

COUNTY OF TULARE

LOCAL ROADWAY SAFETY PLAN

FINAL REPORT

AUGUST 2022



CONTENTS

Executive Summary	1
1. Introduction	4
What is an LRSP?	4
Process	4
Study Area	4
2. Safety Partners	7
3. Existing Planning Efforts.....	11
4. Collision Data and Analysis	16
Data Collection.....	18
Collision Analysis by Severity.....	18
Preliminary Analysis	19
Roadway Segment vs. Intersection.....	20
Fatal and Severe Injury Collision Analysis.....	25
F+SI Roadway Segment Analysis	27
F+SI Intersection Analysis	31
Geographic Collision Analysis	34
Collision Severity Weight	41
High-Injury Collisions	43
Summary	47
5. Emphasis Areas.....	48
The 4 E's of Traffic Safety	48
Existing Traffic Safety Efforts in the County of Tulare.....	49
Factors Considered in the Determination of Emphasis Areas.....	50
6. Countermeasure Selection	61
Identification of Countermeasures.....	61
Countermeasure Toolbox	61
7. Viable Safety Projects.....	67
8. Implementation and Evaluation	72
Implementation	72



Monitoring and Evaluation.....	73
LRSP Update.....	74

FIGURES

Figure 1. Study Area	5
Figure 2. Zoom Meeting from Stakeholder Meeting #1.....	7
Figure 3. County of Tulare LRSP Project Website.....	8
Figure 4. Comments Received via Interactive Map.....	9
Figure 5. Public Comments on Traffic Safety by Location.....	10
Figure 6. Unincorporated County of Tulare Collisions (2016 – 2020).....	17
Figure 7. Collisions by Severity (2015-2019)	18
Figure 8. Five Year Collision Trend.....	19
Figure 9. Intersection vs Roadway Collisions - All Collisions	20
Figure 10. Collision Type - All Collisions vs F+SI Collisions.....	20
Figure 11. Primary Collision Factor – All Collisions vs. F+SI Collisions.....	21
Figure 12. Motor Vehicle Involved With – All Collisions vs. F+SI Collisions.....	22
Figure 13. Modes – All Collisions vs. F+SI Collisions.....	22
Figure 14. Lighting Conditions – All Collisions vs. F+SI Collisions.....	23
Figure 15. Weather Conditions – All Collisions vs. F+SI Collisions	23
Figure 16. Time of Day – All Collisions vs. F+SI Collisions	24
Figure 17. Intersection vs. Roadway Segment Collisions – F+SI Collisions	25
Figure 18. F+SI Collisions by Violation Category.....	25
Figure 19. F+SI Collisions by Gender vs. Age.....	26
Figure 20. F+SI Collisions by Collision Type vs. Movement Preceding Collisions of Party at Fault	26
Figure 21. Unincorporated County of Tulare Roadway Segment F+SI Collisions (2016 – 2020)	27
Figure 22. F+SI Roadway Collisions by Type vs. Severity (2016 – 2020).....	28
Figure 23. F+SI Roadway Collisions by Type vs. Violation Category (2016 – 2020).....	28
Figure 24. F+SI Roadway Collisions by Violation Category and Motor Vehicle Involved With	29
Figure 25. F+SI Roadway Collisions by Type vs. Lighting Conditions.....	30
Figure 26. F+SI Roadway Collisions by Type vs. Time of Day.....	30
Figure 27. Unincorporated County of Tulare Intersection F+SI Collisions (2016 – 2020).....	31
Figure 28. F+SI Intersection Collisions by Type vs. Severity (2016 – 2020)	32
Figure 29. F+SI Intersection Collisions by Type and Violation Category (2016 – 2020).....	32
Figure 30. F+SI Intersection Collisions by Violation Category and Motor Vehicle Involved With.....	33
Figure 31. F+SI Intersection Collisions by Type vs. Lighting Conditions	33
Figure 32. F+SI Intersection Collisions Type vs. Time of Day.....	34
Figure 33. Unincorporated County of Tulare Hit Object Collisions (2016 - 2020).....	36
Figure 34. Unincorporated County of Tulare Broadside Collisions (2016 - 2020)	37



Figure 35. Unincorporated County of Tulare DUI Collisions (2016 - 2020).....	38
Figure 36. Unincorporated County of Tulare Improper Turning Collisions (2016 - 2020).....	39
Figure 37. Unincorporated County of Tulare Nighttime Collisions (2016 - 2020).....	40
Figure 38. Unincorporated County of Tulare Collisions (2016 – 2020) EPDO Score.....	42
Figure 39. Unincorporated County of Tulare High Injury Network (2016 – 2020).....	43

TABLES

Table 1. County of Tulare Commute to Work Census Data	6
Table 2. Collision by Severity and Facility Type.....	19
Table 3. EPDO Score used in HSIP Cycle 10	41
Table 4. High Injury Intersections.....	44
Table 5. High Injury Corridors.....	45
Table 6. Existing Programs Summary.....	49
Table 7. Emphasis Area 1 Strategies.....	51
Table 8. Emphasis Area 2 Strategies.....	52
Table 9. Emphasis Area 3 Strategies.....	53
Table 10. Emphasis Area 4 Strategies	54
Table 11. Emphasis Area 5 Strategies	55
Table 12. Emphasis Area 6 Strategies	56
Table 13. Emphasis Area 7 Strategies	57
Table 14. Emphasis Area 8 Strategies	58
Table 15. Emphasis Area 9 Strategies	59
Table 16. Emphasis Area 10 Strategies.....	60
Table 17. Countermeasures selected for the County of Tulare.....	62
Table 18. List of Viable Safety Projects.....	69
Table 19. List of Potential Funding Sources.....	72

APPENDICES

Appendix A. Summary of Planning Documents	76
Appendix B. Unincorporated County of Tulare High Injury Network	102
Appendix C. Consolidated High Injury Collision Database	104
Appendix D. Countermeasure Toolbox	481
Appendix E. LRSM Excerpt.....	484
Appendix F. B/C Ratio Calculations.....	590



EXECUTIVE SUMMARY

The County of Tulare’s Local Roadway Safety Plan (LRSP) is a comprehensive plan that creates a framework to systemically identify and analyze traffic safety related issues and recommend projects and countermeasures to enhance safety for all modes of transportation. It aims to reduce fatal and severe injury (F+SI) collisions through a prioritized list of improvements that can enhance safety for all modes of transportation on local roadways.

The LRSP takes a proactive approach to addressing safety needs. It is viewed as a guidance document that can be a source of information and ideas. It can also be a living document that is routinely reviewed and updated by County staff and their safety partners to reflect evolving collision trends and community needs and priorities. With the LRSP as a guide, the County will be ready to apply for grant funds, such as the federal Highway Safety Improvement Program (HSIP). This document summarizes an analysis of collisions that occurred in unincorporated County of Tulare, identifies high-injury locations, and recommends countermeasures at each of these high-risk locations. It is organized into eight sections as follows:

CHAPTER 1 – INTRODUCTION

The Introduction describes what an LRSP is and details the study area.

CHAPTER 2 – SAFETY PARTNERS

Involvement of safety partners is critical in the success of the LRSP. For the County of Tulare, this included the County of Tulare Sheriff’s Office, County of Tulare Fire Department, County of Tulare School Districts, County of Tulare Emergency Medical Services (EMS), and County of Tulare residents. This chapter summarizes the involvement of the stakeholders in the LRSP process.

CHAPTER 3 – EXISTING PLANNING EFFORTS

This chapter summarizes County and regional planning documents and projects that are relevant to the LRSP. It ensures that the recommendations of the LRSP are in line with existing goals, objectives, policies, or projects.

CHAPTER 4 – COLLISION DATA AND ANALYSIS

This chapter summarizes the data analysis approach and presents preliminary and detailed collision analysis within the study area. This analysis of F+SI collisions is performed by facility type (intersection and roadway segment). Collision data was obtained and analyzed for a five-year period from 2016 to 2020 from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) and the University of California at Berkeley SafeTREC’s Transportation Injury Mapping Service (TIMS). It should be noted that for many of the collisions within the specified period, safety measures may have been implemented after the fact, which may result in eliminating or reducing future collisions. For post 2020 collisions, future reviews and updates of the LRSP will capture those collisions.



CHAPTER 5 – EMPHASIS AREAS

Emphasis areas are a focus of the LRSP that are identified through the various collision types and factors resulting in F+SI. The ten emphasis areas for County of Tulare are:

- Improve Intersection Safety
- Reduce Hit-Object Collisions
- Reduce Broadside Collisions
- Reduce Impaired Driving
- Reduce Improper Driving
- Reduce Nighttime Collisions
- Improve Pedestrian and Bicyclist Safety
- Reduce Automobile Right-of-Way Violations
- Reduce Unsafe Speed
- Reduce Collisions near Schools

CHAPTER 6 – COUNTERMEASURE IDENTIFICATION

Engineering countermeasures were selected for each of the high-risk locations and for the emphasis areas. Countermeasures were based on approved countermeasures from the Caltrans Local Roadway Safety Manual (LRSM) used in HSIP grant calls for projects. The intention is to give the County potential countermeasures for each location that can be implemented either in future HSIP calls for projects, or using other funding sources, such as the County Transportation Improvement Program (CTIP). Non-engineering countermeasures were also selected using the 5 E's strategies, and are included with the emphasis areas.

CHAPTER 7 – SAFETY PROJECTS

A set of five safety projects were created for high-risk intersections and roadway segments using HSIP approved countermeasures. These safety projects are:

- Project #1: Non-Signalized Intersections (Add intersection lighting, Upgrade intersection pavement markings, Install transverse rumble strips on approaches)
- Project #2: Non-Signalized Intersections (Install signals)
- Project #3: Non-Signalized Intersections (Convert intersection to roundabout from stop or yield control on minor road)
- Project #4: Roadway Segments (Add segment lighting, Install dynamic/variable speed warning signs, Install edge-lines and centerlines)
- Project #5: Roadway Segments (Install/upgrade signs with fluorescent sheeting and Install centerline and edge line rumble strips/stripes)



CHAPTER 8 – IMPLEMENTATION AND EVALUATION

The LRSP is a guidance document that is recommended to be updated every two to five years in coordination with the safety partners. The LRSP document provides engineering, education, enforcement, and EMS-related countermeasures that can be implemented throughout the County to reduce F+SI collisions for all modes of transportation. After implementing countermeasures, the performance measures for each emphasis area should be evaluated annually. The most important measure of success of the LRSP should be reducing F+SI collisions throughout the County. If the number of F+SI collisions does not decrease over time, then the emphasis areas and countermeasures should be re-evaluated.



1. INTRODUCTION

What is an LRSP?

The LRSP is a localized data-driven traffic safety plan that provides opportunities to address unique roadway safety needs and reduce the number of F+SI collisions for all modes. The LRSP creates a framework to systemically identify and analyze traffic safety-related issues, recommend safety projects and countermeasures. It facilitates the development of local agency partnerships and collaboration, resulting in the development of a prioritized list of improvements that can qualify for HSIP funding. The LRSP is a proactive approach to addressing safety needs and is viewed as a living document that can be constantly reviewed and revised to reflect evolving trends, and community needs and priorities.

Process

The systemic approach in preparing the LRSP involves the following steps:

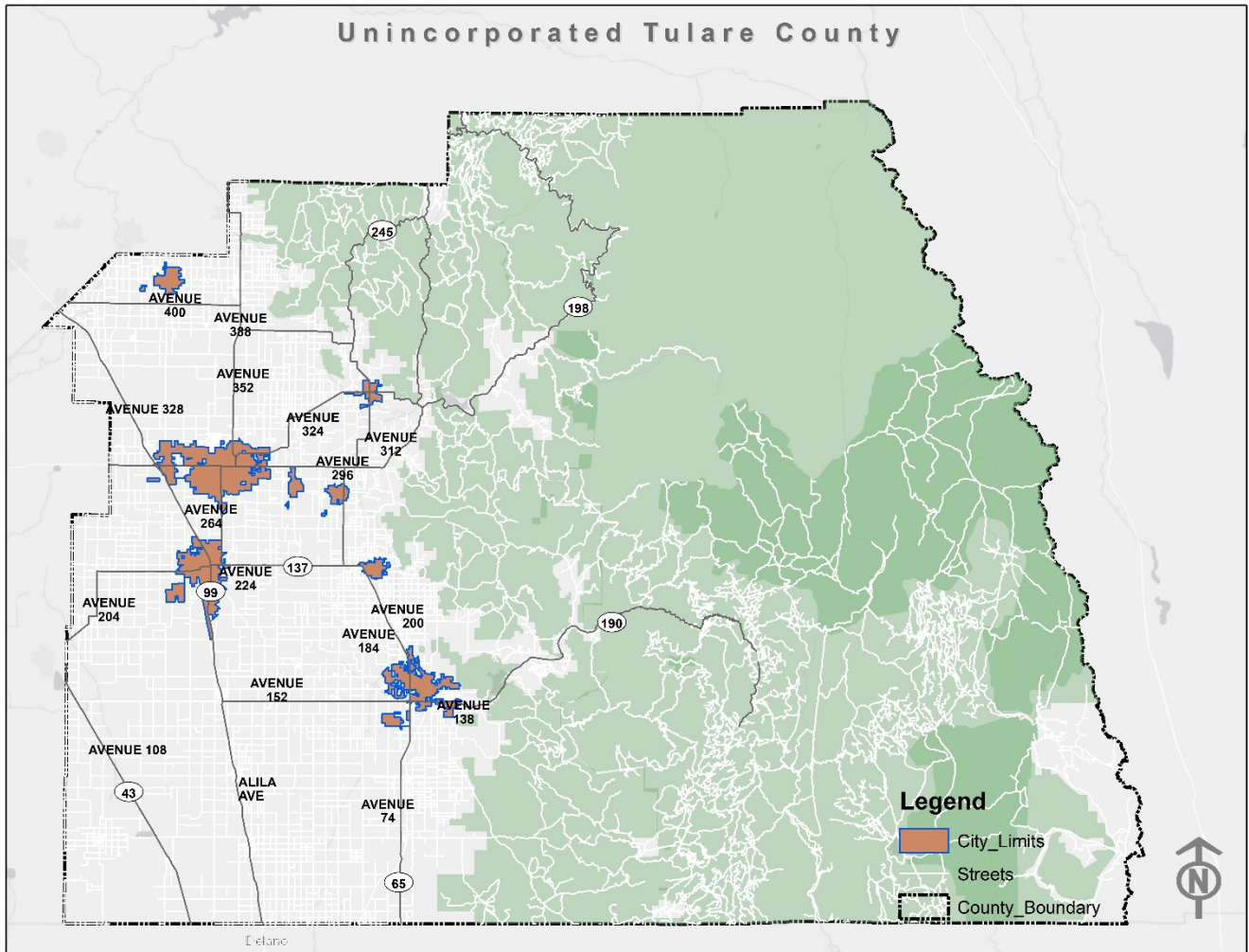
- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects
- Prepare the LRSP

Study Area

County of Tulare is located in the state of California and covers a total area of 4,893 square miles and it is located south of Fresno, spanning from the San Joaquin Valley East to the Sierra Nevada. The County's estimated population is approximately 473,117 (US Census 2020). The County includes eight incorporated cities namely Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake. The study area is mapped in **Figure 1** on the following page.



Figure 1. Study Area



According to five-year estimates from the American Community Survey (ACS)¹ 2019 from the U.S. Census, 78.9 percent of County of Tulare commuters get to work by driving alone, versus 73.7 percent statewide. The second most common method of commuting to work in Tulare County is carpooling at 13.5 percent. The different modes of transportation used by County of Tulare residents to commute to work are shown in **Table 1** below.

Table 1. County of Tulare Commute to Work Census Data

Commute to Work	County of Tulare	California
Drive Alone	78.9%	73.7%
Carpool	13.5%	10.1%
Public Transportation	0.7%	5.1%
Walked	1.4%	2.6%
Work from Home	3.7%	5.9%
Other	1.7%	2.6%

¹American Community Survey (ACS) 2019

<https://data.census.gov/cedsci/table?q=Tulare%20County,%20California&t=Transportation&tid=ACSDT5Y2019.B08141>



2. SAFETY PARTNERS

Safety partners are vital to the development and implementation of an LRSP. For the County of Tulare, these include County staff, County of Tulare Sheriff's Office, County of Tulare Fire Department, County of Tulare's School Districts, County of Tulare EMS Department, and County of Tulare residents. Stakeholder meetings were conducted and stakeholders attended two virtual meetings held on October 13, 2021 and December 21, 2021 to review project goals and findings, and to solicit feedback from the group.

Figure 2. Zoom Meeting from Stakeholder Meeting #1



This stakeholder outreach was supplemented by a project website with an interactive platform. The interactive map was used to solicit input from County of Tulare residents and stakeholders outside the confines of traditional meetings.

Figure 3. County of Tulare LRSP Project Website



In total, 349 comments were received through the project website for County of Tulare LRSP of which 135 comments were received using the interactive map. The intersection of Avenue 400/Road 40 and Avenue 416 received the most comments, with the main concerns being pavement conditions and roadway safety near schools. The comments received via the interactive map are shown in **Figure 4**, and summarized in **Figure 5**. In **Figure 4**, each dot and line represents a comment provided by a community member.



Figure 4. Comments Received via Interactive Map

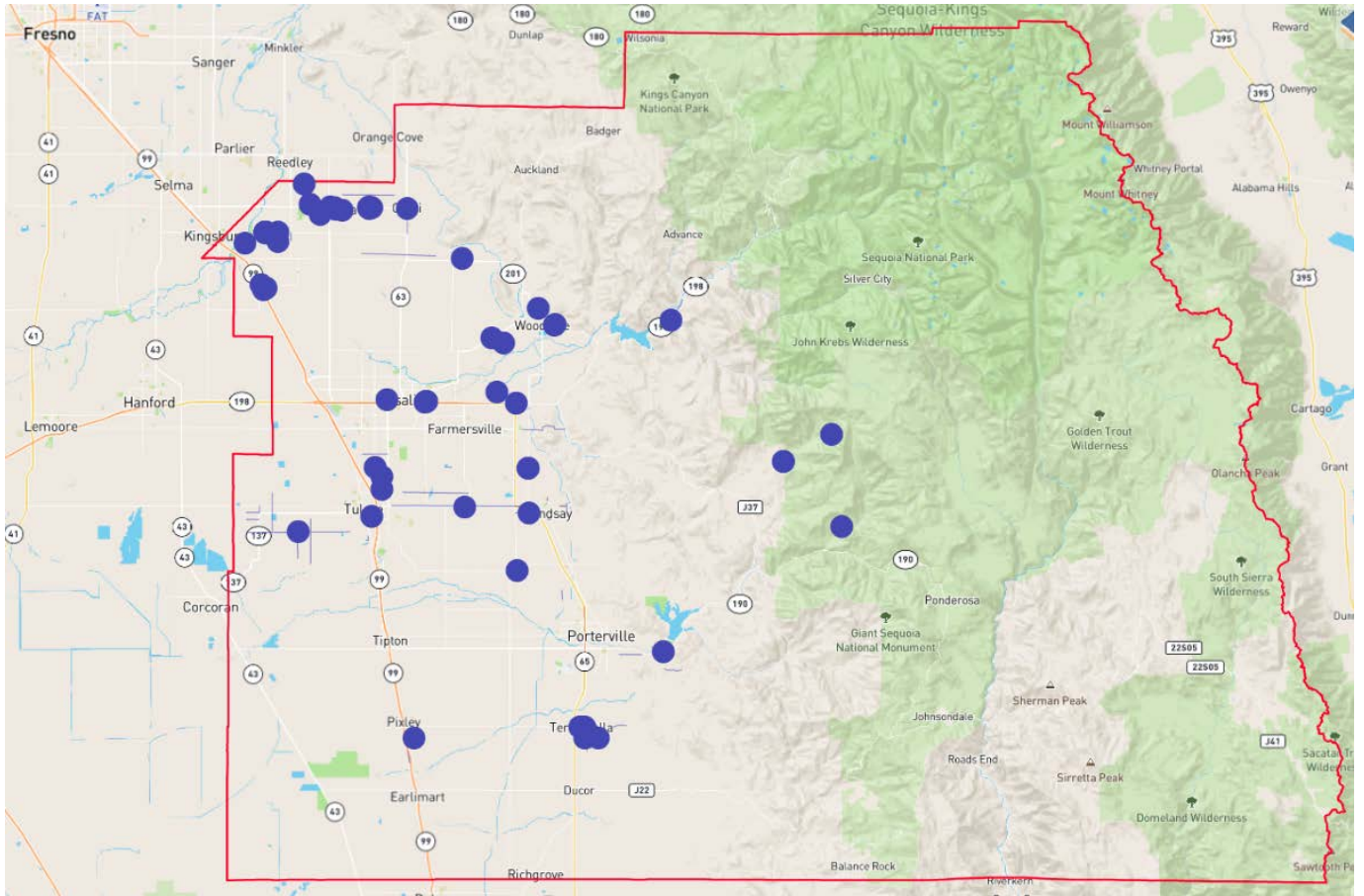
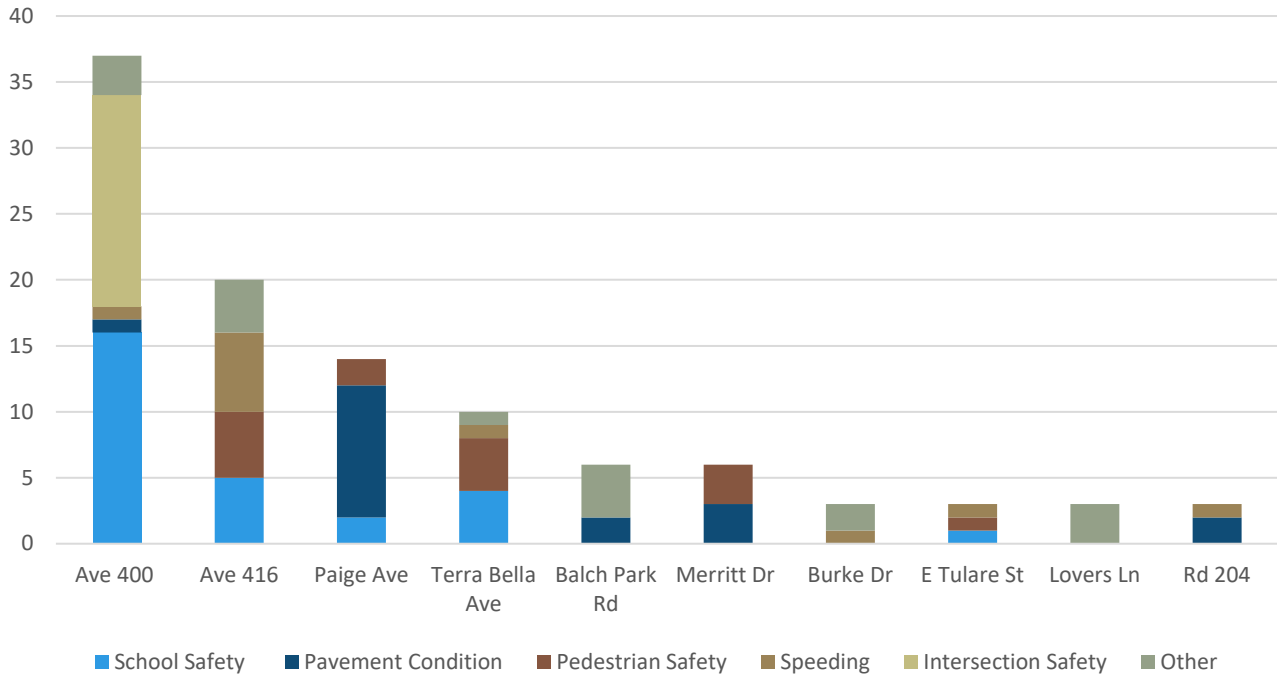


Figure 5. Public Comments on Traffic Safety by Location



Note: Corridors with less than three comments are not listed in this summary. Category was chosen based on the primary issue listed in the comment. Each comment was assigned to the major road if at an intersection.



