Right-in only (Proposed) | | Existing Cross Access | | Ditch Access |
| | Full-Movement with Potential for Signalization (When Warranted) | | Right-in/Right-out (Convert/Maintain Existing) | | Right-out only (Convert Existing) | | | | Emergency Access |
| | Unsignalized Full-Movement (Maintain Existing) | | Right-in/Right-out (Proposed) | | | | | | Major Intersection |
| | Unsignalized Full-Movement (Proposed) | | Left-in/Right-out (Convert Existing) | | | | | | Parcel Lines |
| | | | | | | | | | Future Potential Roadway |



Legend

	Close Existing Access Point		Right-in only (Convert/Maintain Existing)	Cross Access	"C"	Conditional Access
	Signalized Full-Movement (Existing)		Right-in only (Proposed)		"D"	Ditch Access
	Full-Movement with Potential for Signalization (When Warranted)		Right-in/Right-out (Convert/Maintain Existing)		"E"	Emergency Access
	Unsignalized Full-Movement (Maintain Existing)		Right-in/Right-out (Proposed)		"M"	Major Intersection
	Unsignalized Full-Movement (Proposed)		Left-in/Right-out (Convert Existing)			Parcel Lines
						Future Potential Roadway

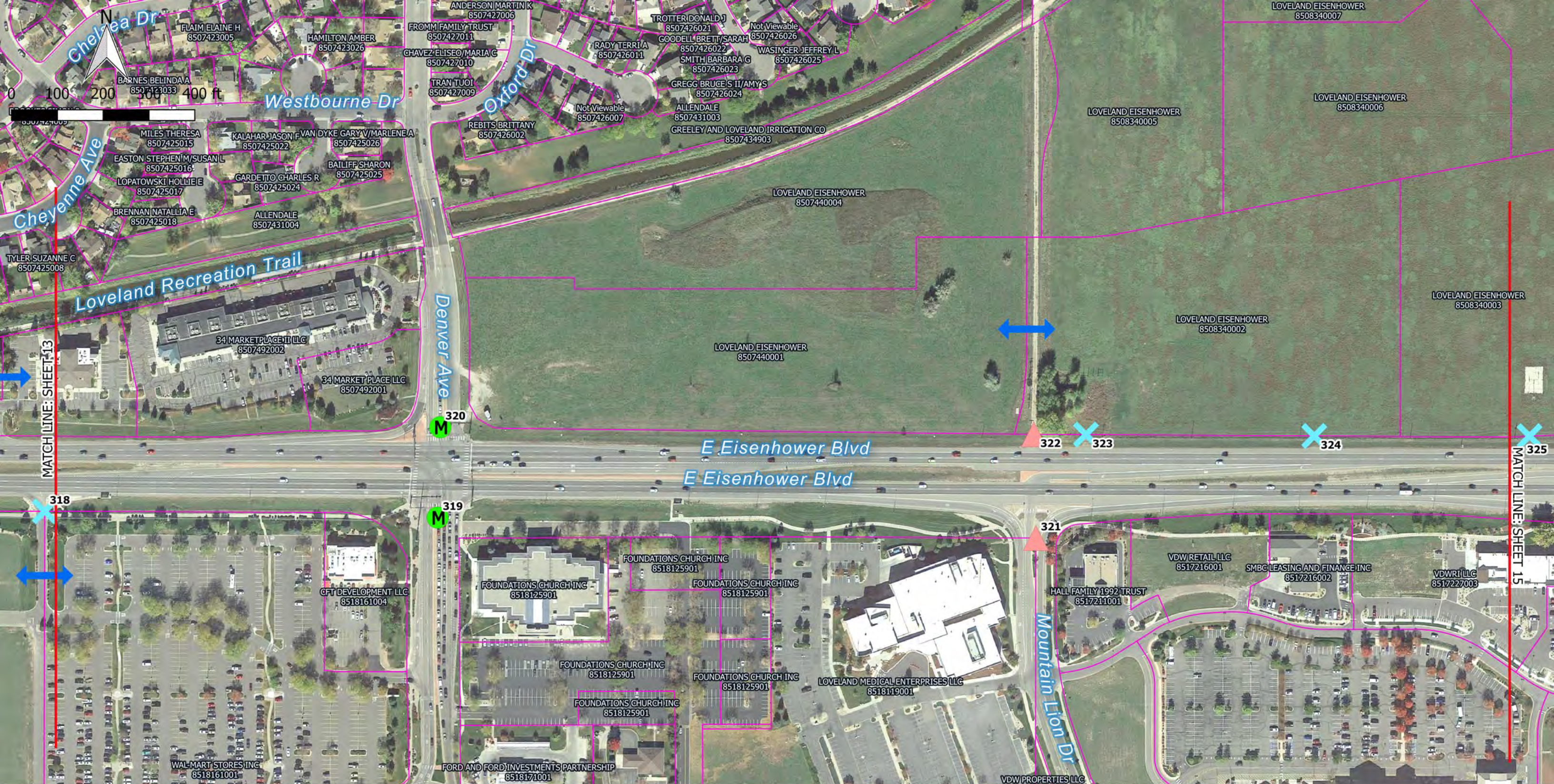
Figure 2L
12 of 18



Legend

AccessPointInfo	3/4 Movement (Convert/Maintain Existing)	Right-in only (Convert/Maintain Existing)	Cross Access	"C" Conditional Access
Close Existing Access Point	3/4 Movement (Proposed)	Right-in only (Proposed)	Proposed Cross Access	"D" Ditch Access
Signalized Full-Movement (Existing)	Right-in/Right-out (Convert/Maintain Existing)	Right-out only (Convert Existing)	Existing Cross Access	"E" Emergency Access
Full-Movement with Potential for Signalization (When Warranted)	Right-in/Right-out (Proposed)			"M" Major Intersection
Unsignalized Full-Movement (Maintain Existing)	Left-in/Right-out (Convert Existing)			
Unsignalized Full-Movement (Proposed)			Parcel Lines	
			Future Potential Roadway	

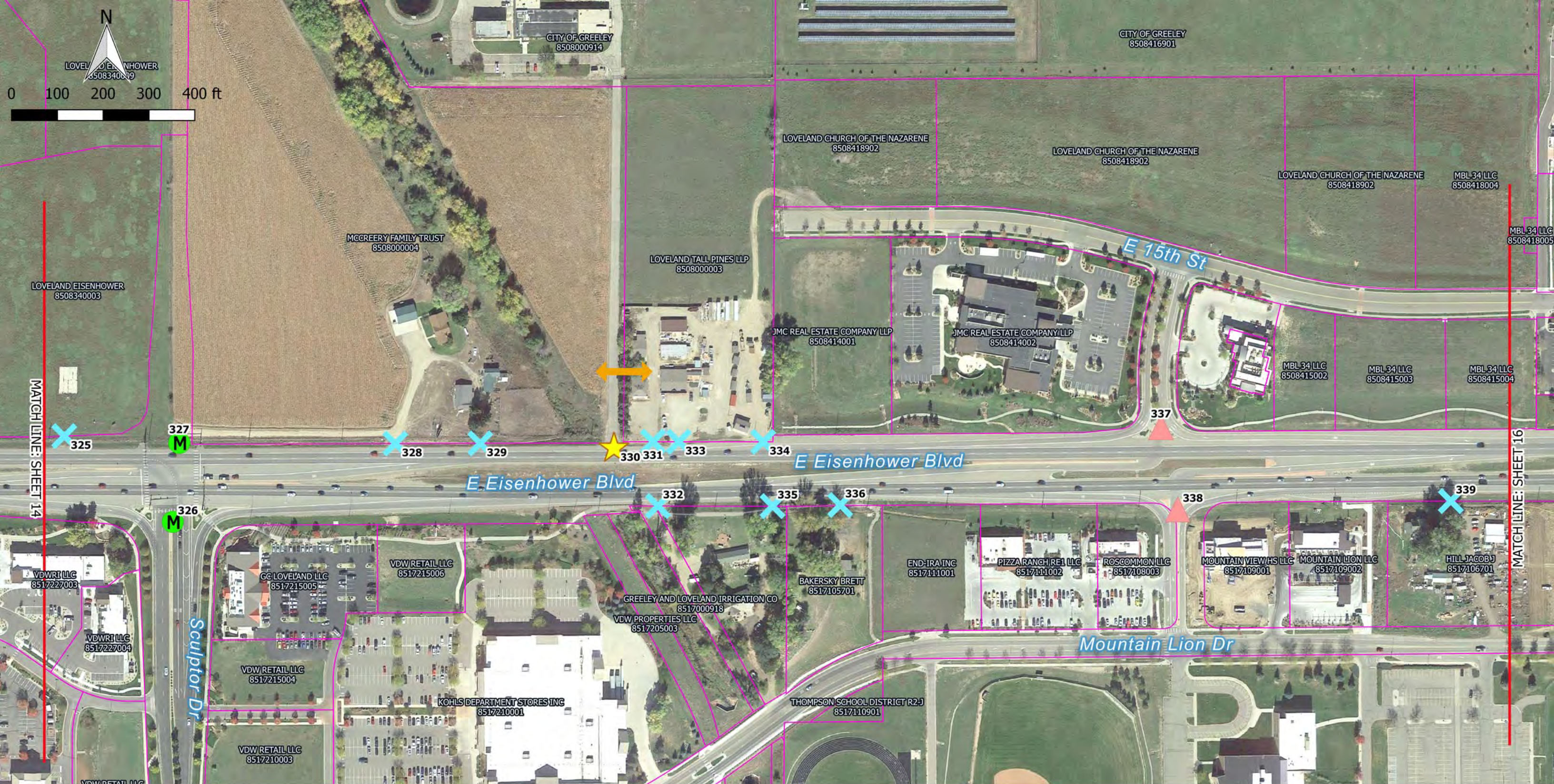
Figure 2M
13 of 18



Legend

	Close Existing Access Point		3/4 Movement (Convert/Maintain Existing)		Right-in only (Convert/Maintain Existing)	Cross Access		"C" Conditional Access
	Signalized Full-Movement (Existing)		3/4 Movement (Proposed)		Right-in only (Proposed)			"D" Ditch Access
	Full-Movement with Potential for Signalization (When Warranted)		Right-in/Right-out (Convert/Maintain Existing)		Right-out only (Convert Existing)			"E" Emergency Access
	Unsignalized Full-Movement (Maintain Existing)		Right-in/Right-out (Proposed)					"M" Major Intersection
	Unsignalized Full-Movement (Proposed)		Left-in/Right-out (Convert Existing)					Parcel Lines
								Future Potential Roadway

Figure 2N
14 of 18



Legend

Close Existing Access Point	3/4 Movement (Convert/Maintain Existing)	Right-in only (Convert/Maintain Existing)	Cross Access	"C" Conditional Access
Signalized Full-Movement (Existing)	3/4 Movement (Proposed)	Right-in only (Proposed)		Proposed Cross Access
Full-Movement with Potential for Signalization (When Warranted)	Right-in/Right-out (Convert/Maintain Existing)	Right-out only (Convert Existing)	Existing Cross Access	"E" Emergency Access