3. EXISTING PLANNING EFFORTS

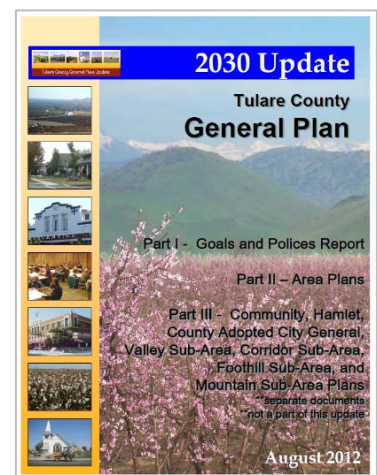
This chapter summarizes planning documents, projects underway, and studies reviewed for the County of Tulare LRSP. The purpose of this chapter is to ensure that the LRSP vision, goals, and E's strategies are aligned with prior planning efforts, planned transportation projects, and non-infrastructure programs for the County. The documents reviewed are listed below:

- Tulare County General Plan 2030 Update, 2012
- Regional Active Transportation Plan for the Tulare County Region, 2016
- 2010 Tulare County Regional Bicycle Transportation Plan, 2010
- 2019 Federal Transportation Improvement Program, 2018
- Tulare County 2015-2020 Transit Development Plan, 2015
- Tulare County SB 743 Guidelines, 2020
- Traver Community Plan 2014 Update, 2014
- Sustainable Transportation and Circulation Element for Tule River Comprehensive Master Plan, 2018
- California Transportation Plan 2050, 2021
- Tulare County Safe Routes to School Plan, 2016
- Tulare County Ada Self-Evaluation And Transition Plan, For Pedestrian Right Of Way, 2015
- Disadvantaged Communities Infrastructure And Planning Policy Study, 2017
- Tulare County Complete Street Policies, 2014 - 2017
- Awarded HSIP Grant Cycle 10
- Awarded HSIP Grant Cycle 9
- Awarded HSIP Grant Cycle 8
- Awarded HSIP Grant Cycle 7

The following sections include brief descriptions of these documents and how they inform the development of the LRSP. A more detailed list of relevant policies and projects is listed in **Appendix A**.

TULARE COUNTY GENERAL PLAN 2030 UPDATE, 2012

The General Plan, adopted in 2012, is a document that provides long-range planning guidance for County of Tulare's unincorporated areas and census-designated places. The plan aims to educate the general public, property owners, and prospective investors about the local jurisdiction's goals, policies, and development standards. The chapter on Circulation Element identifies circulation needs and issues and establishes the proposed circulation system's goals, objectives, and policies. The General Plan contains information about the existing conditions (at the time the plan was written), traffic projections and a circulation map. The General Plan informs the LRSP of the transportation development goals and policies. It enables the County to ensure that proposed countermeasures are well-aligned with its vision.



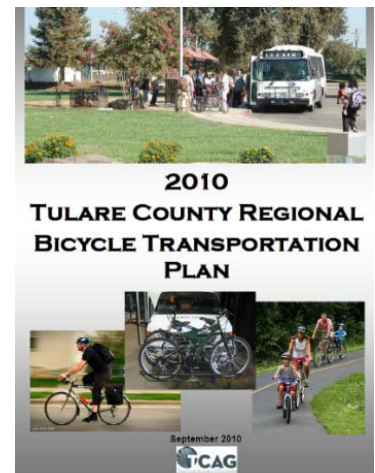
REGIONAL ACTIVE TRANSPORTATION PLAN FOR THE TULARE COUNTY REGION, 2016

Adopted in 2016, The Regional Active Transportation Plan, colloquially referred to as Walk 'n' Bike County of Tulare, was adopted in 2016. It is a planning effort spearheaded by the Tulare County Association of Governments (TCAG) to improve the safety and convenience of walking and biking throughout the county. The plan serves two primary purposes: it acts as the foundation for the Regional Transportation Plan's pedestrian and bicycle component, and it recommends high-priority projects that will compete more effectively for funding from federal, state, and regional sources. The plan is based on community needs identified through historical data and public input on the barriers, obstacles, and challenges associated with walking and biking in the county. The plan makes recommendations for roadway, sidewalk, and crossing improvements, a bikeway network's locations, and improvements to bicycle-pedestrian interactions. In addition, the plan includes recommendations for improvements to pedestrian and bicycle facilities that will aid the LRSP in developing safety projects.



2010 TULARE COUNTY REGIONAL BICYCLE TRANSPORTATION PLAN, 2010

The County of Tulare Bicycle Transportation Plan was developed through the efforts of the TCAG and the Bicycle Advisory Committee. It is a comprehensive plan that unifies all bicycle planning efforts and addresses travel between and within major urban areas. The plan illustrates existing and proposed bicycle facilities, the extent of community involvement, and proposed projects and their implementation priorities. The plan makes recommendations to the LRSP regarding bicycle facilities that will aid in the development of safety projects.



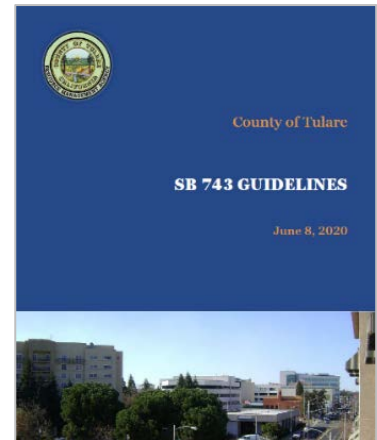
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, 2020

TCAG prepares the Federal Transportation Improvement Program (FTIP) every two years, with the last update made in 2020. Many projects in the 2021 FTIP are carried over from the 2019 FTIP. The program is developed with public input and outreach to disadvantaged populations. The 2021 FTIP contains a list of completed, ongoing, and planned projects. The FTIP projects were chosen based on a variety of local, state, and federal guidelines. The FTIP includes projects to construct and improve highways and bridges, transit and bus facilities, signal synchronization, intersection improvements, and bicycle and pedestrian projects. In addition, the plan includes recommendations for improvements to pedestrian and bicycle facilities that will aid the LRSP in developing safety projects.



COUNTY OF TULARE SB 743 GUIDELINES, 2020

The SB 743 Guidelines establish County of Tulare's Vehicle Mileage Traveled (VMT) Guidelines. The SB 743 Guidelines direct county staff, consultants, and project applicants on the methodologies and thresholds to be used for VMT analysis in County of Tulare's unincorporated area. The plan establishes screening criteria for transportation projects involving roadway maintenance, roadway safety, operational improvements, and pedestrian and bicycle facilities. The plan's guidelines will aid the LRSP in developing safety projects.



TRAYER COMMUNITY PLAN 2014 UPDATE, 2014

The Trayer Community Plan 2014 Update replaces the 1989 version to comply with the County of Tulare 2030 General Plan. The Community Plan serves as a guide for public and private sector decisions affecting the Community. It establishes a framework for overall growth consistent with the Community's needs. The Plan's Circulation Element chapter recommends a bike plan in addition to pedestrian improvements consistent with complete streets and safe routes to school programs. The Plan recommends that five roadway segments be equipped with curbs, gutters, sidewalks, driveways, ramps, drainage facilities, and pave out. These recommendations will assist the LRSP in developing safety projects.



SUSTAINABLE TRANSPORTATION AND CIRCULATION ELEMENT FOR TULE RIVER COMPREHENSIVE MASTER PLAN, 2018

The Sustainable Transportation/Circulation Element for the Tule River Comprehensive Master Plan (STCETRMP) focuses on developing a sustainable multi-modal transportation system over 20 to 30 years. The plan includes an inventory of the existing conditions and projection of future conditions with the development of transportation infrastructure that support planned land uses and specific plans. The plan's goals and policies will guide the LRSP report's countermeasure selection and proposed safety projects. This will assist the LRSP in supporting the County's mobility and transportation needs.



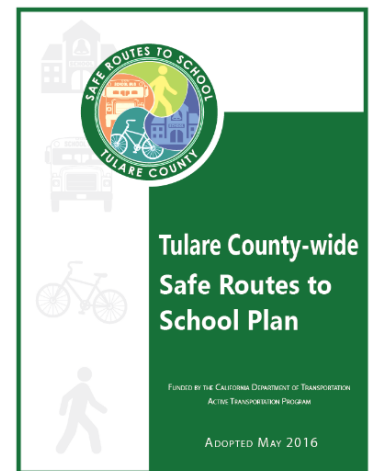
CALIFORNIA TRANSPORTATION PLAN 2050, 2021

The California Transportation Plan 2050, developed in 2021, is a long-range plan that is updated every five years in accordance with state and federal law, providing an opportunity to address pressing transportation challenges. The plan, which was developed with the input of hundreds of stakeholders from across the state, enables policymakers throughout the state to align their plans and projects with statewide goals and recommendations. The plan aims to build on existing statewide safety initiatives and demonstrate a renewed commitment to providing a safe and secure transportation system for all users. The objectives and performance indicators outlined in this plan will aid the LRSP in developing its vision.



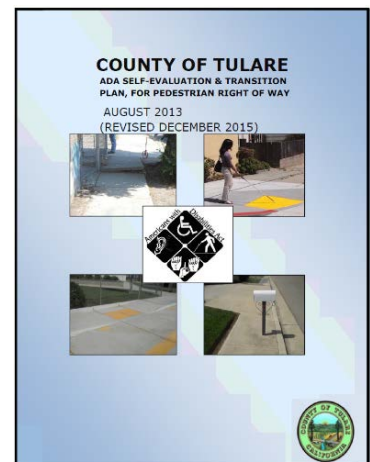
TULARE COUNTY SAFE ROUTES TO SCHOOL PLAN, 2016

The Safe Routes to School Plan was developed in 2016 to encourage students and parents who are within two miles of their schools to safely walk/bike to/from school as a part of an active, healthy, and independent lifestyle. The plan is based on 6 E's of traffic safety – Evaluation, Engineering, Education, Encouragement, Enforcement and Equity. The plan recommends engineering improvements, such as, five-foot wide sidewalks, striping, markings, signage, curb and gutter improvements, additional crosswalks, and Americans with Disabilities Act (ADA) ramps at and near County of Tulare schools. The plan also recommends educational measures for bicycle and pedestrian improvements. These recommendations will assist the LRSP in developing safety projects.



COUNTY OF TULARE ADA SELF-EVALUATION AND TRANSITION PLAN, FOR PEDESTRIAN RIGHT OF WAY (PROW), 2015

The self-evaluation measures the County's progress toward resolving PROW-related issues and ensuring that we have met the standards required by the ADA Title II. The County conducted a survey of curb ramps, sidewalk cross slopes, sidewalk obstructions, sidewalk gaps, bus stops, and driveways as part of the self-evaluation. The plan includes a list of physical barriers in the County's pedestrian right of way that obstruct the accessibility of individuals with disabilities, as well as a timeline for implementing the necessary changes to comply with Title II of the ADA. The plan will assist the LRSP in meeting the transportation needs of County of Tulare residents with disabilities.



DISADVANTAGED COMMUNITIES INFRASTRUCTURE AND PLANNING POLICY STUDY, 2017

The Disadvantaged Communities Infrastructure and Planning Policy Study is a three-year study and report resulting in General Plan Amendment that includes 21 Community Plans and over 27 changes to the Zoning Code and Zoning District Boundary Maps. The purpose of this study is to incentivize economic development by expanding mixed-use zones, eliminating conditional permitting requirements, and achieving a favorable job-to-housing ratio, thereby reducing VMT. The study will assist the LRSP in supporting transportation needs in disadvantaged communities in County of Tulare.

TULARE COUNTY COMPLETE STREET POLICIES, 2014 – 2017

The Complete Street Policies, developed by County of Tulare's Resource Management Agency, seek to establish a comprehensive and uniform vision and policy for County of Tulare's local streets. The documents identify priority improvements to be the backbone of the complete streets network in the communities of Allensworth, Alpaugh, Cutler-Orosi, Ducor, Earlimart, East Orosi, Goshen, Ivanhoe, Pixley, Poplar, Strathmore, Traver, Terra Bella, Tipton, and Woodville. The improvements identified in these documents include installing sidewalks, curbs, gutters, bike lanes, bus shelters, fences, street signs, striping, and lighting. These enhancements will help shape the LRSP's recommendations for safety enhancements and strategies.

AWARDED HSIP GRANT CYCLE 10

County of Tulare applied for and was awarded a grant in the HSIP Cycle 10 to relocate existing crosswalk, install curb ramps and Rectangular Rapid Flashing Beacon (RRFB) with advanced warning system, upgrade or install markings and thermoplastic edgeline and centerline stripes, and replace existing non-standard, damaged or obsolete guardrails at various locations within the County.

AWARDED HSIP GRANT CYCLE 9

County of Tulare applied for and was awarded a grant in the HSIP Cycle 9 to install a roundabout at one intersection, overhead Red Flashing Beacons at two intersections, pedestrian crossing enhancements at one intersection, and upgrade existing guardrail system at a roadway segment.

AWARDED HSIP GRANT CYCLE 8

County of Tulare applied for and was awarded a grant in the HSIP Cycle 8 to install edgeline rumble stripes, and advance warning flashing beacons at stop controlled intersections.

AWARDED HSIP GRANT CYCLE 7

County of Tulare applied for and was awarded a grant in the HSIP Cycle 7 to improve signs and striping, install guardrails, centerline and edgeline rumble stripes, left turn pockets, and six left turn lanes at various intersections within the County.



4. COLLISION DATA AND ANALYSIS

This chapter summarizes the results of the analysis conducted for the collisions in the unincorporated regions of County of Tulare between January 2016 and December 2020 as part of the LRSP.

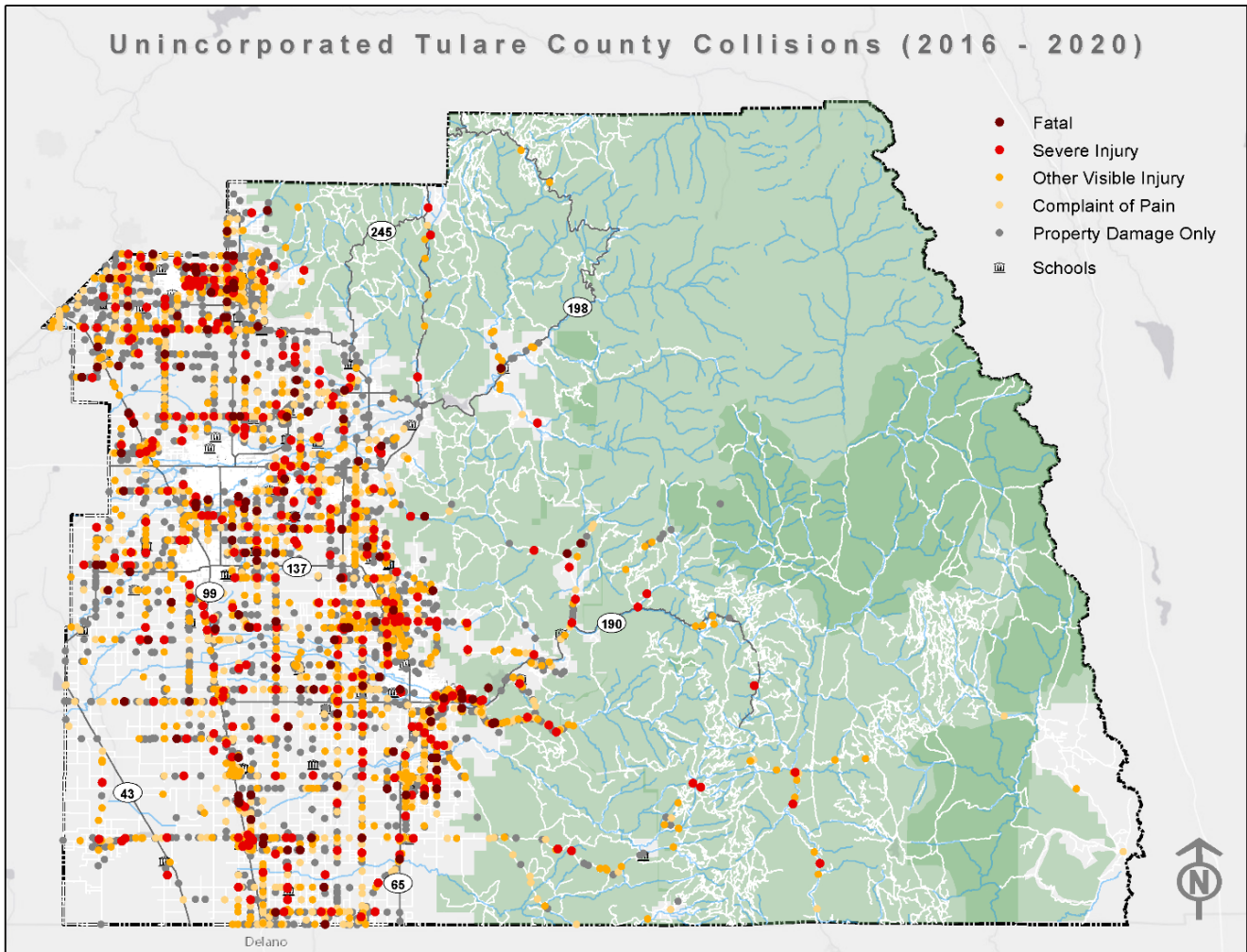
The LRSP focuses on systemically identifying and analyzing safety issues and recommends appropriate safety improvements. An analysis of the collisions of all severity for unincorporated County of Tulare, including Property Damage Only (PDO) collisions was conducted. Further on, a detailed analysis was conducted for F+SI collisions that have occurred on roadways in unincorporated County of Tulare. After segregating the data, a thorough analysis was conducted on factors such as collision severity, type of collision, primary collision factor, lighting, weather, and time of the day. This chapter includes the following sections:

- Collision Data
- Collision Data Analysis
- F+SI Collision Analysis
- Geographic Collision Analysis
- High Injury Network
- Conclusion

Figure 6 illustrates all the injury collisions that have occurred in unincorporated County of Tulare from January 2016 to December 2020.



Figure 6. Unincorporated County of Tulare Collisions (2016 – 2020)



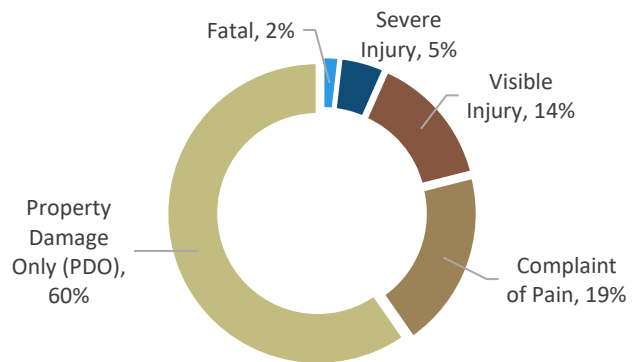
Data Collection

Collision data helps understand different factors that might be influencing collision patterns and various factors leading to collisions in a given area. For this analysis, five-year jurisdiction-wide collision data from 2016 to 2020 was retrieved from TIMS, SWITRS, and Crossroads Software's Traffic Collision Database. Collisions that occurred on state route roadways were excluded from this analysis. The collision data was analyzed and plotted in ArcMap to identify high-risk intersections and roadway segments.

Collision Analysis by Severity

Between 2016 and 2020, a total of 7,490 collisions were reported jurisdiction-wide. PDO collisions accounted for 60 percent of these collisions (4,470 collisions), while 1,442 collisions (19 percent) resulted in a complaint of pain, and 1,081 collisions (14 percent) resulted in a visible injury. Out of the total collisions, there were 497 F+SI collisions. Out of the total F+SI collisions, 360 of resulted in a severe injury (5 percent) and 137 of which resulted in a fatality (2 percent). The severity of all collisions is depicted in **Figure 7**.