Unsignalized Full-Movement (Maintain Existing)	Right-in/Right-out (Proposed)			"M" Major Intersection
Unsignalized Full-Movement (Proposed)	Left-in/Right-out (Convert Existing)		Parcel Lines	
			Future Potential Roadway	

Figure 20
15 of 18



Legend

- | | | | | |
|---|---|---|---|--|
| <p>Access Point Info</p> <ul style="list-style-type: none"> Close Existing Access Point Signalized Full-Movement (Existing) Full-Movement with Potential for Signalization (When Warranted) Unsignalized Full-Movement (Maintain Existing) Unsignalized Full-Movement (Proposed) | <ul style="list-style-type: none"> 3/4 Movement (Convert/Maintain Existing) 3/4 Movement (Proposed) Right-in/Right-out (Convert/Maintain Existing) Right-in/Right-out (Proposed) Left-in/Right-out (Convert Existing) | <ul style="list-style-type: none"> Right-in only (Convert/Maintain Existing) Right-in only (Proposed) Right-out only (Convert Existing) | <p>Cross Access</p> <ul style="list-style-type: none"> Proposed Cross Access Existing Cross Access | <ul style="list-style-type: none"> "C" Conditional Access "D" Ditch Access "E" Emergency Access "M" Major Intersection |
|---|---|---|---|--|

Parcel Lines
 Future Potential Roadway

Figure 2P
16 of 18



Legend

	AccessPointInfo			Cross Access	"C" Conditional Access
	Close Existing Access Point				"D" Ditch Access
	Signalized Full-Movement (Existing)				"E" Emergency Access
	Full-Movement with Potential for Signalization (When Warranted)				"M" Major Intersection
	Unsignalized Full-Movement (Maintain Existing)				
	Unsignalized Full-Movement (Proposed)				Parcel Lines
					Future Potential Roadway

Figure 2Q
17 of 18



Legend

AccessPointInfo

- Close Existing Access Point
- Signalized Full-Movement (Existing)
- Full-Movement with Potential for Signalization (When Warranted)
- Unsignalized Full-Movement (Maintain Existing)
- Unsignalized Full-Movement (Proposed)

- 3/4 Movement (Convert/Maintain Existing)
- 3/4 Movement (Proposed)
- Right-in/Right-out (Convert/Maintain Existing)
- Right-in/Right-out (Proposed)
- Left-in/Right-out (Convert Existing)

- Right-in only (Convert/Maintain Existing)
- Right-in only (Proposed)
- Right-out only (Convert Existing)

- Cross Access**
- Proposed Cross Access
 - Existing Cross Access
 - Parcel Lines
 - Future Potential Roadway

- "C"** Conditional Access
- "D"** Ditch Access
- "E"** Emergency Access
- "M"** Major Intersection

Figure 2R
18 of 18

“EXHIBIT - B”
UNITED STATES HIGHWAY 34
(MP 85.50-MP 96.03)
ACCESS CONTROL PLAN
AMENDMENT PROCESS

1. A request for an amendment of the Access Control Plan must be initiated by one of the Agencies. The initiating Agency will be responsible for the costs associated with completing and documenting the Amendment.
2. Amendment requests must be submitted to and agreed upon by the affected jurisdictions: Department staff, City staff and/or County staff of the Intergovernmental Agreement, depending on the property location. The property or properties that are directly affected by the proposed amendment must be located within a jurisdiction’s boundaries or within the boundaries of a legally recognized planning area, such as a Growth Management Area, for the jurisdiction to be considered an affected jurisdiction.
3. An amendment request shall include hard copy and electronic files of the following:
 - a) Description of changes to the Access Control Plan requested
 - b) Justification for the Amendment
 - c) Traffic Impact Study or analysis, depending upon the magnitude of the change requested. Any affected jurisdiction of the Intergovernmental Agreement can request this supporting documentation.
 - d) Amended Access Control Plan Table
 - e) Amended Access Control Plan Exhibit(s)/Map(s)
4. The Agencies shall review the submittal concurrently for completeness and for consistency with the access objectives, principles, and strategies described in the *Loveland U.S. Highway 34 Access Control Plan* (Stolfus & Associates, Inc., March, 2019) report for this corridor and with the design criteria and permit process of the State Highway Access Code.
5. Prior to approval of an amendment, all property owners directly affected by the amendment must be notified in writing and be given thirty (30) calendar days to state any objections. If an objection is lodged, approval of the amendment must be referred to the Agencies respective governing bodies. Depending on the magnitude of the change requested, a public meeting may be required. Any affected jurisdiction of the Intergovernmental Agreement can request a public meeting. The Agency initiating the amendment request shall be responsible for all public notification and public process, unless otherwise agreed to by the Agencies.
6. Amendments must be approved in writing by the following authorized designated officials: Regional Transportation Director for the Department, the City Manager and/or County Manager. At the authorized designated official’s discretion, approval may be referred to their respective governing bodies: Chief Engineer for the Department and local elected officials for the City and County.
7. A written amendment must include the following:
 - a) Declarations page defining the parties, effective date, and details of the amendment. Refer to sample amendment attached to this Exhibit as Exhibit C.

Exhibit B
United States Highway 34
Access Control Plan Amendment Process

- b) Signatures page for authorized designated officials. Refer to Exhibit C.
- c) Amended Access Control Plan table and exhibits. Table and exhibits should be replaced in their entirety.

A signed amendment must be attached to the original Intergovernmental Agreement.