Figure 7. Collisions by Severity (2015-2019)



The analysis begins with comparing all collisions to F+SI collisions, taking into account a variety of factors such as collision trend, primary collision factor, collision type, facility type, motor vehicles involved with, weather, lighting, and time of day. Additionally, a thorough analysis is performed on only F+SI collisions because they cause the most damage to those involved. The infrastructure and aftermath of these collisions result in significant administrative costs for jurisdictions. Thus, the LRSP process concentrates on these collision locations to proactively identify and address their associated safety concerns.

The collision data was segregated according to facility type, i.e., collisions at intersections and roadway segments. A collision was considered to have occurred at an intersection if it occurred within a 250-foot radius of it. **Table 2** summarizes the reported collisions by facility type and collision severity.

Table 2. Collision by Severity and Facility Type

Collision Severity	Roadway Segment	Intersection	Total
Fatal	71	66	137
Severe Injury	173	187	360
Visible Injury	502	579	1,081
Complaint of Pain	640	802	1,442
PDO	1,972	2,498	4,470
Total	3,358	4,132	7,490

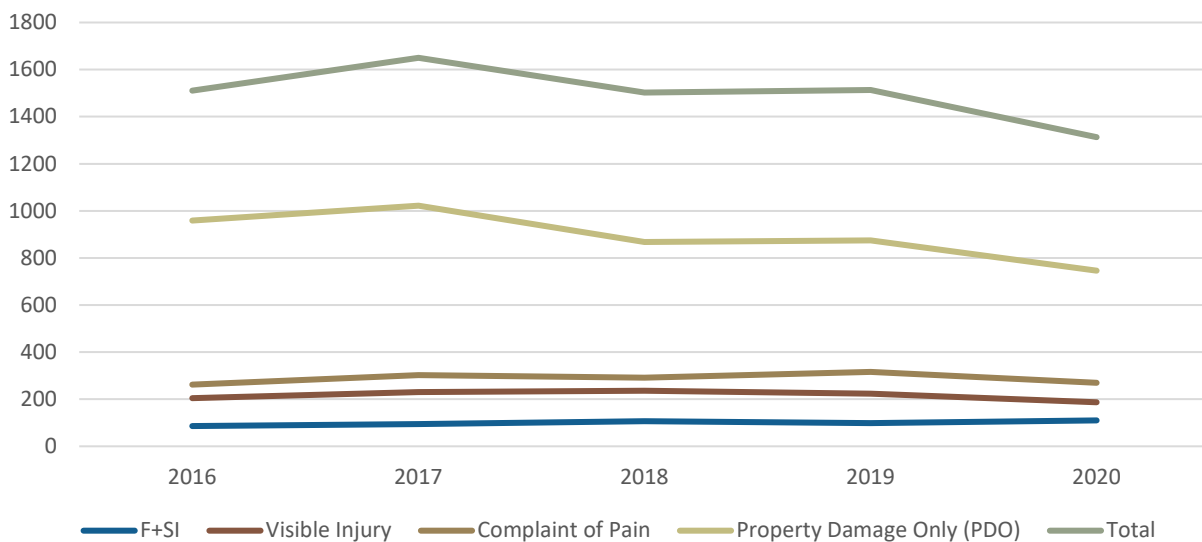
Preliminary Analysis

YEARLY TREND

For collisions of all severity, the number has remained relatively consistent from 2016 to 2020. The highest number of collisions (1,650 collisions) were observed in 2017, and the lowest number of collisions (1,313) were observed in 2020.

During the study period, a total of 497 F+SI collisions occurred in unincorporated County of Tulare. They were observed to be the lowest (86 collisions) in 2016. Overall, F+SI collisions were observed to rise from 2016 to 2020, with the highest number of F+SI collisions (110 collisions) occurring in 2020. **Figure 8** illustrates the five-year collision trend for all collisions, including PDO collisions.

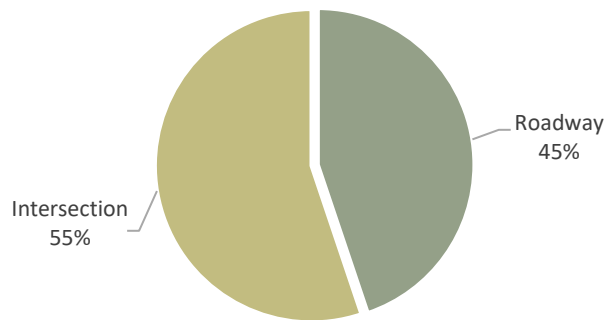
Figure 8. Five Year Collision Trend



Roadway Segment vs. Intersection

When roadways and intersections were compared, it was discovered that the majority of collisions occurred at intersections. 55 percent (4,132 collisions) of all collisions occurred at intersections, while 45 percent (3,358 collisions) occurred on roadway segments. **Figure 9** illustrates this classification by facility type.

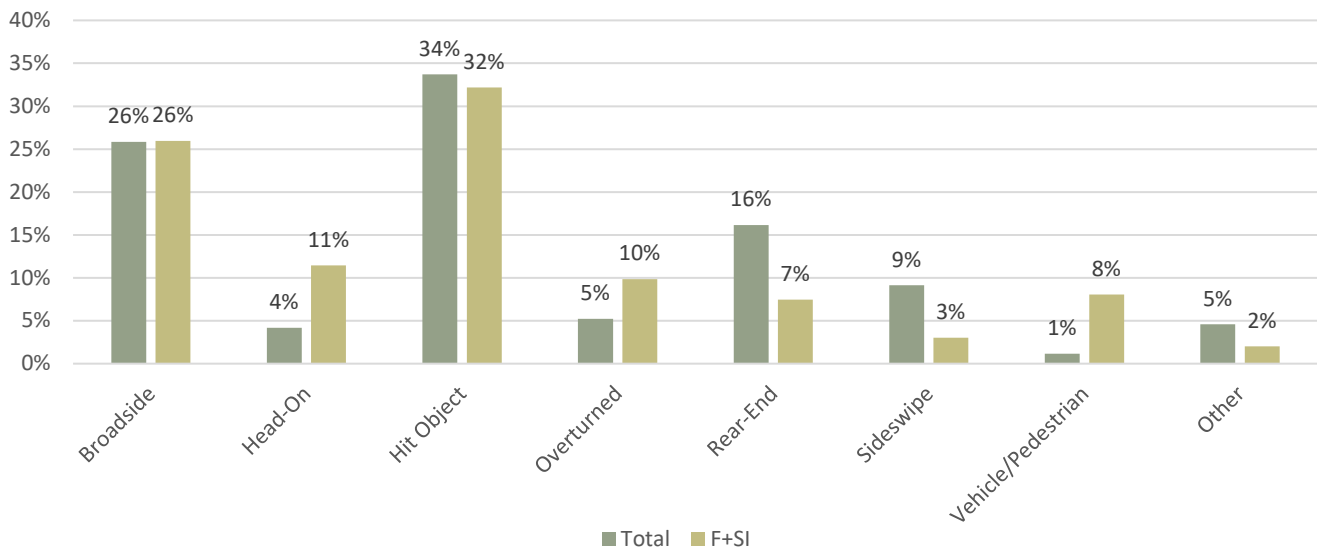
Figure 9. Intersection vs Roadway Collisions - All Collisions



COLLISION TYPE

Considering collisions of all severity, the most common collision type was hit-object collisions (34 percent), followed by broadside collisions (26 percent). Other prominent collision types include rear-end and sideswipe. However, when only F+SI collisions were considered, hit-object collisions (32 percent) and broadside collisions (26 percent) accounted for most collisions, followed by head-on and overturned collisions. **Figure 10** illustrates the collision type for collisions of all severity as well as F+SI collisions.

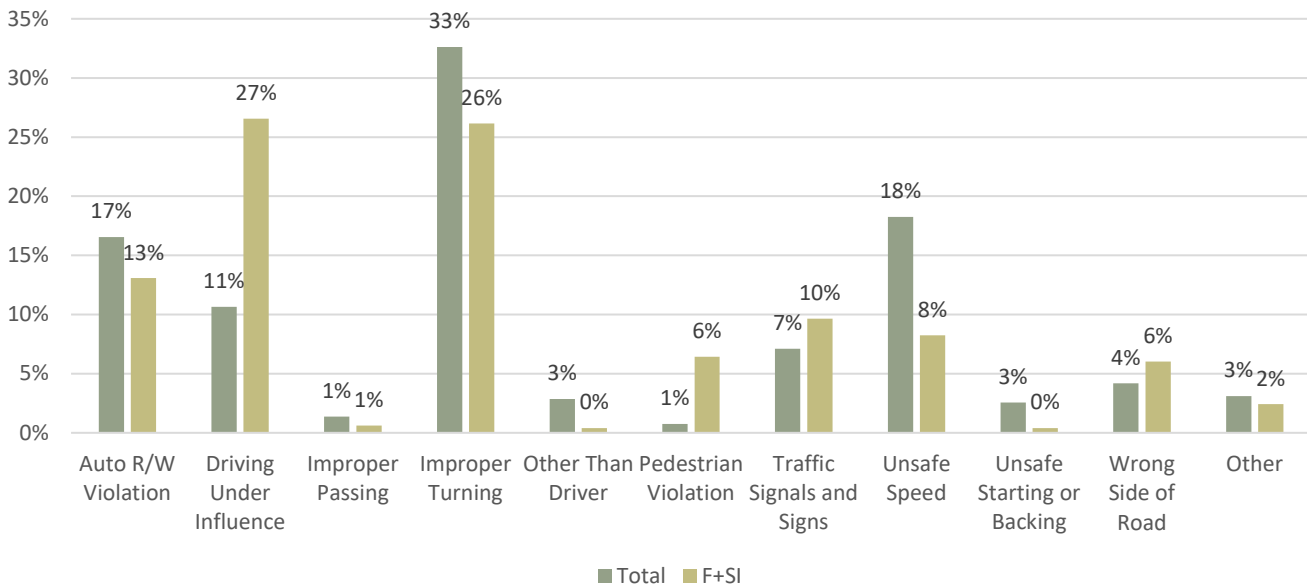
Figure 10. Collision Type - All Collisions vs F+SI Collisions



PRIMARY COLLISION FACTOR

Considering collisions of all severity, the most frequently observed violation categories were improper turning (33 percent), unsafe speed (18 percent), and automobile right-of-way violation (17 percent). However, when only F+SI collisions were considered, driving under the influence (DUI) of drugs or alcohol (27 percent), improper turning (26 percent), and automobile right-of-way violation (13 percent) were identified as the most severe violations. The violation category for collisions of all severity levels and F+SI collisions is depicted in **Figure 11**.

Figure 11. Primary Collision Factor – All Collisions vs. F+SI Collisions

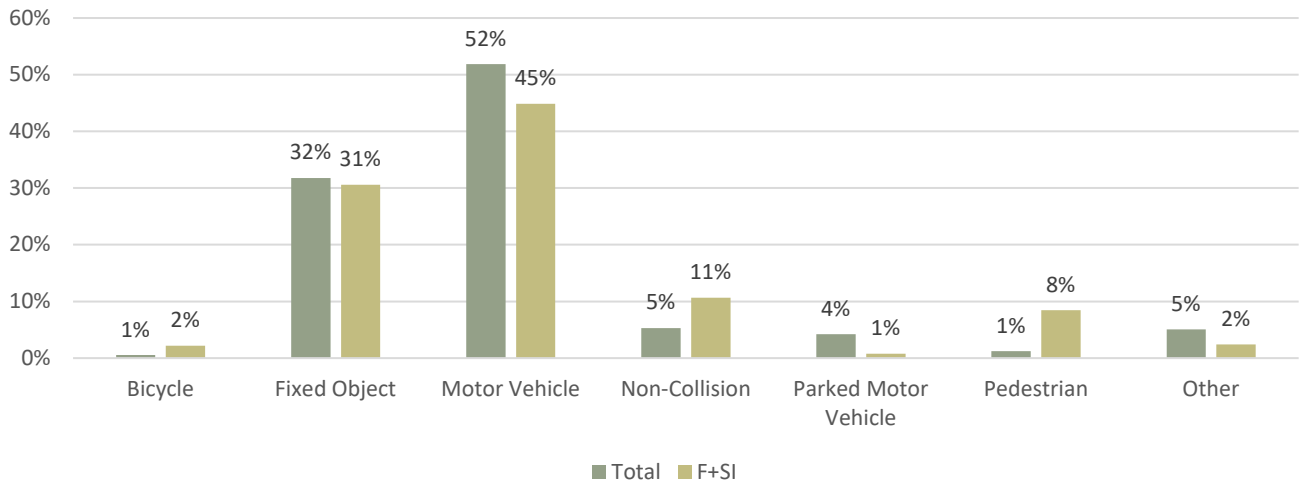


MOTOR VEHICLE INVOLVED WITH

Considering collisions of all severity, 52 percent of collisions were motor vehicle involved with other motor vehicles, and 32 percent involved fixed objects. Considering only F+SI collisions, 45 percent of collisions involved with other motor vehicles, 31 percent involved fixed objects. F+SI collisions were also more likely to involve a pedestrian (8 percent). Note that while collision crashes involve being collided by another vehicle or property, non-collision events refer to incidents where someone was injured while operating a vehicle or their vehicle suffered damages – yet that vehicle neither collide with nor was collided by someone else. The common examples of non-collisions are driving off the road and overturning while making a turn. **Figure 12** illustrates the percentage for all collisions as well as F+SI collisions.



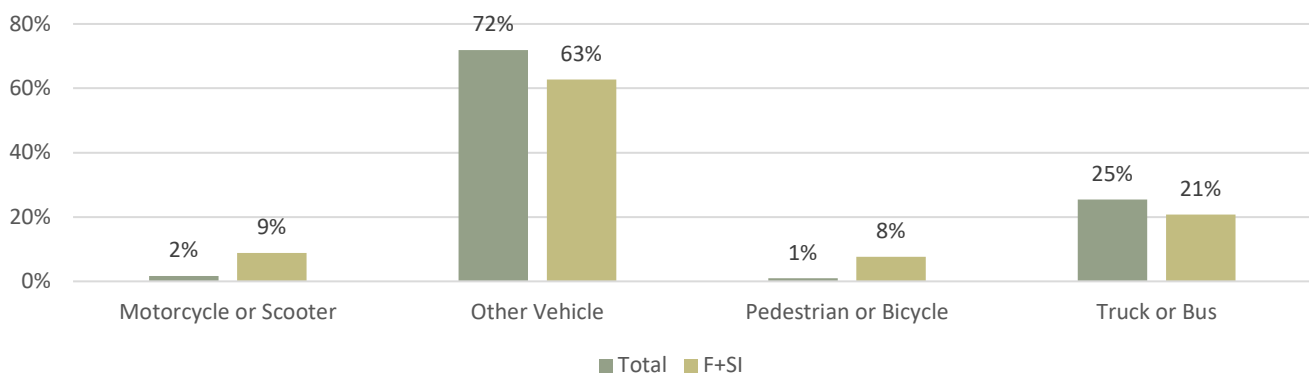
Figure 12. Motor Vehicle Involved With – All Collisions vs. F+SI Collisions



MODE OF TRANSPORTATION

In addition to motor vehicle involved with, modes include a more detailed breakdown of motor vehicles, including truck and motorcycle. Considering collisions of all severity, 72 percent of collisions involved other motor vehicles. The remaining collisions include truck or bus collisions (25 percent), motorcycle collisions (2 percent), and pedestrian or bicycle collisions (1 percent). Considering only F+SI collisions, 63 percent of collisions are motor vehicle collisions. F+SI collisions were more likely to involve a truck or a bus (21 percent), motorcycle (9 percent) or pedestrian or bicycle (8 percent), indicating these modes are more vulnerable to fatalities and severe injuries. **Figure 13** illustrates the percentage for all collisions as well as F+SI collisions by mode.

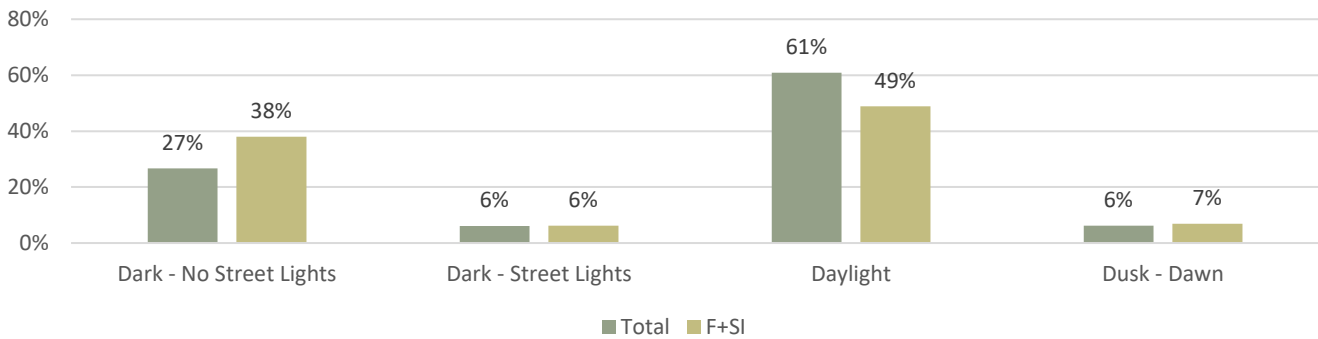
Figure 13. Modes – All Collisions vs. F+SI Collisions



LIGHTING

For collisions of all severity, 61 percent of collisions have occurred in daylight, and 27 percent have occurred in the dark on streets with no street lights. For F+SI collisions, 49 percent of collisions have occurred in daylight, and 38 percent occurred in the dark on streets with no street lights. **Figure 14** illustrates the lighting condition for all collisions and F+SI collisions.

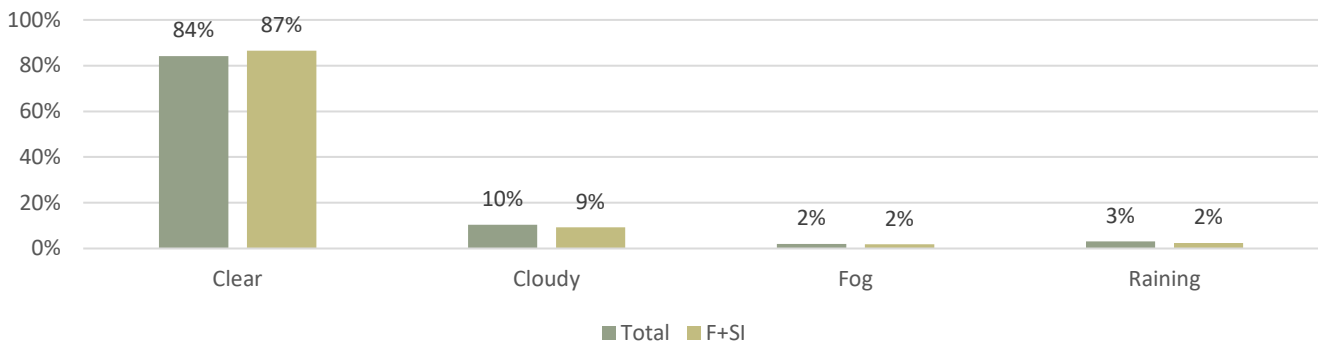
Figure 14. Lighting Conditions – All Collisions vs. F+SI Collisions



WEATHER

For collisions of all severity, 84 percent of collisions have occurred during clear weather conditions, and 10 percent have occurred during cloudy weather conditions. For F+SI collisions, 87 percent of collisions have occurred during clear weather conditions, and 9 percent occurred during cloudy weather conditions. **Figure 15** illustrates the percentage distribution of weather conditions during the occurrence of collisions of all severity as well as F+SI collisions.

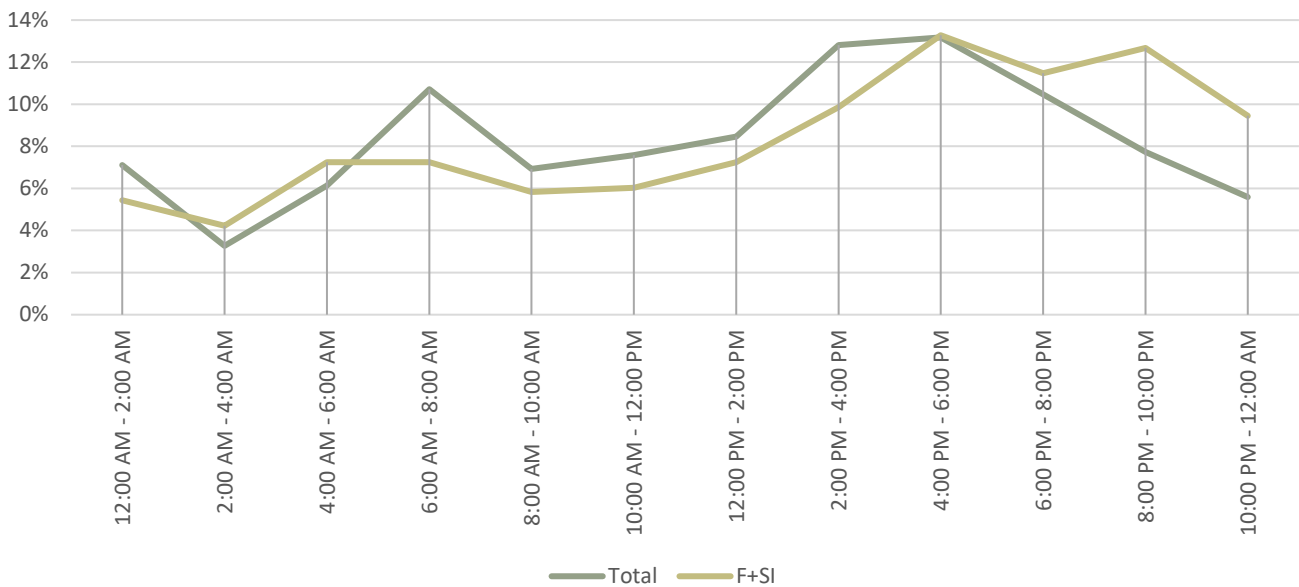
Figure 15. Weather Conditions – All Collisions vs. F+SI Collisions



TIME OF DAY

For collisions of all severity, the maximum number of collisions has occurred between 4:00 PM to 6:00 PM (13 percent), and the minimum number of collisions has occurred between 2:00 AM to 4:00 AM (3 percent). For all F+SI collisions, the maximum number of collisions has also occurred between 4:00 PM to 6:00 PM (13 percent). **Figure 16** illustrates the percentage of collisions occurring during the day for all collisions and F+SI collisions. The high occurrence of F+SI collisions between 6:00 PM to midnight (34 percent) compared to all collisions suggests that nighttime is one of the factors that is causing high-severity collisions.

Figure 16. Time of Day – All Collisions vs. F+SI Collisions

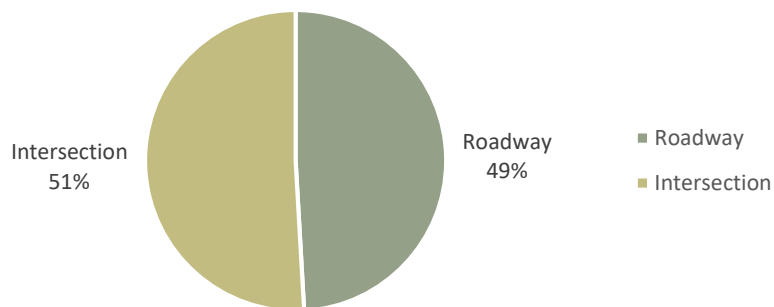


Fatal and Severe Injury Collision Analysis

This section details collision analysis of all F+SI collisions, F+SI collisions on roadway segments and F+SI collisions at intersections in unincorporated County of Tulare's area. Of the total 497 F+SI collisions, 244 collisions (49 percent) occurred on roadway segments, while 253 (51 percent) occurred at intersections.

Considering F+SI collisions, the number of collisions on both facilities were nearly equal, with 51 percent (253 collisions) at intersections and 49 percent (244 collisions) on roadway segments. This distribution is illustrated in **Figure 17**.

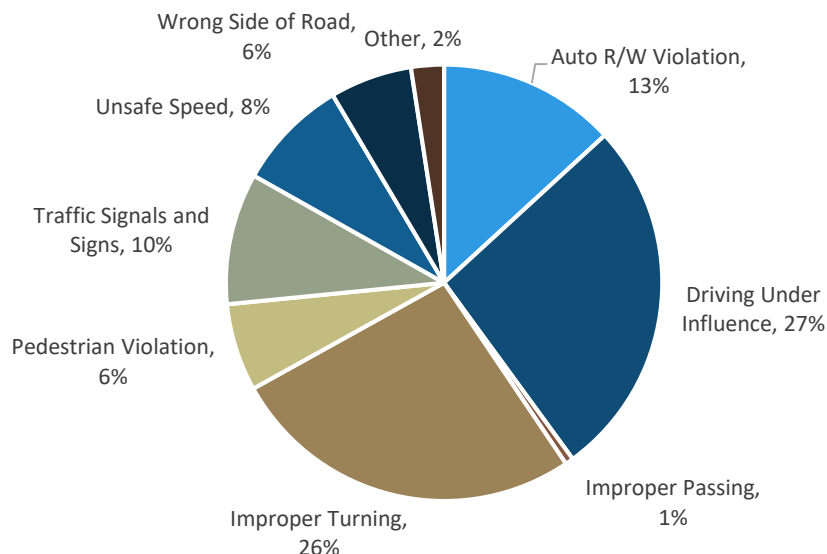
Figure 17. Intersection vs. Roadway Segment Collisions – F+SI Collisions



VIOLATION CATEGORY

For F+SI collisions, DUI (27 percent), improper turning (26 percent), and automobile right-of-way violation (13 percent) were observed to be significant violation categories. **Figure 18** illustrates the violation category for F+SI collisions.

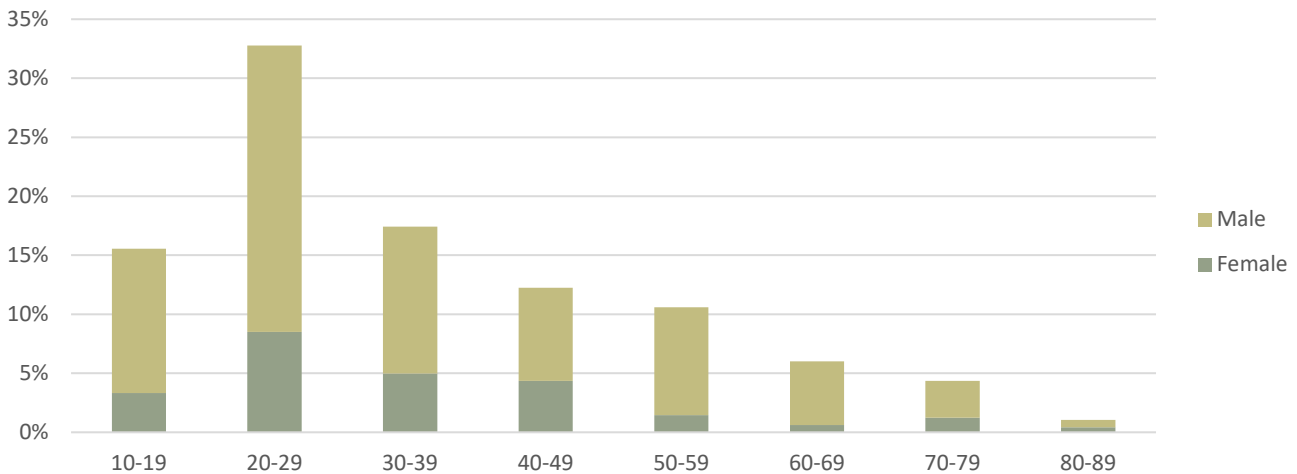
Figure 18. F+SI Collisions by Violation Category



GENDER VS. AGE

For F+SI collisions, the gender of the party at fault was much more likely to be a male than a female (75 percent of F+SI collisions were caused by a male). The party at fault for F+SI collisions was also more likely to be younger, with the majority age between 20 and 39 (50 percent). **Figure 19** illustrates the gender and age of the party at fault for F+SI collisions.

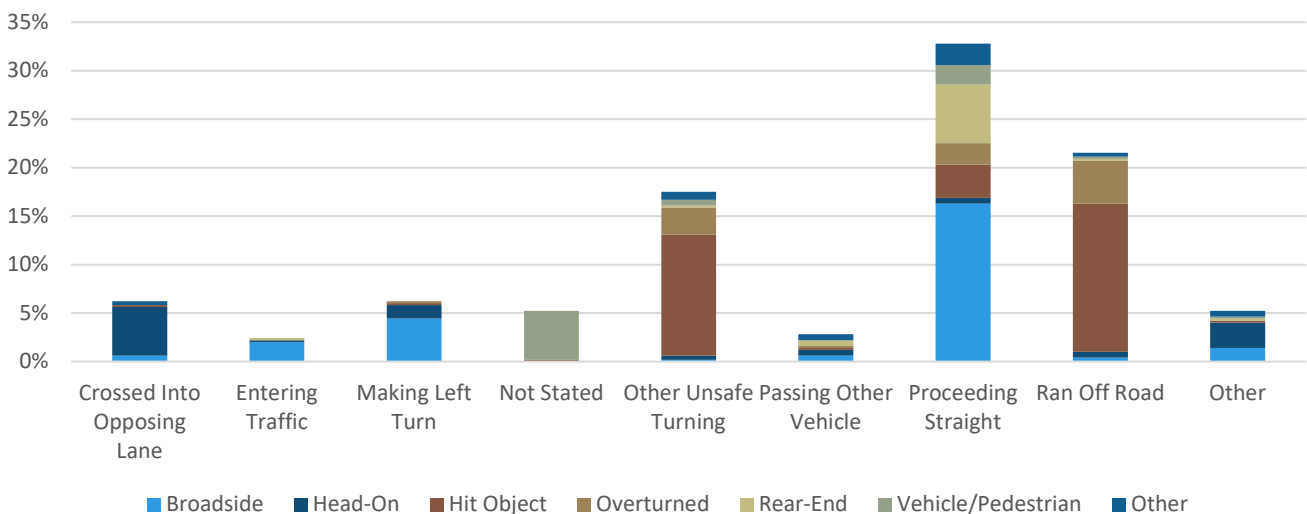
Figure 19. F+SI Collisions by Gender vs. Age



COLLISION TYPE VS. MOVEMENT PRECEDING COLLISION OF PARTY AT FAULT

For F+SI collisions, the most common collision type was hit object collisions. The most common movement of the party at fault preceding a hit object collision was a run-off road movement, and the second most common is unsafe turning. **Figure 20** illustrates the type of collisions and the movement of the party at fault preceding the collision for F+SI collisions.

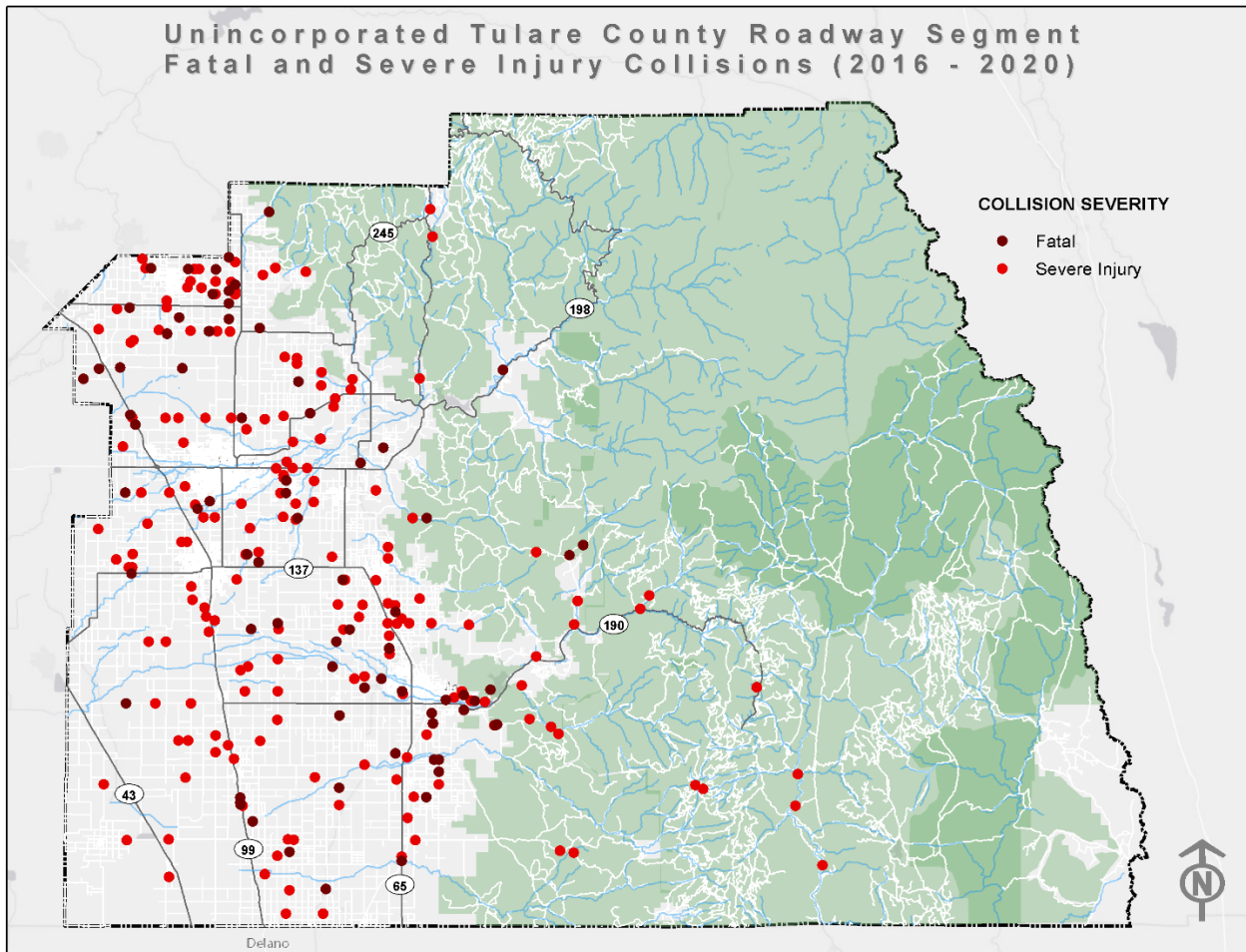
Figure 20. F+SI Collisions by Collision Type vs. Movement Preceding Collisions of Party at Fault



F+SI Roadway Segment Analysis

A total of 244 F+SI collisions occurred on roadway segments in unincorporated regions of County of Tulare between 2016 and 2020. **Figure 21** illustrates the roadway segment collisions that occurred in the jurisdiction in the study period.

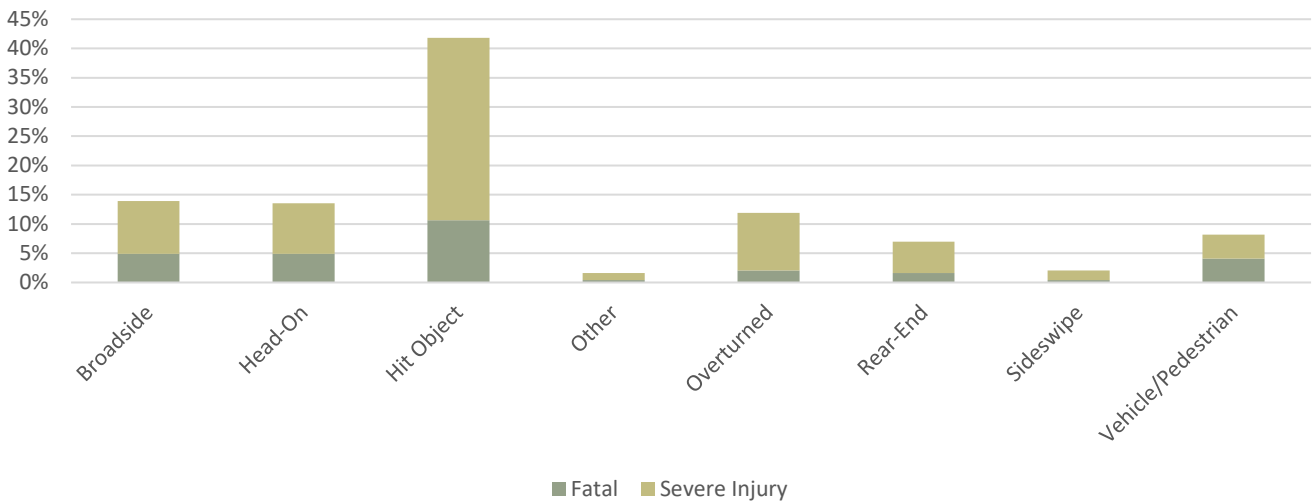
Figure 21. Unincorporated County of Tulare Roadway Segment F+SI Collisions (2016 – 2020)



COLLISION TYPE AND SEVERITY

For roadway F+SI collisions, the most common collision types were hit object collisions. Hit-object, head-on, and broadside collision types were more likely to be fatal. Hit object, overturned, broadside, and head-on collision types were more likely to result in a severe injury. **Figure 22** shows the severity of roadway F+SI collisions as well as the collision type.

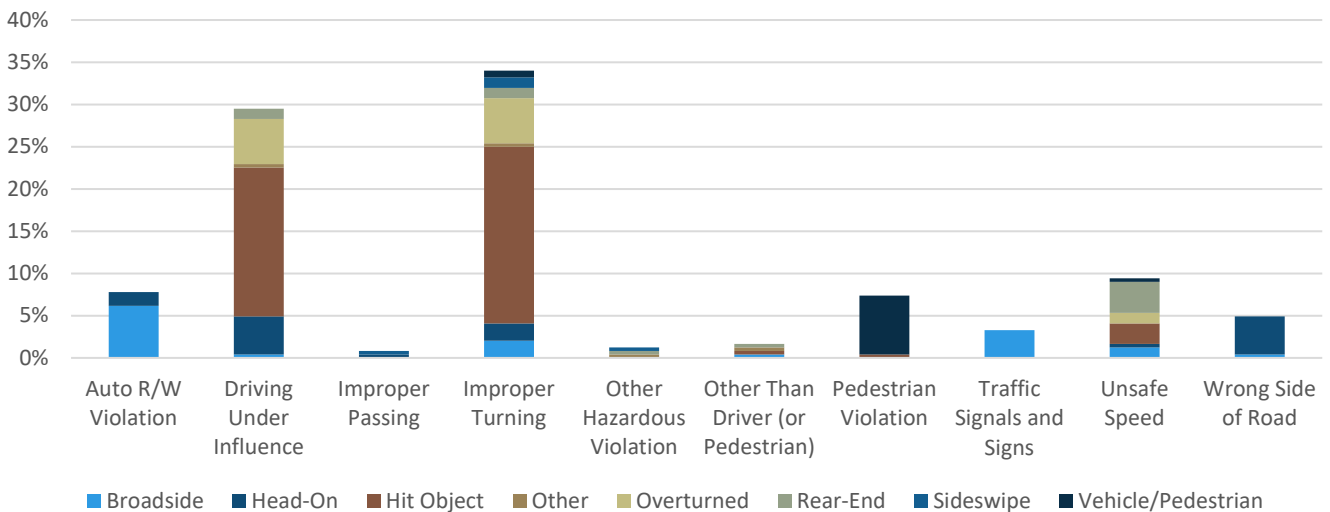
Figure 22. F+SI Roadway Collisions by Type vs. Severity (2016 – 2020)



COLLISION TYPE AND VIOLATION CATEGORY

For all the roadway collisions that led to a fatality or severe injury, the most common violation types were improper turning and DUI collisions that were also hit object collisions. **Figure 23** illustrates the type of collision as well as the violation category for F+SI roadway collisions.

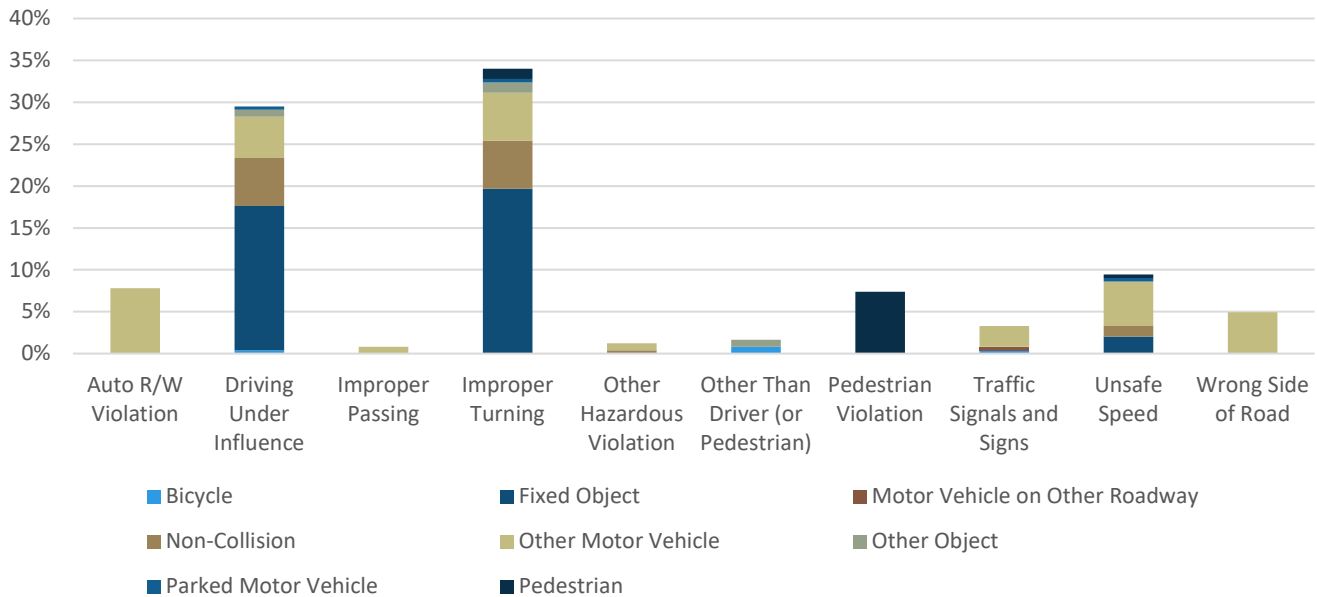
Figure 23. F+SI Roadway Collisions by Type vs. Violation Category (2016 – 2020)



VIOLATION CATEGORY AND MOTOR VEHICLE INVOLVED WITH

For all roadway collisions that led to a fatality or severe injury, the majority of collisions were improper turning and DUI collisions. The majority of these collisions were also fixed object collisions. The results, with violation category and motor vehicle involved with, are shown in **Figure 24**.