8. If all affected jurisdictions of the Intergovernmental Agreement do not come to agreement on a proposed amendment, the content of the original Access Control Plan remains intact.

Appendix G-Public Involvement



COLORADO
Department of
Transportation

Join us at the upcoming
**US 34 Planning and Environmental Linkages Study
& Loveland US 34 Access Control Plan**
Public Meetings!

Evans

Wednesday, May 23
City of Evans Riverside Library and Cultural
Center Banquet Hall
3700 Golden Street, Evans

5-7 p.m. with a presentation at 5:30 p.m.

Loveland

Wednesday, May 30
Embassy Suites Loveland
4705 Clydesdale Parkway, Loveland

5-7 p.m. with a presentation at 5:30 p.m.

Get updates and provide input for improvements along the US 34 corridor!

For more information please visit: us34pel.codot.us or email us at
us34pel@codot.us





US 34 Planning and Environmental Linkages Study

Public Meeting #3a
May 23, 2018 Evans, CO

Name	Organization	Email or Alternate Contact (phone or address)
Rebecca Fulenwider		
JOHN BARNETT	GREELEY	
East Legume	City of Greeley	
Dane Kiska		
MIKE FINN		
Ashla Fulenwider!!		
Harlan Hawkins	Ag	
Gail Hawkins	"	
Paula Mehle	City of Evans	
DAMIAN NUÑEZ	RESIDENT	



US 34 Planning and
Environmental Linkages Study

Public Meeting #3a
May 23, 2018 Evans, CO

Name	Organization	Email or Alternate Contact (phone or address)
Steve Treets		
Josh Kulewider		
- JEFF CARLSON	- ICMC, INC	
- Dawn Anderson	Weld County	
Joseph Kovacs	CITIZEN	
SIM BECKENBERG	CITY OF EVANS	
Sandi Elder	Weld County Commiss. Candidate	
Diane & Andy Culver	citizen	
w/illiam Carol Mauter & Sherley Gardner	Mauter Supply Inc	
Abbi		




dot

Public Meeting #3b
May 30, 2018 Loveland, CO

Name	Organization	Email or Alternate Contact (phone or address)
SEAN Conway	Weld County Commissioner	[REDACTED]
Gary Ophir	Indianhead West HOA	
Tete Straub	" " "	
Dave Klockeman	City of Loveland	
Sam Logan	City of Greeley	
Vicki Wilson	Resident Indianhead HOA	
Tricia Bartolomei	Resident Indianhead Est	
Dave Owens	FASTSIGNS Greeley	
GLENN SCHLOTTER	RESIDENT INDIANHEAD EST.	
Robert Meis	Res. Johnstown	
David & Mary Baron	Resident	[REDACTED]
Herb & Tammy Phillips	Resident	
LARRY SIPES	RESIDENT	
Troy Mellon	Council Member	
Tom Pitts	Resident	
Dann Anderson	Weld County	
Alice Anderson	Resident	
Joel Hemesath	City of Greeley	
Dave Kisker		
CLIFF MOORE	SELF	



Public Meeting #3b
May 30, 2018 Loveland, CO

Name	Organization	Email or Alternate Contact (phone or address)
JIM PAULMENO	LOVELAND TRANS.	
	ADVISORY BOARD	



Public Meeting #3b
May 30, 2018 Loveland, CO

Name	Organization	Email or Alternate Contact (phone or address)
Bill Becker	Loveland Chamber	
Rich Heronemus	DRL INC.	
J. Michael Farwood	Self	
Becky Karasko	NFEMP	
Kathy Weinmeister	Zelen Farms	
Suzette Mallette	Larimer County	
Justi Stone	City of Loveland	
Wayne Howard	SPH	
DENISE RHODES	CLR-34	
JIM PIRAINO	Self	
Joanne Fenton	Resident - Indianhead Estate	
Lisa Piraino	resident - Indianhead Est	
JOHN BROWN	LAND OWNER 3160	
ROX PARSONS	INDIANHEAD ESTATE	
ROB WOODWARD	robwoodward @ hot	
Dan Albrant	Self MJP SELF STORAGE	
Jay & Katy Kupiec	resident - Indian Head	
Jim Smith	resident	