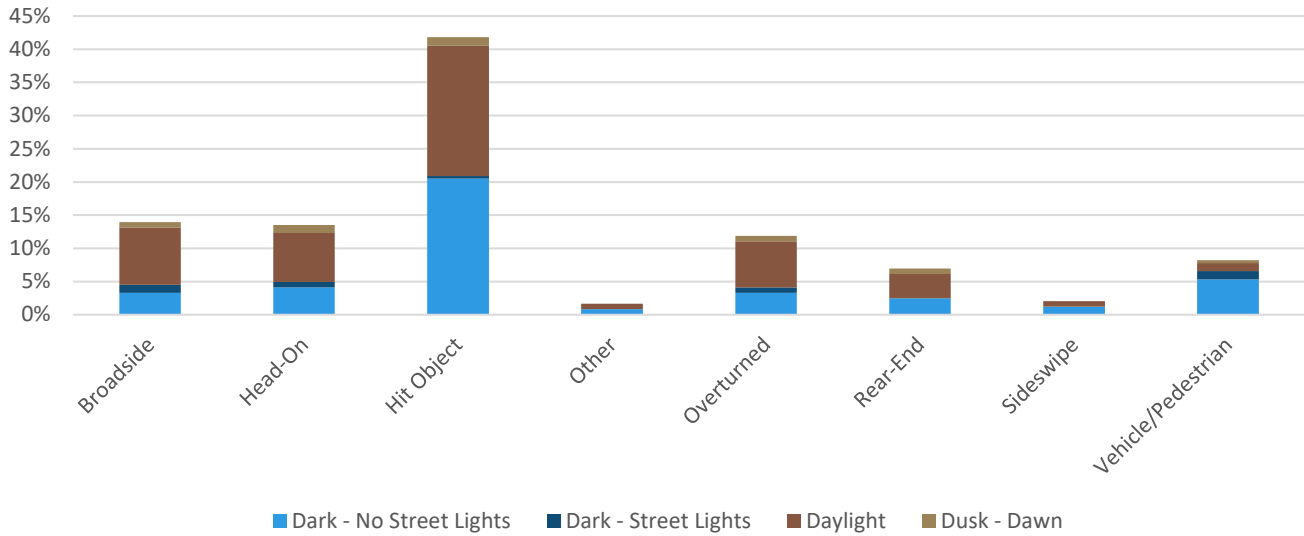
Figure 24. F+SI Roadway Collisions by Violation Category and Motor Vehicle Involved With



COLLISION TYPE AND LIGHTING CONDITIONS

For all roadway F+SI collisions, most collisions occurred in the daylight or in the dark with no street lights. Broadside, head-on, and overturned collisions were more likely to occur in the daylight, and hit object and vehicle/pedestrian collisions were more likely to occur in the dark with no streetlights. **Figure 25** illustrates the lighting condition and the collision type as observed for F+SI roadway collisions.

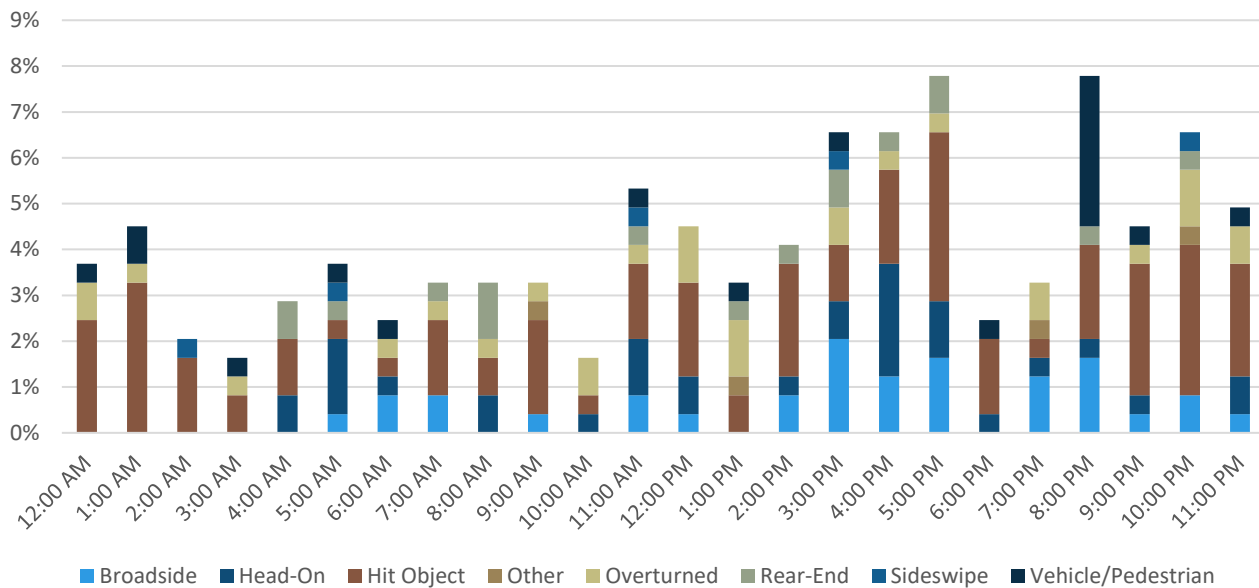
Figure 25. F+SI Roadway Collisions by Type vs. Lighting Conditions



COLLISION TYPE AND TIME OF DAY

For all the F+SI roadway collisions types, the most common collision type was hit object collisions that occurred throughout the day. Generally, Broadside collisions were more likely to happen between 2:00 PM and 11:00 PM. Vehicle/pedestrian collisions were most likely to happen between 8:00 PM and 9:00 PM. **Figure 26** illustrates the collision type by the time of the day for all F+SI roadway collisions.

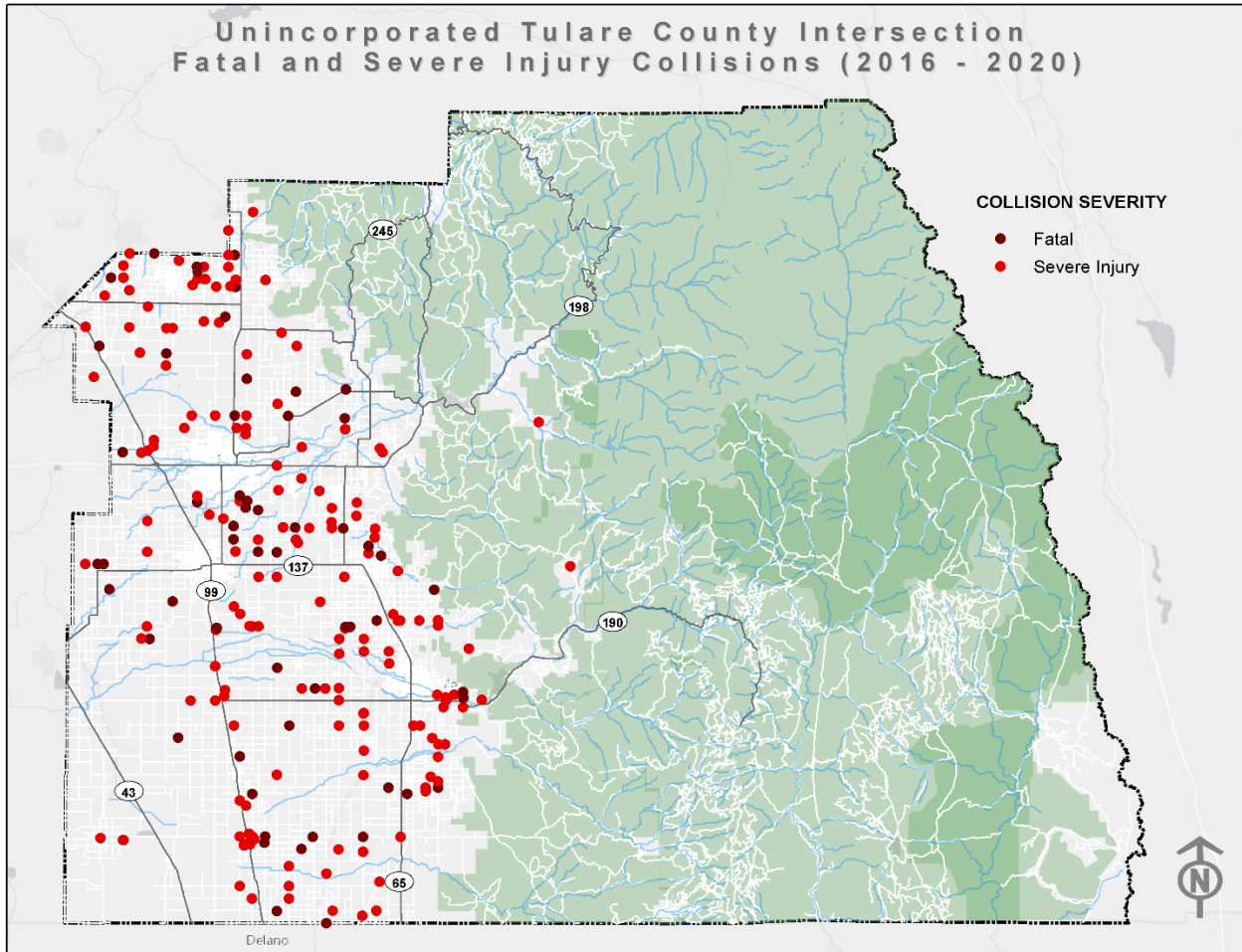
Figure 26. F+SI Roadway Collisions by Type vs. Time of Day



F+SI Intersection Analysis

A total of 253 F+SI collisions occurred on intersections in unincorporated County of Tulare between 2016 and 2020. **Figure 27** illustrates the intersection collisions.

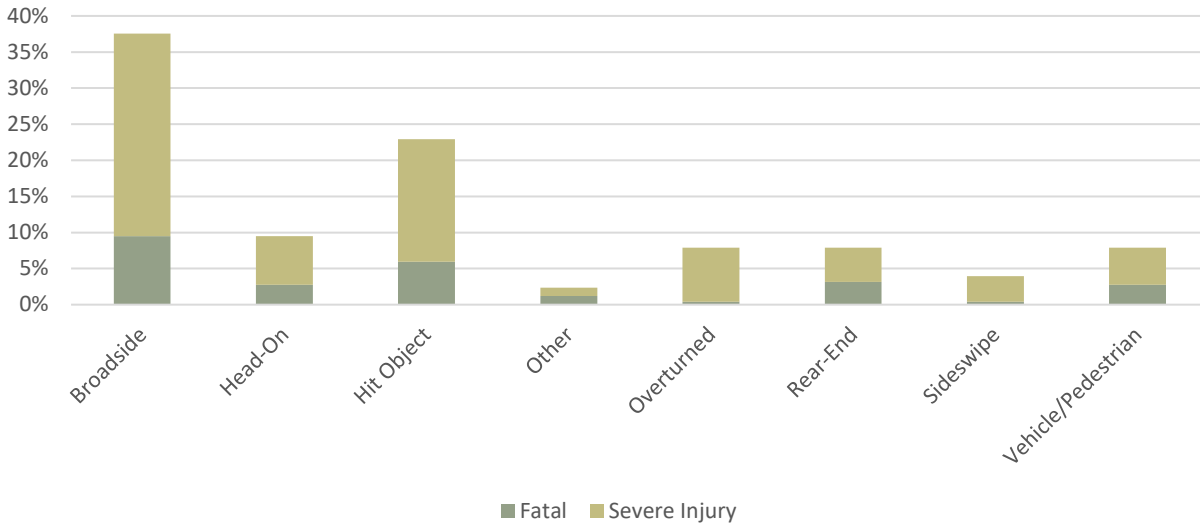
Figure 27. Unincorporated County of Tulare Intersection F+SI Collisions (2016 – 2020)



COLLISION TYPE AND SEVERITY

For intersection F+SI collisions, the most common collision types were broadside collisions. Broadside collisions were most likely to result in a severe injury. Nearly all types of collisions were likely to result in a fatality. **Figure 28** the severity of intersection F+SI collisions as well as the collision type.

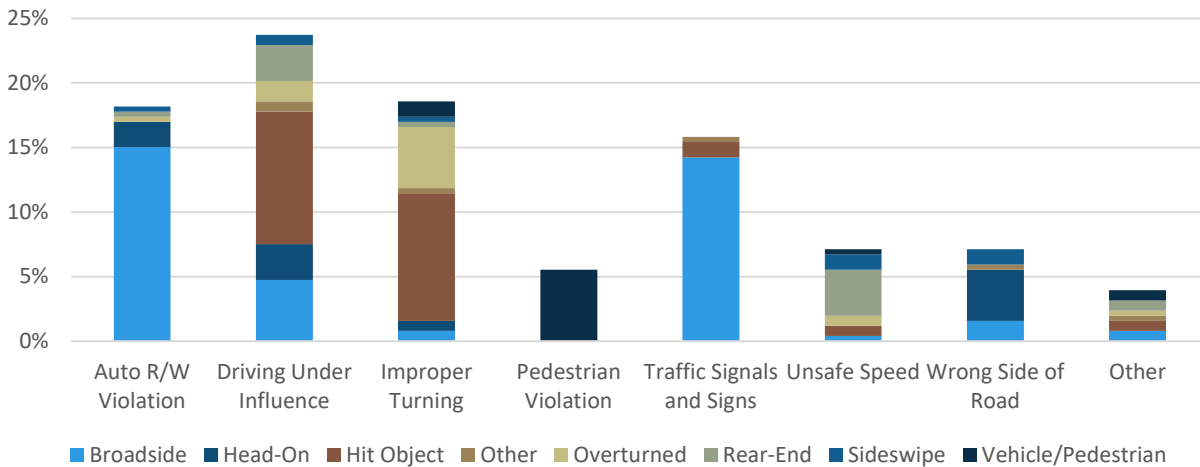
Figure 28. F+SI Intersection Collisions by Type vs. Severity (2016 – 2020)



COLLISION TYPE AND VIOLATION CATEGORY

For intersection F+SI collisions, the most common violation types were DUI, automobile right-of-way violation, improper turning, and traffic signals and signs violation. Automobile right-of-way violations and traffic signals and signs violations were most likely to result in a broadside collision. Most DUI and improper turning violations led to hit object collisions. **Figure 29** illustrates the type of collision and the violation category for F+SI intersection collisions.

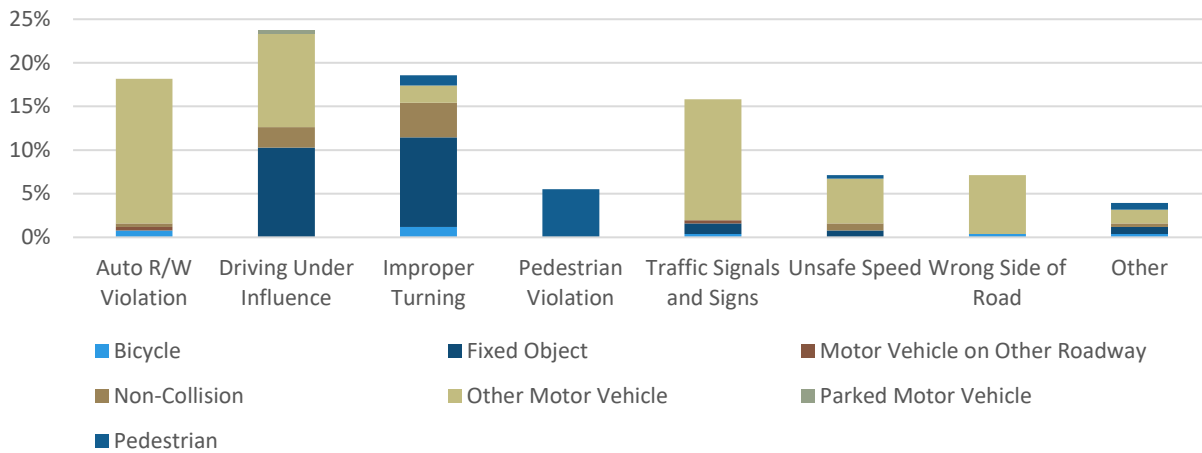
Figure 29. F+SI Intersection Collisions by Type and Violation Category (2016 – 2020)



VIOLATION CATEGORY AND MOTOR VEHICLE INVOLVED WITH

For intersection F+SI collisions, the majority of collisions were DUI collisions in which a motor vehicle was involved with other motor vehicles or a fixed object. DUI was followed by improper turning collisions that mostly involved fixed objects. The results, with violation category and motor vehicle involved with, are shown in **Figure 30**.

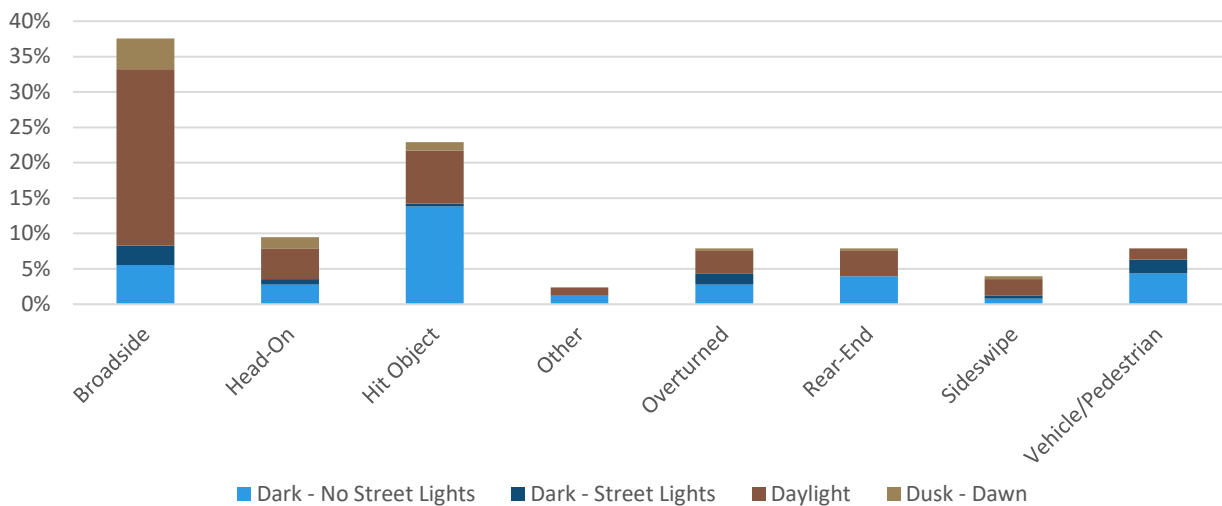
Figure 30. F+SI Intersection Collisions by Violation Category and Motor Vehicle Involved With



COLLISION TYPE AND LIGHTING CONDITION

For all intersection F+SI collisions, most collisions occurred in the daylight or the dark with no street lights. Hit object collisions have been observed to occur in the dark with no street lights, and most of broadside collisions have been observed to occur in the daylight. **Figure 31** illustrates the lighting condition and the collision type observed for F+SI collisions at intersections.

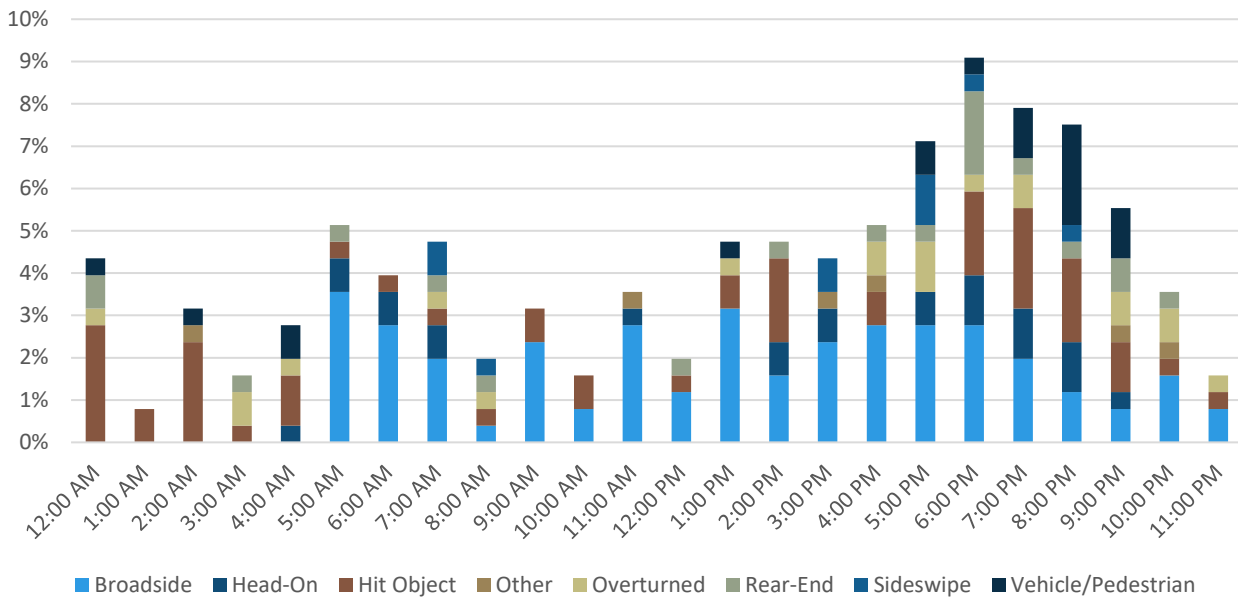
Figure 31. F+SI Intersection Collisions by Type vs. Lighting Conditions



COLLISION TYPE AND TIME OF DAY

For all F+SI intersection collisions, highest number of collisions were broadside collisions. Majority of head-on collisions were observed between 5:00 PM and 9:00 PM. Hit object and broadside collisions occurred throughout the day. **Figure 32** illustrates the collision type by the time of the day for all F+SI intersection collisions.

Figure 32. F+SI Intersection Collisions Type vs. Time of Day



Geographic Collision Analysis

This section describes a detailed geographic collision analysis performed for injury collisions occurring at roadway segments and intersections in unincorporated County of Tulare. This analysis was used to identify five main collision factors that highlight the top trends among collisions in unincorporated County of Tulare. These five collision factors were identified to be hit object collisions, broadside collisions, DUI, improper turning, and nighttime collisions.

HIT OBJECT COLLISIONS

For F+SI collisions in the unincorporated County of Tulare, 32 percent of collisions were hit object collisions. **Figure 33** shows the distribution of hit object collisions throughout unincorporated County of Tulare between 2016 and 2020. Reservation Drive near the Tule River Reservation, E Springfield Avenue on the outskirts of Porterville, and Avenue 256 near Exeter have a higher concentration of hit object collisions compared to the rest of unincorporated County of Tulare.



BROADSIDE COLLISIONS

For F+SI collisions in the unincorporated County of Tulare, 26 percent of collisions were broadside collisions. **Figure 34** shows the distribution of broadside collisions throughout unincorporated County of Tulare between 2016 and 2020. Armstrong Avenue in Earlimart, Avenue 152 near Woodville, Avenue 328 north of Visalia, Avenue 56 near Ducor, and E Oakdale Avenue between Visalia and Tulare recorded the highest number of broadside collisions, compared to the other unincorporated County of Tulare roads.

DUI COLLISIONS

For F+SI collisions in the unincorporated County of Tulare, 27 percent of collisions were DUI collisions and 11 percent of all DUI collisions resulted in a fatal or severe injury. **Figure 35** shows the distribution of DUI collisions throughout unincorporated County of Tulare between 2016 and 2020. E Springfield Avenue, Avenue 140 on the outskirts of Porterville, and Reservation Drive near the Tule River Reservation have a higher concentration of DUI collisions compared to the rest of unincorporated County of Tulare. The 2018 California Office of Traffic Safety (OTS) ranks County of Tulare 27 out of 58 California counties in alcohol-involved collisions².

IMPROPER TURNING COLLISIONS

For F+SI collisions in the unincorporated County of Tulare, 26 percent of collisions resulted due to improper turning. **Figure 36** shows the distribution of improper turning collisions throughout unincorporated County of Tulare between 2016 and 2020. Reservation Drive near the Tule River Reservation, E Springfield Avenue and Avenue 140 on the outskirts of Porterville, and Harris Road near Springville have a higher concentration of improper turning collisions compared to the rest of the unincorporated County of Tulare.

NIGHTTIME COLLISIONS

For F+SI collisions in unincorporated County of Tulare, 44 percent of collisions occurred at night or in no natural lighting conditions. **Figure 37** shows the distribution of nighttime collisions throughout unincorporated County of Tulare between 2016 and 2020. Reservation Drive near the Tule River Reservation, E Springfield Avenue, E Date Avenue, and Avenue 140 on the outskirts of Porterville, and the census-designated regions of Cutler and Orosi have a higher concentration of nighttime collisions compared to the rest of the unincorporated County of Tulare. The 2018 California OTS ranks County of Tulare 53 out of 58 California counties in nighttime collisions³.

² California Office of Traffic Safety (OTS) https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv-wpcf-year=2018&wpv-wpcf-city_county=Tulare+County&wpv_filter_submit=Submit

³ California Office of Traffic Safety (OTS) https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv-wpcf-year=2018&wpv-wpcf-city_county=Tulare+County&wpv_filter_submit=Submit



Figure 33. Unincorporated County of Tulare Hit Object Collisions (2016 - 2020)

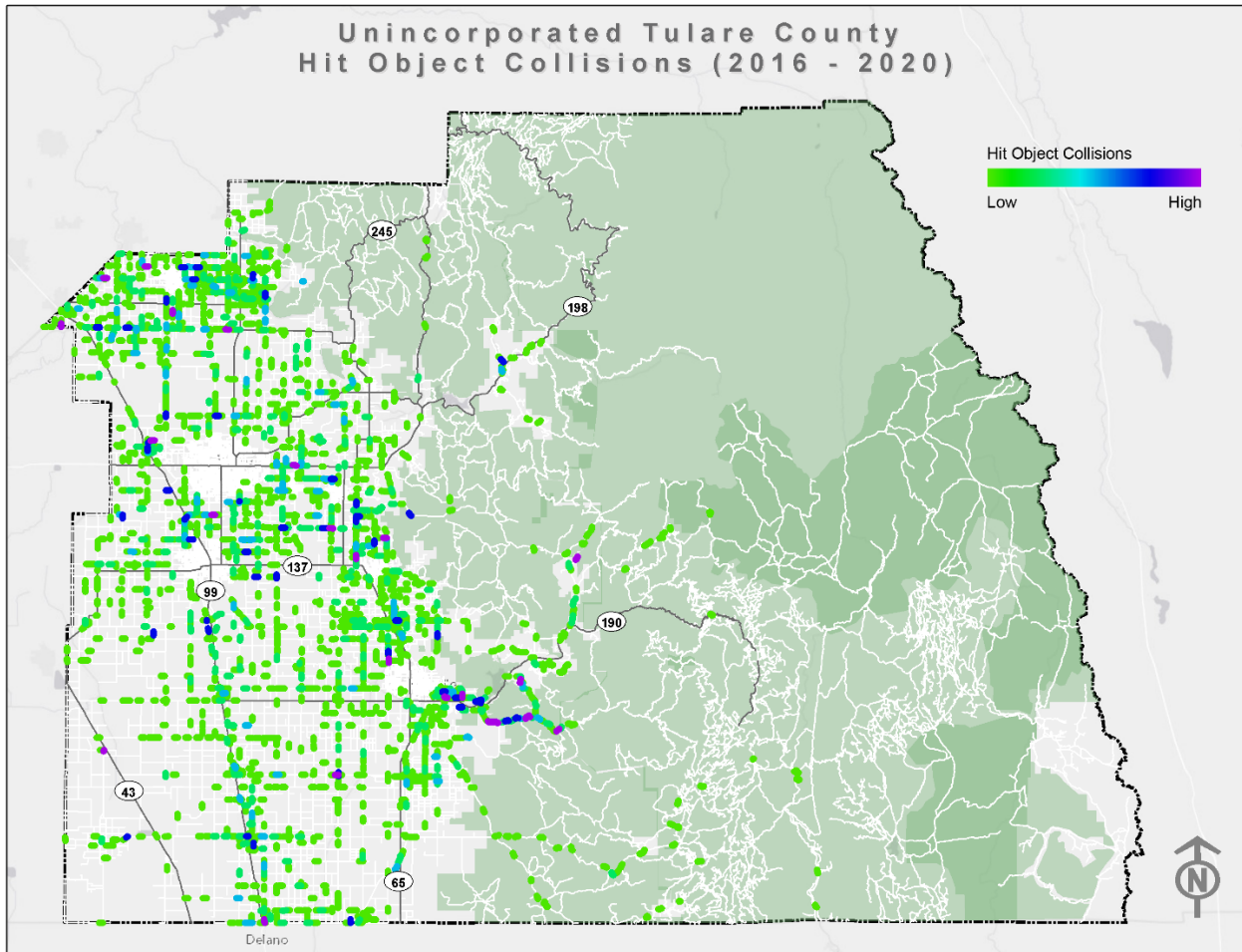


Figure 34. Unincorporated County of Tulare Broadside Collisions (2016 - 2020)

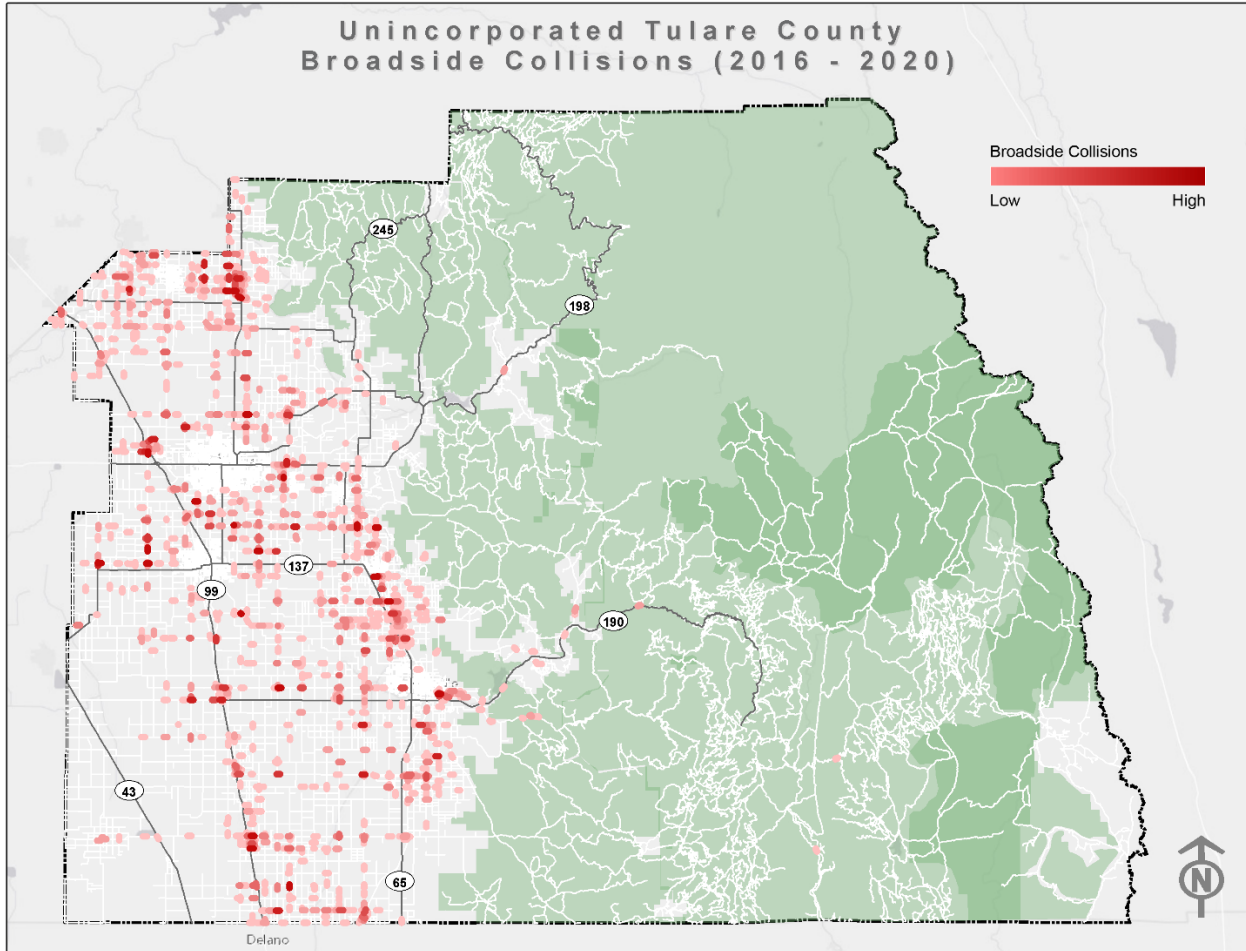


Figure 35. Unincorporated County of Tulare DUI Collisions (2016 - 2020)

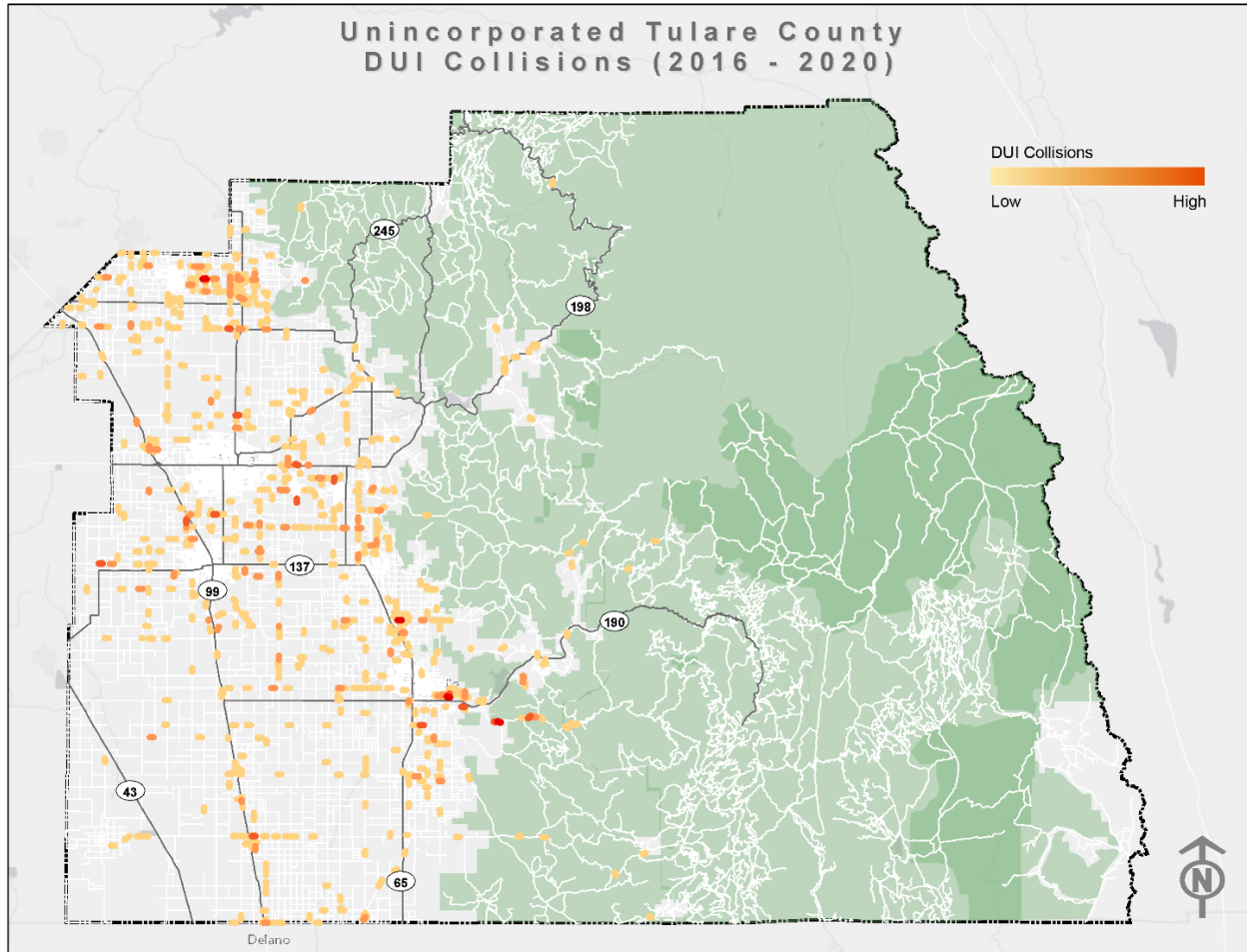


Figure 36. Unincorporated County of Tulare Improper Turning Collisions (2016 - 2020)

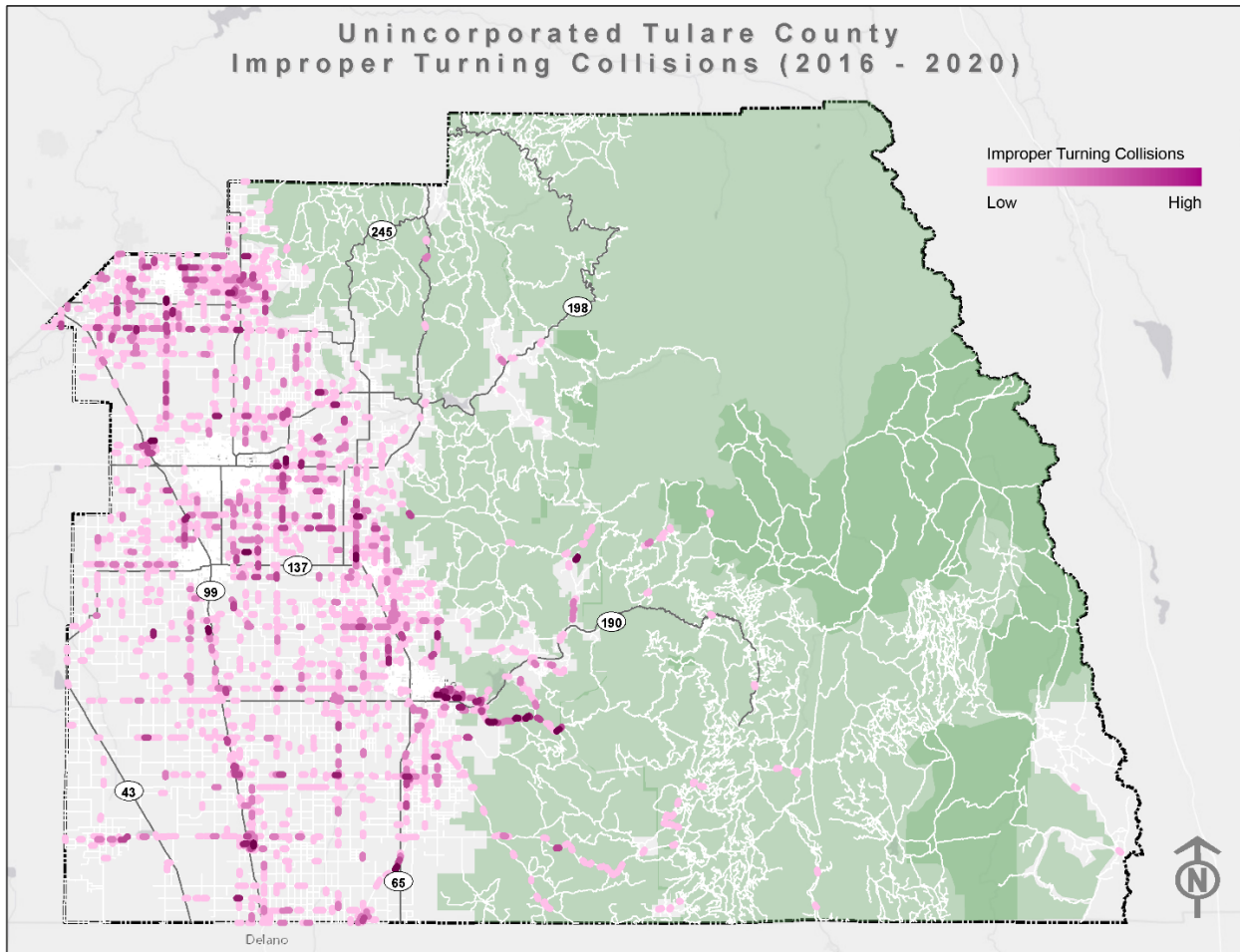
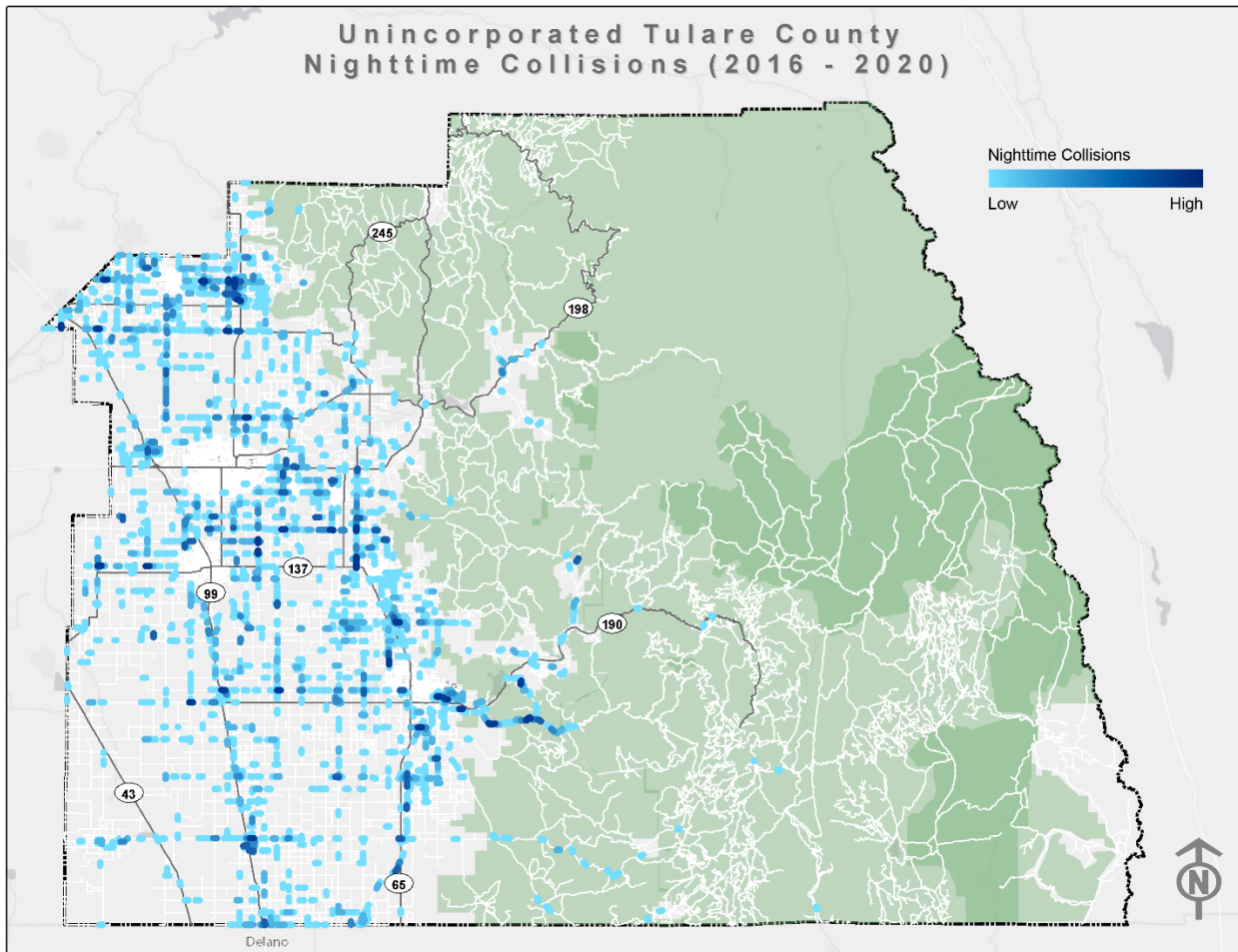


Figure 37. Unincorporated County of Tulare Nighttime Collisions (2016 - 2020)