Public Meeting #3b
May 30, 2018 Loveland, CO

Name	Organization	Email or Alternate Contact (phone or address)
BRAD MUELLER	CITY OF GREELEY	[REDACTED]
Sheri Valentine	resident of Morning Dr.	[REDACTED]
Carol Brumagin	resident	[REDACTED]
Elizabeth W. Griffith	"	[REDACTED]
Scott James	Major - Johnston	[REDACTED]
Liz Young	LCDHE	[REDACTED]
Lynette Kilpatrick	Weld ACP	[REDACTED]
John Brown		[REDACTED]

Resident/Commenter	Comment
Cynthia Wilcox	I have just purchased a home on Namaqua Hill, and at the time Hwy 34 was closed. I didn't realize the extent of the problem that exists at this intersection. As you consider the plan for Hwy 34, please be aware that Morning Drive is the only access to all the homes on Namaqua Hill.
Janelle Kirkpatrick	To whom it may concern, I am writing in regards to the meeting held about changes planned for west 34. My family has lived on Morning Drive for 8 years now. We take a left turn onto 34 from Morning Drive several times a day. We were very concerned when we heard that the option to turn left from Morning Drive onto 34 was possibly going to be removed. That would severely limit our mobility and we are very much against it!! Getting into town for work, school, shopping and activities would become much harder. Requiring us to drive west down 34 until we could make a u-turn to drive east down 34. That could potentially be very dangerous, as well as, increasing travel time and traffic. Do not remove the left turn option from Morning Drive onto 34. Doing so would negatively impact us in are mobility and safety!
Jean Bump	I am concerned that access to US 34 from my neighborhood may be restricted to westbound 34 only during upcoming construction. I have turned west from my neighborhood possibly 10 times in the 45 years I've lived here. It is very difficult to get to Loveland by turning west on 34, and I am hoping some consideration will be given to the majority of the homeowners who share my usage of US 34, primarily eastbound to our jobs and activities. You have been made aware of the restrictions on 22nd. I am not one of those who would like to see those restrictions continue but would prefer to enter US 34 in the same way as we have always done. Thank you for your attention. Jean Bump
Mike Embke	Hello, Thanks for the invitation to the public meetings. Since we will not be able to attend, we would like to express our concerns in this email. We have operated the Dairy Delite at 3080 West Eisenhower Blvd , Loveland, Colorado since 1978. Lots of changes over the years. Traffic volumes have increased and we see excessive speeds by some motorists. A byproduct of an ever increasing population. Our most pressing issue remains at the intersection of Namaqua Road (Co road 19E) and US 34. We feel the time has come for the consideration of a traffic study and possible lite. Regards, Mike and Pat Embke.
Rebecca Sicilia	I must make a left turn off Morning Dr in order to go to work in Greeley; going any other way would be very time consuming to an already long drive. Please leave our left turns in place onto HWY 34.
Sylvia Stribling	I hope you reconsider right turns only into Hwy 34 off Morning Drive. Morning is the main entrance in and out of Namaqua Hills and people must be able to turn left onto Hwy 34. The emergency exit on 22nd is not a through street. We don't believe it should ever become a through street because it would greatly impact the traffic in our subdivision.
Unknown	Only exit is out of morning Drive. 22nd is connected but is for emergency use only. The solution would be to increase capacity to 4 through Glade Road from Cascade.
Unknown	Please include left turning access out of Morning Dr. Fatal accident waiting to happen.
Unknown	Good afternoon, Who do I speak to to comment on the proposed US 34 PEL Presentation of May 2018? Especially concerning not allowing the Namaqua Hills neighborhood left hand east bound turning access onto U.S. 34



NAME Liz Young

ADDRESS _____

EMAIL lyoung@larimer.org

PHONE _____

ADD TO THE EMAIL NEWS LIST? YES NO

1. Which segments of the corridor do you most often travel?

- a. Foothills (LCR 27 to Morning Dr)
- b. Loveland Urban (Morning Dr to N Garfield Ave)
- c. Loveland 6-Lane (N Garfield Ave to Rocky Mountain Ave)
- d. Johnstown-Greeley (Centerra Pkwy to E of Hwy 257)
- e. Greeley Expressway (E of Hwy 257 to W of 11th Ave)
- f. East End (1st Ave to WCR 49)

2. What are your specific comments regarding the proposed improvements for the section of US 34 that you travel most often?