Collision Severity Weight

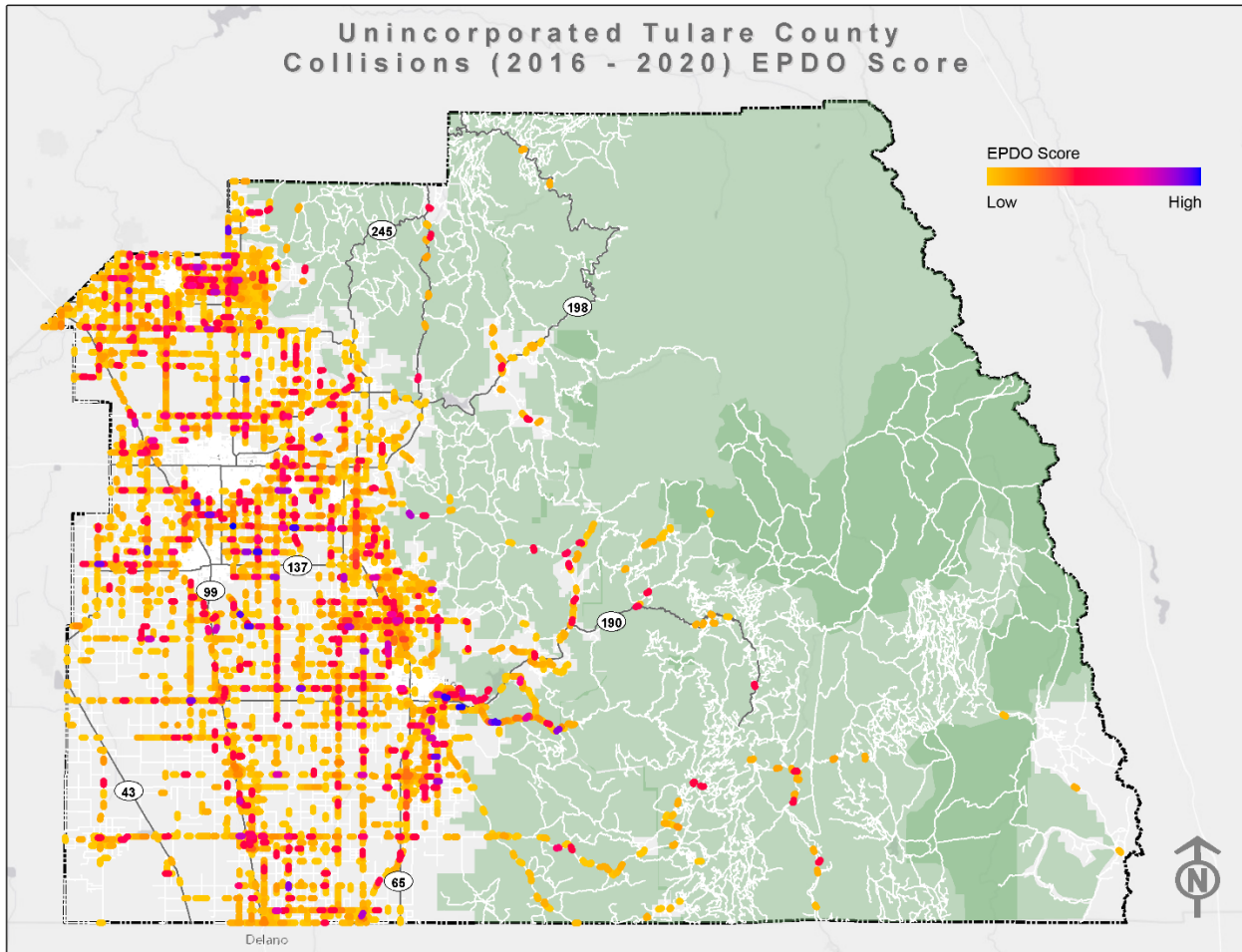
A collision severity weight was used to identify the high severity collision network using the Equivalent Property Damage Only (EPDO) method. The EPDO method accounts for the severity and frequency of collisions by converting each collision to an equivalent number of PDO collisions. The EPDO method assigns a crash cost and scores to each collision according to the severity of the crash weighted by the comprehensive crash cost. These EPDO scores are calculated using a simplified version of the comprehensive crash costs per HSIP Cycle 10 application. The weights used in the analysis are shown below in **Table 3**.

Table 3. EPDO Score used in HSIP Cycle 10

Collision Severity	EPDO Score
Fatal	165
Severe Injury	165
Other Visible Injury	11
Complaint of Pain	6
PDO	1

The EPDO scores for all collisions can then be aggregated in various ways to identify collision patterns, such as hot-spots locations. The weighted collisions for unincorporated County of Tulare were geolocated onto the County's road network. **Figure 38** shows the location and geographic concentration of collisions by their EPDO score.

Figure 38. Unincorporated County of Tulare Collisions (2016 – 2020) EPDO Score

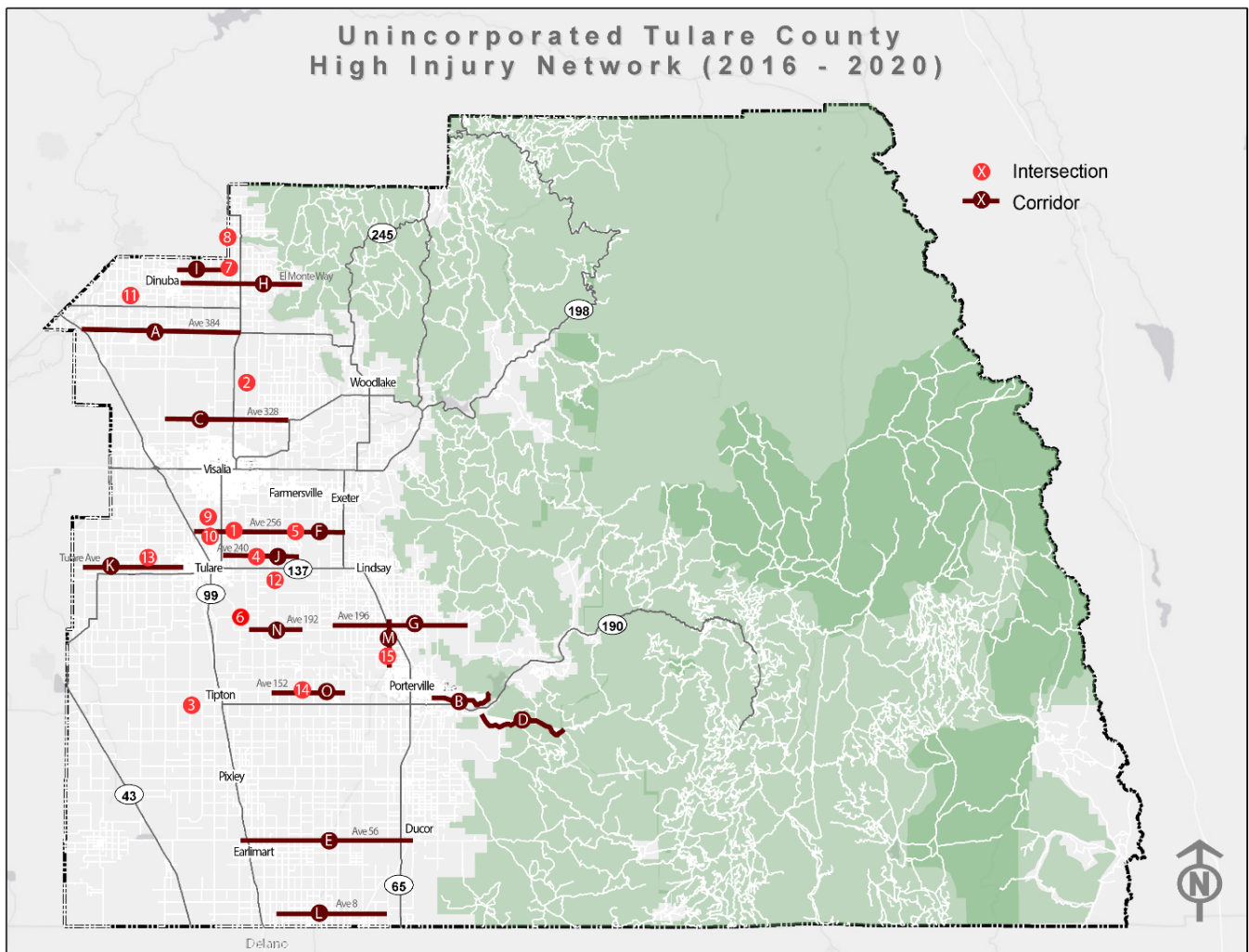


High-Injury Collisions

Following the detailed collision analysis in Sections 3 and 4, the next step was to identify the high-risk roadway segments and intersections in unincorporated County of Tulare. The methodology for scoring the high injury locations is the same method used in the collision severity weight section. **Figure 39** shows the top 15 high-collision roadway segments and top 15 high-collision intersections. This high collision network has 1,257 collisions, including 132 F+SI collisions, representing 17 percent of collisions and 27 percent of F+SI collisions in unincorporated County of Tulare.

For the high collision network analysis, intersections include collisions that occurred within 250 feet of it and roadways include all collisions that occurred along a roadway, except those that occurred at an intersection, or those that occurred 0 feet away from the Primary Street and Secondary Street as listed in the SWITRS collision database. **Appendix B** contains a high-resolution map of the figure below.

Figure 39. Unincorporated County of Tulare High Injury Network (2016 – 2020)



HIGH INJURY INTERSECTIONS

There were a total of 15 intersections identified as high injury intersections. There were a total of 180 collisions, including 40 F+SI collisions that occurred at these intersections. The intersection of Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue) have the highest EPDO scores.

Table 4 lists the EPDO score of the top 15 identified high injury intersections along with the total number of collisions, F+SI collisions, and geographic collisions attributes.

Table 4. High Injury Intersections

ID	Intersection	Total Collisions	F+SI	Broad-side	Hit Object	DUI	Improper Turning	Night-time	EPDO Score
1	Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue)	17	4	14	1	1	1	5	733
2	Road 132 and Avenue 352	10	4	6	2	0	1	1	681
3*	Road 96 (Pratt Street) and Avenue 144	14	3	11	0	0	0	5	556
4*	Road 140 and Avenue 240 (Prosperity Avenue)	17	3	10	2	3	3	6	554
5*	Road 164 (Farmersville Boulevard) and Avenue 256 (E Oakdale Avenue)	10	3	7	0	1	0	1	542
6*	Avenue 200 and Spacer Drive	9	3	9	0	1	0	4	516
7	Road 120 (S Hills Valley Road) and Avenue 432 (E Floral Avenue)	8	3	8	0	1	0	0	515
8	Road 120 (S Hills Valley Road) and Avenue 448 (Manning Avenue)	4	3	4	0	0	0	0	501
9	Road 108 (S Demaree Street) and Avenue 264 (liberty Road)	21	2	6	0	2	4	2	404
10	Avenue 256 (E Oakdale Avenue) and Road 108 (S Demaree Street)	11	2	9	1	1	1	4	399
11	Road 56 and Avenue 408 (Kamm Avenue)	21	2	13	2	2	2	5	384
12	Road 152 (Bardsley Avenue) and Avenue 224 (Bliss Lane)	12	2	1	3	1	1	1	380
13	Avenue 240 (Prosperity Avenue) and Road 68	11	2	8	0	1	0	2	379



ID	Intersection	Total Collisions	F+SI	Broad-side	Hit Object	DUI	Improper Turning	Night-time	EPDO Score
14	Road 168 (Woodville Road) and Avenue 152 (Olive Street)	10	2	6	2	0	2	4	378
15	Road 224 (N Westwood Street) and Avenue 176 (Alta Robles Avenue)	5	2	1	0	0	0	1	343

Note: * This location has either been already improved, is currently in progress for design, or will be in construction by 2024. As part of our next update, a re-evaluation will be necessary.

HIGH INJURY CORRIDORS

There were a total of 15 corridors identified as high injury corridors. A total of 1,177 collisions, including 110 F+SI collisions occurred on the high injury corridors. The corridor with the highest number of F+SI collisions was on Avenue 384, between CA-99 and CA-63 with 11 F+SI collisions.

Table 5 lists the EPDO scores of the top 15 identified high-collision corridors along with the number of F+SI collisions and the characteristics of collisions that have occurred.

Table 5. High Injury Corridors

ID	Corridors	Total Collisions	F+SI	Broad-side	Hit Object	DUI	Improper Turning	Night-time	Length (miles)	EPDO Score
A	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	145	11	21	46	13	44	47	12.7	2,274
B	Avenue 146/E Springville Avenue/E Date Avenue from Plano Street to 0.7 miles north of the entrance of Bartlett Street	108	11	21	33	12	37	35	5.5	2,207
C*	Avenue 328 from CA 160 (Ivanhoe Drive) to Road 80	117	11	41	22	7	20	34	9.9	2,171
D	Indian Reservation Drive from Avenue 138 to Road 233	133	9	5	84	15	66	65	8.3	1,949
E	Avenue 56 (Sierra Avenue) from Road 236 to Road 128 (Howard Road)	91	10	40	25	10	18	32	13.5	1,946
F	Avenue 256 (Oakdale Avenue) from CA-65 to CA-99	134	8	46	36	17	30	39	12.2	1,931



ID	Corridors	Total Collisions	F+SI	Broad-side	Hit Object	DUI	Improper Turning	Night-time	Length (miles)	EPDO Score
G	Avenue 196 (Frazier Highway) from Road 196 (Cairns Avenue) to Road 276	90	8	23	27	16	23	33	10.3	1,772
H	Avenue 416 (El Monte Way) from Road 92 to Road 168 (Boyd Drive)	140	8	31	30	19	31	43	9.5	1,747
I	Avenue 424 from Road 92 to CA-63	54	7	14	24	10	24	13	4.5	1,332
J	Avenue 240 (Prosperity Avenue) from Morrison Street to Farmersville Boulevard	37	7	17	10	3	9	4	6.9	1,310
K*	Avenue 232 (Tulare Avenue) from Road 84 (Enterprise Street) to Road 28	57	6	21	15	8	16	24	7.0	1,266
L	Avenue 8 from Road 224 to Road 152	57	5	29	16	3	15	12	9.0	1,052
M	Road 224/N Westwood Drive from Avenue 196 to W Westfield Avenue	58	5	9	24	4	21	21	4.0	1,018
N	Avenue 192 from Road 128 to Road 164	25	5	5	3	1	4	4	4.5	905
O*	Avenue 152 (Olive Street) from Road 196 to Road 148	49	4	24	12	6	12	16	5.5	895

Note: * This location has either been already improved, is currently in progress for design, or will be in construction by 2024. As part of our next update, a re-evaluation will be necessary.



Summary

For collisions of all severity, 34 percent of collisions were hit object collisions. Most of these occurred along roadway segments. This calls for evaluating roadway conditions at the high injury locations and throughout unincorporated County of Tulare, where hit object collisions have been observed. Improvements at these locations may include installing shoulder rumble strips, widening shoulders, or installing guardrails. With roadway departure crashes accounting for more than half of the fatal roadway crashes annually in the United States, rumble strips and stripes are designed to address these crashes caused by distracted, tired, or otherwise inattentive drivers who drift from their lane. They are most effective when deployed in a systemic application since driver error may occur on all roads (FHWA, 2017).⁴ In addition to shoulder rumble strips, adding and widening shoulders can give drivers more recovery areas to regain control in the event of a roadway departure. Safety edges, high friction edge treatments, and guardrails can also reduce the severity of lane departure crashes.

About 27 percent of F+SI collisions were DUI collisions. Most of these occurred along roadway segments. This requires an examination of roadway conditions in high-injury areas prone to DUI collisions. While engineering countermeasures such as reflectors, flashing signs, and guardrails may help reduce DUI collisions, education and enforcement are the most critical factors to consider. Measures such as increasing sobriety checkpoints and high-visibility saturation patrols can help prevent DUI collisions through enforcement. Education programs may include extensive outreach events, mass media campaigns, and brief interventions to inform the public of the dangers of driving while impaired by alcohol or drugs and promote positive social norms of not driving while impaired.

About 26 percent of F+SI collisions were improper turning collisions, and 26 percent were broadside collisions. Intersection improvements that can reduce these collision types may include installing a dedicated left-turn lane where applicable, improving sight distance at intersections, and installing median splitter islands on the minor road approaches. This serves to increase awareness of the intersection, guide traffic into the intersection, encourage a reduction in turning vehicle speeds, improve the visibility of the stop sign on the intersection approach, and provide separation between entering and exiting vehicles. Raised medians can be used to separate opposing lanes of traffic along roadway segments.

About 44 percent of F+SI collisions occurred at night. Many factors can contribute to nighttime collisions, such as low lighting levels that can be targeted with a countermeasure. Still, extraneous factors can also contribute to nighttime injuries such as alcohol use, sleep, and fatigue. This may indicate that lighting along these roadways should be evaluated to ensure lumen levels are adequate. Improvements such as installing new lighting, upgrading existing lighting to a higher lumen or switching to LED bulbs, installing larger traffic signal heads, installing and upgrading signs with new fluorescent sheeting, and installing pedestrian improvements with lighting elements such as RRFBs and HAWKs (High-intensity Activated crossWalk beacon) can help make these locations safer for all road users.

⁴ FHWA. (2017). Proven Safety Countermeasures 2017. FHWA-SA-17-059. https://safety.fhwa.dot.gov/provencountermeasures/long_rumble_strip/



5. EMPHASIS AREAS

Emphasis areas are focus areas for the LRSP that are identified through the comprehensive collision analysis of the identified high injury locations within County of Tulare. Emphasis areas help in identifying appropriate safety strategies and countermeasures with the greatest potential to reduce collisions occurring at these high injury locations. They can include, but not be limited to: specific collision types, human behaviors, facility types, and specific locations or corridors.

This chapter summarizes County of Tulare's top 10 emphasis areas identified through systemic safety analysis, and stakeholder and public input. These emphasis areas were derived from the consolidated high injury collision database (**Appendix C**) where top injury factors were identified by combining the data manually.

The identified emphasis areas are as follows:

- Improve Intersection Safety
- Reduce Hit-Object Collisions
- Reduce Broadside Collisions
- Reduce Impaired Driving Collisions
- Reduce Improper Driving Collisions
- Reduce Nighttime Collisions
- Improve Pedestrian and Bicyclist Safety
- Reduce Automobile Right-of-Way Violations
- Reduce Unsafe Speed Collisions
- Reduce Collisions near Schools

The 4 E's of Traffic Safety

LRSP utilizes a comprehensive approach to safety incorporating "4 E's of traffic safety": **E**ngineering, **E**nforcement, **E**ducation and **E**MS. This approach recognizes that not all locations can be addressed solely by infrastructure improvements.

Some of the common violation types that may require a comprehensive approach are speeding, failure-to-yield to pedestrians, red light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to arrange visible targeted enforcement to reduce the potential for future driving violations and related crashes and injuries.

To improve safety, education efforts can also be used to supplement enforcement. Education can also be employed in the short-term to address high crash locations until the recommended infrastructure project can be implemented, or addressed under Engineering improvements and countermeasures.



Existing Traffic Safety Efforts in the County of Tulare

County of Tulare and partner agencies have already implemented safety strategies corresponding to the 4 E's of traffic safety. The strategies detailed in this chapter can supplement these existing efforts and concentrate them on high injury collision locations and crash types. These initiatives are summarized in **Table 6.**

Table 6. Existing Programs Summary

Document/ Program	Description	E's Addressed
County of Tulare Sheriff and County of Tulare Fire Department	County of Tulare Sheriff and Fire Department provide traffic enforcement and emergency response to collisions occurring in the unincorporated areas.	Enforcement, EMS
County of Tulare-wide Safe Routes to School Plan, Phases 1 & 2	Based on 6 E's of traffic safety – Evaluation, Engineering, Education, Encouragement, Enforcement and Equity. The plan recommends engineering improvements, such as, five-foot wide sidewalks, striping, markings, signage, curb and gutter improvements, additional crosswalks, and ADA ramps at and near County of Tulare schools.	Engineering, Education
Regional Active Transportation Plan for the County of Tulare Region, 2016	The plan makes recommendations for roadway, sidewalk, and crossing improvements, a bikeway network's location, and improvements to bicycle-pedestrian interactions.	Engineering, Education
2010 County of Tulare Regional Bicycle Transportation Plan, 2010	The plan illustrates existing and proposed bicycle facilities, the extent of community involvement, and proposed projects and their implementation priorities.	Engineering, Education
2021 Federal Transportation Improvement Program, 2020	The FTIP includes projects to construct and improve highways and bridges, transit and bus facilities, signal synchronization, intersection improvements, and bicycle and pedestrian projects.	Engineering, Education
Traver Community Plan 2014 Update, 2014	The Plan recommends that five roadway segments be equipped with curbs, gutters, sidewalks, driveways, ramps, drainage facilities, and pave out.	Engineering, Education
County of Tulare Complete Street Policies, 2014 – 2017	The improvements identified in these documents include installing sidewalks, curbs, gutters, bike lanes, bus shelters, fences, street signs, striping, and lighting.	Engineering, Education
Awarded HSIP Grants (Cycle 7 to 10)	Projects include improving signs and striping, installing/upgrading guardrails, rumble strips, turn pockets and lanes, flashing beacons, roundabouts, upgrading existing crosswalks, and curb ramps at various locations identified.	Engineering



Factors Considered in the Determination of Emphasis Areas

This section presents collision data analysis of collision type, collision factors, facility type, roadway geometries, analyzed for the various emphasized areas. Emphasis areas were determined by factors that led to the highest amount of injury collisions (fatal, severe injury, other visible injury, and complaint of pain) with a specific emphasis on F+SI collisions. County of Tulare data indicates a total of 7,490 collisions between 2016 and 2020, including 497 F+SI collisions. Following that, a high injury network was identified that included top 15 high-collision roadway segments and top 15 high-collision intersections. This high-injury network experienced a total of 1,257 collisions, including 132 F+SI collisions. The data presented below in each emphasis area is based on these collisions.

Each emphasis area is accompanied by comprehensive programs, policies and countermeasures to reduce collisions on County roads in that specific emphasis area. It will provide the basis by which the countermeasure toolbox is developed for each identified high-risk location.

Note: Engineering countermeasures are based on the Caltrans LRSM and are used in HSIP calls for projects. They are categorized as follows:

- S = Signalized Intersections Countermeasures
- NS = Non-Signalized Intersections Countermeasures
- R = Roadway Segments Countermeasures

An excerpt of the Caltrans LRSM providing additional details on each countermeasure is included in **Appendix E**.