Traffic is terrible & worsening. Interested to hear more about transit, bike/ped incorporation as plans evolve.

3. Construction funding for the corridor improvements has not yet been identified. Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation?

Transit

4. What should CDOT consider as the study recommendations are finalized?

Safety @ crossings, traffic flow logic

5. Do you want to improve access management throughout the US 34 Corridor?

a. Yes b. No If no, why? Loveland retail entrance/exits are terrible

6. Do you have any areas of concern regarding access along the US 34 Corridor?





5/30/18

NAME DENISE RHOADES
 ADDRESS 6721 ALGONQUIN DR LOVELAND, CO 80534
 EMAIL deniseer1@live.com
 PHONE 970.222.6945
 ADD TO THE EMAIL NEWS LIST? YES NO

1. Which segments of the corridor do you most often travel?

- a. Foothills (LCR 27 to Morning Dr)
- b. Loveland Urban (Morning Dr to N Garfield Ave)
- #2 c. Loveland 6-Lane (N Garfield Ave to Rocky Mountain Ave)
- #1 d. Johnstown-Greeley (Centerra Pkwy to E of Hwy 257)
- e. Greeley Expressway (E of Hwy 257 to W of 11th Ave)
- f. East End (1st Ave to WCR 49)

2. What are your specific comments regarding the proposed improvements for the section of US 34 that you travel most often?

We must have westbound access to 34 from South WCR 15. If we can't make a left turn to 34 there, maybe a direct road to WCR 13, & to WCR 17.

3. Construction funding for the corridor improvements has not yet been identified. Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation?

areas w/ the most accidents should have priority

4. What should CDOT consider as the study recommendations are finalized?

Rail line - Commuter rail along 34 w/ stops east to west. The huge amount of truck traffic currently. Come drive the routes you are suggesting to gain understanding

5. Do you want to improve access management throughout the US 34 Corridor?

- a. Yes
- b. No If no, why? _____

6. Do you have any areas of concern regarding access along the US 34 Corridor?

The speed limit of 34 from F-25 to WCR 17 should be decreased to 55.
Huge concern of needing to turn right on 34 & make a U-turn to head west. - seems very dangerous.





NAME DAN Albratt
 ADDRESS 4233 W Eisenhower Blvd
 EMAIL dalbratt@msn.com
 PHONE 970-244-9922
 ADD TO THE EMAIL NEWS LIST? YES NO

1. Which segments of the corridor do you most often travel?

- a. Foothills (LCR 27 to Morning Dr)
- b. Loveland Urban (Morning Dr to N Garfield Ave)
- c. Loveland 6-Lane (N Garfield Ave to Rocky Mountain Ave)
- d. Johnstown-Greeley (Centerra Pkwy to E of Hwy 257)
- e. Greeley Expressway (E of Hwy 257 to W of 11th Ave)
- f. East End (1st Ave to WCR 49)

2. What are your specific comments regarding the proposed improvements for the section of US 34 that you travel most often?

Kossum & Morning Dr.
Low spot ever since City of Loveland put in hydrant
in front of 4233 W Eisenhower

3. Construction funding for the corridor improvements has not yet been identified. Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation?

4. What should CDOT consider as the study recommendations are finalized?

At least fill in low spot so I don't keep
getting complaints about water standing + cars
getting dirty + icy roads

5. Do you want to improve access management throughout the US 34 Corridor?

a. Yes b. No If no, why? _____

6. Do you have any areas of concern regarding access along the US 34 Corridor?

Morning Dr - Kossum drive water drainage





5/30/18

NAME William T. Pitts

ADDRESS 1410 N. Garfield Ave, Loveland CO, 80539

EMAIL h2orus@waterconsult.com

PHONE _____

ADD TO THE EMAIL NEWS LIST? YES NO

1. Which segments of the corridor do you most often travel?

- a. Foothills (LCR 27 to Morning Dr)
- b. Loveland Urban (Morning Dr to N Garfield Ave)
- c. Loveland 6-Lane (N Garfield Ave to Rocky Mountain Ave)
- d. Johnstown-Greeley (Centerra Pkwy to E of Hwy 257)
- e. Greeley Expressway (E of Hwy 257 to W of 11th Ave)
- f. East End (1st Ave to WCR 49)

2. What are your specific comments regarding the proposed improvements for the section of US 34 that you travel most often?

I spoke to Zeke at the May 30 meeting. I requested the opportunity to review the ~~PEL~~ draft PEL report before it is finalized. That is my request.

3. Construction funding for the corridor improvements has not yet been identified. Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation?

4. What should CDOT consider as the study recommendations are finalized?

5. Do you want to improve access management throughout the US 34 Corridor?

a. Yes b. No If no, why? _____

6. Do you have any areas of concern regarding access along the US 34 Corridor?

Widening Hwy 34 west of ~~the railroad~~ Cleveland and the railway viaduct is unacceptable as it would result in removal of homes. Regarding options, Cleveland-Lincoln option 1 is the only acceptable option. Options 2 and 3 would dramatically increase traffic on North Garfield due to ~~drivers~~ drivers avoiding the Lincoln-Cleveland-287 in this section.

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by November 30, 2017.





NAME Sherri Valentine of Cliff Moore

ADDRESS 2201 Morning Dr

EMAIL sher@skybeam.com

PHONE 970.461.4884

ADD TO THE EMAIL NEWS LIST? YES NO

1. Which segments of the corridor do you most often travel?

- a. Poothills (LCR 27 to Morning Dr)
- b. Loveland Urban (Morning Dr to N Garfield Ave)
- c. Loveland 6-Lane (N Garfield Ave to Rocky Mountain Ave)
- d. Johnstown-Greeley (Centerra Pkwy to E of Hwy 257)
- e. Greeley Expressway (E of Hwy 257 to W of 11th Ave)
- f. East End (1st Ave to WCR 49)

2. What are your specific comments regarding the proposed improvements for the section of US 34 that you travel most often?

Morning Drive - this is the only access in & out of our neighborhood (22nd is emergency only access)

3. Construction funding for the corridor improvements has not yet been identified. Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation?

please consider 4 lanes from Morning to Glade and safe right & left turns from and onto Morning Drive

4. What should CDOT consider as the study recommendations are finalized?

5. Do you want to improve access management throughout the US 34 Corridor?

a. Yes b. No If no, why? _____

6. Do you have any areas of concern regarding access along the US 34 Corridor?

see above

Thank you for this opportunity for input!





NAME JIM SMITH

ADDRESS 237 WEST EISENHOWER, LOVELAND 80537

EMAIL jamesmith237@comcast.net

PHONE NOT AVAILABLE

ADD TO THE EMAIL NEWS LIST? YES NO

1. Which segments of the corridor do you most often travel?

- a. Foothills (LCR 27 to Morning Dr)
- b. Loveland Urban (Morning Dr to N Garfield Ave)
- c. Loveland 6-Lane (N Garfield Ave to Rocky Mountain Ave)
- d. Johnstown-Greeley (Centerra Pkwy to E of Hwy 257)
- e. Greeley Expressway (E of Hwy 257 to W of 11th Ave)
- f. East End (1st Ave to WCR 49)

2. What are your specific comments regarding the proposed improvements for the section of US 34 that you travel most often?

The Cleveland/Lincoln Ave intersection option for 2 turn lanes going east seems the best option of the 3. The roundabout would be difficult for tourists or visitors besides very expensive. However, if the population and traffic increase substantially, Option 3 may be the only solution.

3. Construction funding for the corridor improvements has not yet been identified. Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation?

I believe the Cleveland/Lincoln intersection should be given priority. Even now at evening rush hour, the traffic going east backs up in front of my house.

4. What should CDOT consider as the study recommendations are finalized?

Obviously the cost, but also the future population growth. Eventually, we will run out of water if the growth is not controlled or stopped entirely.

5. Do you want to improve access management throughout the US 34 Corridor?

- a. Yes
- b. No If no, why?

6. Do you have any areas of concern regarding access along the US 34 Corridor?

I travel once a week to Greeley during rush hour in the morning, I think DOT has done an excellent job along the entire 34 Corridor. I rarely hit a red light from my house to 35th Ave in Greeley and traffic moves very well.