EMPHASIS AREA 1 – IMPROVE INTERSECTION SAFETY

Of the 497 F+SI collisions that occurred between 2016 and 2020, 253 occurred at intersections. Of which, 40 F+SI collisions occurred on the high injury network. The following collision data is based on only intersection F+SI collisions that occurred in the unincorporated areas of County of Tulare, followed by 4 E's strategies to address them (**Table 7**).

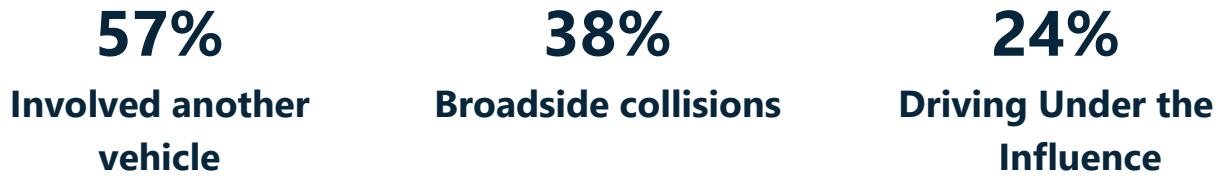


Table 7. Emphasis Area 1 Strategies

Objective: To reduce the number of F+SI collisions at intersections			
	Strategy	Performance Measure	Agencies/ Organizations
Education	Conduct public information and education campaign for intersection safety laws regarding traffic signals, stop signs, and turning left or right.	Number of education campaigns	TCAG/County/ School District/ Sheriff's Department
Enforcement	Targeted enforcement at high-risk intersections to monitor traffic law violations, right-of-way violations, speed limit laws and other violations that occur at intersections.	Number of tickets issued	Sheriff's Department/ CA Highway Patrol (CHP)
Engineering	<ul style="list-style-type: none"> • S01, Add intersection lighting • S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before) • S08, Convert signal to mast arm (from pedestal-mounted) • S09, Install raised pavement markers and striping (Through Intersection) • S16/NS04/NS05, Convert intersection to roundabout • NS01, Add intersection lighting • NS02, Convert to all-way STOP control (from 2-way or Yield control) • NS03, Install signals • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install Flashing Beacons at Stop-Controlled Intersections • NS11, Improve sight distance to intersection (Clear Sight Triangles) • NS17, Install right-turn lane (NS.I.) • NS18, Install left-turn lane (where no left-turn lane exists) • R01, Add Segment Lighting • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers 	Number of intersections improved	County
EMS	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time	County/ Health Department



EMPHASIS AREA 2 – REDUCE HIT OBJECT COLLISIONS

County of Tulare experienced a total 1,257 reported collisions on the high injury network, of which 420 (33 percent) were hit object collisions. A total of 160 (32 percent) out of 497 total F+SI collisions resulted due to hitting roadside objects. The following collision data is based on only hit object-related F+SI collisions that occurred in the unincorporated areas of County of Tulare, followed by 4 E's strategies to address them (Table 8).



Table 8. Emphasis Area 2 Strategies

Objective: To reduce the number of hit object collisions			
	Strategies	Performance Measure	Agencies/Organizations
E	Conduct public education and outreach activities that elevate the awareness of the dangers of impaired and improper driving.	Number of public outreach events	TCAG/County/School District/Sheriff's Department
E	Increase the number of sobriety checkpoints and saturation patrol to increase visibility of enforcement. Increase penalties for repeat offenders.	Number of citations issued for DUI and improper driving	Sheriff's Department/CHP
E	<ul style="list-style-type: none"> • S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S09, Install raised pavement markers and striping (Through Intersection) • S11, Improve pavement friction (High Friction Surface Treatments) • S12, Install raised median on approaches (S.I.) • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS10, Install transverse rumble strips on approaches • NS11, Improve sight distance to intersection (Clear Sight Triangles) • NS12, Improve pavement friction (High Friction Surface Treatments) • R05, Install impact attenuators • R06, Flatten side slopes • R15, Widen shoulder • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R30, Install centerline rumble strips/stripes • R31, Install edgeline rumble strips/stripes • Add paved shoulders • Simplify turn configurations 	Number of locations improved	County
E	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time	County/Health Department



EMPHASIS AREA 3 – REDUCE BROADSIDE COLLISIONS

County of Tulare had a total of 1,257 collisions reported on the high-injury network, with 460 (37 percent) resulting in broadside collisions. A total of 129 (26 percent) out of 497 F+SI collisions occurred were broadside. The following collision data is based on only F+SI collisions that resulted in broadside collisions in the unincorporated areas of County of Tulare, followed by 4 E's strategies to address them (**Table 9**).



Table 9. Emphasis Area 3 Strategies

Objective: To reduce the number of broadside collisions			
	Strategies	Performance Measure	Agencies/ Organizations
Education	Conduct public information and education campaign for intersection safety laws regarding traffic lights, stop signs, and turning left or right.	Number of education campaigns	TCAG/County/ School District/ Sheriff's Department
Enforcement	Targeted enforcement at locations with most red light running and stop sign violations, and implement strict penalties for such violations.	Number of citations issued for red light running and stop sign violations	Sheriff's Department/CHP
Engineering	<ul style="list-style-type: none"> • S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S08, Convert signal to mast arm (from pedestal-mounted) • S09, Install raised pavement markers and striping (Through Intersection) • S16/NS04/NS05, Convert intersection to roundabout • NS02, Convert to all-way STOP control (from 2-way or Yield control) • NS03, Install signals • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install flashing beacons at stop controlled intersections • NS11, Improve sight distance to intersection (Clear Sight Triangles) 	Number of locations improved	County
EMS	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time	County/ Health Department

EMPHASIS AREA 4 – REDUCE IMPAIRED DRIVING COLLISIONS

Out of the 1,257 collisions experienced on the high-injury network in County of Tulare, 158 (13 percent) were caused by impaired driving (driving under the influence of drugs or alcohol). Out of the 497 total F+SI collisions, 132 (27 percent) collisions occurred as a result of impaired driving. The following collision data is based on only F+SI collisions caused by impaired driving that occurred in the unincorporated areas of County of Tulare, followed by 4 E's strategies to address them (**Table 10**).

52% 66% 52%
Involved fixed objects **Nighttime collisions** **Hit object collisions**

Table 10. Emphasis Area 4 Strategies

Objective: To reduce the number of collisions caused due to impaired driving and increase driver awareness			
	Strategies	Performance Measure	Agencies/ Organizations
Education	Public service announcements informing residents of the dangers of impaired driving and encourage residents to be aware of their surroundings.	Number of public service announcement issued	TCAG/County/ School District/ Sheriff's Department
Enforcement	Increase the number of sobriety checkpoints and saturation patrol to increase visibility of enforcement. Increase penalties for repeat offenders.	Number of citations issued for DUI	Sheriff's Department/CHP
Engineering	<ul style="list-style-type: none"> • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S09, Install raised pavement markers and striping (Through Intersection) • S11, Improve pavement friction (High Friction Surface Treatments) • S12, Install raised median on approaches (S.I.) • NS06, Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS10, Install transverse rumble strips on approaches • NS11, Improve sight distance to intersection (Clear Sight Triangles) • NS12, Improve pavement friction (High Friction Surface Treatments) • R03, Install Median Barrier • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R30, Install centerline rumble strips/stripes • R31, Install edgeline rumble strips/stripes 	Number of locations improved	County
EMS	Improve resource deployment for emergency responses at collision sites.	EMS vehicle response time	County/ Health Department



EMPHASIS AREA 5 – REDUCE IMPROPER DRIVING COLLISIONS

Of the 497 total F+SI collisions in County of Tulare's unincorporated areas, 133 (27 percent) were caused by improper driving actions (improper passing, improper turning and following too closely). Additionally, the age of the driver or the party at fault was taken into account in this analysis. The following collision data is based on only improper driving-related F+SI collisions that occurred in the unincorporated areas of County of Tulare, followed by 4 E's strategies to address them (**Table 11**).

35%

**Involved drivers under
the age of 25**

40%

Nighttime collisions

57%

Hit object collisions

Table 11. Emphasis Area 5 Strategies

Objective: To reduce the number of collisions caused due to improper driving			
	Strategies	Performance Measure	Agencies/ Organizations
Education	<ul style="list-style-type: none"> Conduct public education and outreach activities that elevate the awareness of the dangers of improper driving. Public service announcements regarding increased and strict traffic law enforcement. 	Number of public outreach events and public service announcements	TCAG/County/ School District/ Sheriff's Department
Enforcement	Increase enforcement, penalties and prosecution for traffic law violations.	Number of citations issued for improper driving	Sheriff's Department/ CHP
Engineering	<ul style="list-style-type: none"> S09, Install raised pavement markers and striping (Through Intersection) S11, Improve pavement friction (High Friction Surface Treatments) S12, Install raised median on approaches (S.I.) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) NS10, Install transverse rumble strips on approaches NS12, Improve pavement friction (High Friction Surface Treatments) R03, Install Median Barrier R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes 	Number of locations improved	County
EMS	Improve resource deployment for emergency responses at collision sites.	EMS vehicle response time	County/ Health Department



EMPHASIS AREA 6 – REDUCE NIGHTTIME COLLISIONS

Out of the total 1,257 collisions on the high injury network in the unincorporated areas of County of Tulare, 463 (37 percent) occurred at night (no natural lighting condition). Out of the 497 F+SI collisions, 220 (44 percent) occurred at night. The following collision data is based on only F+SI collisions that occurred in the unincorporated areas of County of Tulare during the night, followed by 4 E's strategies to address them (Table 12).

15%
Involved pedestrians

40%
Hit object collisions

40%
Driving under the influence of drugs or alcohol

Table 12. Emphasis Area 6 Strategies

Objective: To reduce the number of F+SI collisions occurring at night (no natural light).			
	Strategies	Performance Measure	Agencies/ Organizations
Education	Develop awareness program to inform residents of high-risk collision locations, the most common violations and collision types occurring at night.	Number of education campaigns	TCAG/County/ School District/ Sheriff's Department
Enforcement	Increase patrolling during nighttime.	Number of citations and/or warnings issued during nighttime	Sheriff's Department/CHP
Engineering	<ul style="list-style-type: none"> S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number S09, Install raised pavement markers and striping (Through Intersection) NS01, Intersection Lighting NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings (NS.I.) R01, Add segment lighting R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers Reflective paint on roadside objects, guard walls and poles 	Number of locations improved to mitigate night-time collisions	County
EMS	Improve resource of deployment at night for emergency responses to collision sites.	EMS vehicle response time at night	County/Health Department



EMPHASIS AREA 7 – IMPROVE PEDESTRIAN AND BICYCLIST SAFETY

Of the 497 F+SI collisions, 53 (11 percent) involved pedestrians or bicyclists. The following collision data is based on only pedestrian and bicyclist F+SI collisions that occurred in the unincorporated areas of County of Tulare, followed by 4 E's strategies to address them (**Table 13**).

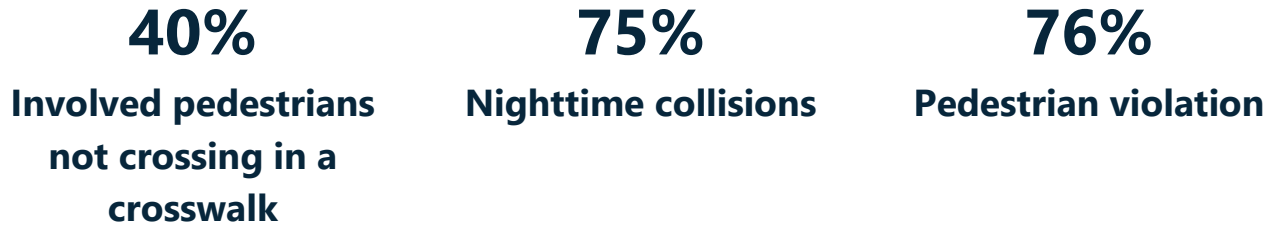


Table 13. Emphasis Area 7 Strategies

Objective: To improve walking environment for pedestrians and bicyclists			
	Strategies	Performance Measure	Agencies/Organizations
Education	<p>Pedestrian safety campaigns and outreach to raise their awareness of pedestrian safety needs through media outlets and public events.</p> <p>Post signage along roadways in areas of anticipated or known high pedestrian activity advising motorists of zero tolerance motor vehicle law enforcement.</p> <p>Provide public outreach to advice of County efforts toward zero-tolerance motor vehicle law enforcement in high pedestrian activity.</p>	Number of outreach events for pedestrian safety campaigns	TCAG/County/ School District/ Sheriff's Department
Enforcement	<p>Targeted and zero-tolerance enforcement of motor vehicle speed limit violations, signal/right-of-way violations, pedestrian violations, aggressive driving, distracted driving, DUI, and illegal vehicle modifications in areas with known or anticipated high pedestrian activity.</p>	Number of citations issued for pedestrian right-of-way, and pedestrian violations	Sheriff's Department/ CHP
Engineering	<ul style="list-style-type: none"> • S02, Improve signal hardware: lenses, back-plates with retro-reflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S09, Install raised pavement markers and striping (Through Intersection) • S11, Improve pavement friction (High Friction Surface Treatments) • S12, Install raised median on approaches (S.I.) • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS10, Install transverse rumble strips on approaches • NS11, Improve sight distance to intersection (Clear Sight Triangles) • NS12, Improve pavement friction (High Friction Surface Treatments) • R05, Install impact attenuators • R06, Flatten side slopes • R15, Widen shoulder • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R30, Install centerline rumble strips/stripes • R31, Install edgeline rumble strips/stripes 	Number of locations improved	County
EMS	<p>Improve resource deployment for emergency responses at collision sites.</p>	EMS vehicle response time	County/ Health Department



EMPHASIS AREA 8 – REDUCE AUTOMOBILE RIGHT-OF-WAY VIOLATIONS

Of the 497 F+SI collisions, 65 (13 percent) resulted due to automobile right-of-way violations. The following collision data is based on only automobile right-of-way violations-related F+SI collisions that occurred in the unincorporated regions of County of Tulare, followed by 4 E's strategies to address them (Table 14).



Table 14. Emphasis Area 8 Strategies

Objective: To reduce the number of collisions caused due to automobile right-of-way violations.			
	Strategies	Performance Measure	Agencies/Organizations
Education	Distribute brochures/fliers with basic automobile right-of-way rules and illustrations at public events.	Number of materials, with response survey, distributed	County/ School District/ Sheriff's Department
Enforcement	Targeted enforcement at locations with most automobile right-of-way violations and implement strict penalties for such violations.	Number of citations issued for automobile right-of-way violations	Sheriff's Department
Engineering	<ul style="list-style-type: none"> • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S09, Install raised pavement markers and striping (Through Intersection) • NS02, Convert to all-way STOP control (from 2-way or Yield control) • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS11, Improve sight distance to intersection (Clear Sight Triangles) • R21, Improve pavement friction (High Friction Surface Treatments) • R30, Install centerline rumble strips 	Number of locations improved	County
EMS	Improve resource deployment for emergency responses at collision sites.	EMS vehicle response time	County/ Health Department



EMPHASIS AREA 9 – REDUCE UNSAFE SPEED COLLISIONS

Of the 497 F+SI collisions, 41 (8 percent) resulted due to unsafe speeding. The following collision data is based on only unsafe speed-related F+SI collisions that occurred in the unincorporated regions of County of Tulare, followed by 4 E's strategies to address them (Table 15).

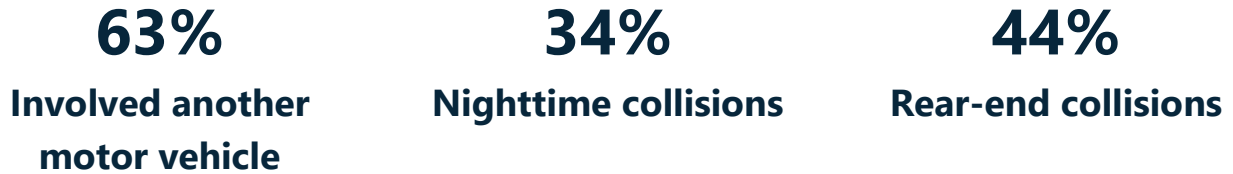


Table 15. Emphasis Area 9 Strategies

Objective: To reduce the number of collisions caused due to unsafe speeding.			
	Strategies	Performance Measure	Agencies/ Organizations
Education	Conduct public education and outreach activities that elevate the awareness of the dangers of improper driving. Public service announcements regarding increased and strict traffic law enforcement.	Number of public outreach events and public service announcements	TCAG/County/ School District/ Sheriff's Department
Enforcement	Increase enforcement, penalties and prosecution for traffic law violations.	Number of citations issued for improper driving	Sheriff's Department/CHP
Engineering	<ul style="list-style-type: none"> • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S09, Install raised pavement markers and striping (Through Intersection) • S11, Improve pavement friction (High Friction Surface Treatments) • Install speed feedback signs 	Number of locations improved	County
EMS	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time	County/ Health Department



EMPHASIS AREA 10 – REDUCE COLLISIONS NEAR SCHOOLS

Of the 497 total F+SI collisions, 30 occurred within 0.5 miles of school properties. Traffic congestion and pedestrian safety around schools was one of the top traffic safety concerns expressed by the LRSP stakeholders, as such, it was identified as an emphasis area. The following collision data is based on the 30 F+SI collisions that occurred at a radius of 0.5 miles from school properties in the unincorporated areas of County of Tulare, followed by 4 E's strategies to address them (**Table 16**).

11
13
8

Cases of Hit and Run reported
Pedestrian and Bicyclist F+SI collisions
Broadside collisions

Table 16. Emphasis Area 10 Strategies

Objective: To reduce the number of collisions within 0.5 miles of school properties.			
	Strategy	Performance Measure	Agencies/ Organizations
Education	Develop safe routes to school (SRTS) program to educate school-goers about safe walking practices and activities on road safety.	Number of schools participating in SRTS the program	TCAG/County/ School District/ Sheriff's Department
Enforcement	Targeted enforcement at intersections and roadway segments around schools during pickup and drop-off hours.	Number of citations issued around school properties	Sheriff's Department/ CHP
Engineering	<ul style="list-style-type: none"> • S09, Install raised pavement markers and striping (Through Intersection) • S12, Install raised median on approaches (S.I.) • S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI) • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install Flashing Beacons at Stop-Controlled Intersections • NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) • NS22PB, Install RRFB • R14, Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes) • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R35PB, Install/upgrade pedestrian crossing (with enhanced safety features) • R37PB, Install RRFB 	Number of locations improved	County
EMS	Improve resource deployment for emergency responses at collision sites within 0.25 miles of schools.	EMS vehicle response time.	County/ Health Department



6. COUNTERMEASURE SELECTION

Identification of Countermeasures

Upon the identification of high-risk locations and Emphasis Areas, the next step was to identify appropriate safety countermeasures. The Caltrans LRSM provides 82 countermeasures, of which 20 are eligible in the current HSIP call for signalized intersections, 24 for un-signalized intersections, and 38 for roadway segments. The LRSM provides guidance on where to apply the countermeasures, including the crash types each countermeasure would address, and a Crash Reduction Factor (CRF) for each countermeasure. The Federal Highway Administration (FHWA) CMF Clearinghouse and published research papers were reviewed by the project team to gain additional insight on CRFs and effectiveness of specific countermeasures.

The project team conducted a thorough review of the high-injury locations (intersections and roadway segments) using aerial photography, Google Maps Street View software, and in-person site visits. Crash characteristics of all collisions occurring on the High Injury Network were considered. After combining the physical and collision characteristics, the project team developed a table of preliminary countermeasures that address each of the seven identified Emphasis Areas. The table was refined by selecting up to four countermeasures for each high-risk location that were most commonly recommended among all Emphasis Areas. By doing this, the project team was able to identify countermeasures with the greatest opportunity for systemic implementation.

Countermeasure Toolbox

Engineering countermeasures were selected for each of the high-risk locations and for the emphasis areas. These were based on approved countermeasures from the Caltrans LRSM used in HSIP grant calls for projects. The intention is to give the County potential countermeasures for each location that can be implemented either in future HSIP calls for projects, or using other funding sources, such as the CTIP. Non-engineering countermeasures were also selected using the 4 E's strategies, and are included with the emphasis areas. The countermeasure toolbox in **Appendix D** details the draft countermeasures for each high-risk location and emphasis area, separated by intersections and roadway segments. While not all of these countermeasures will be included in the resulting safety projects, they are included to give the County a toolbox for implementing future safety improvements through other means, such as the CTIP.

Table 17 provides a description of each countermeasure appropriate for County of Tulare along with the CRF, federal funding eligibility, and opportunity for systemic implementation. An excerpt of the LRSM, detailing each available HSIP countermeasure referenced in the recommendations tables, is included as **Appendix E**.



Table 17. Countermeasures selected for the County of Tulare

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	Includes New LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.	15%	90%	Very High
S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Includes adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations.	15%	50%	Very High
S09	Install raised pavement markers and striping (through intersection)	Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers.	10%	90%	Very High
S10	Install flashing beacons as advance warning (S.I.)	Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react.	30%	90%	Medium
NS01	Install splitter-islands on the minor road approaches	Splitter islands can provide a positive separation between turning vehicles on a through road and vehicles stopped on the minor road approach. Also allows for an extra stop sign at an intersection.	40%	90%	Medium
NS02	Install raised medians on approaches	Channels traffic approaching an intersection.	25%	90%	Medium
NS03	Install raised medians (refuge islands)	Decreases the level of exposure of pedestrians to traffic and allows pedestrians to only cross one direction of traffic at a time.	45%	90%	Medium
NS05	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Enhances pedestrian crossings with high visibility patterns, yield lines, pedestrian signage, etc. to warn drivers of the presence of pedestrians.	35%	90%	Medium
NS06	Add intersection lighting (NS.I.)	Provision of lighting at intersection.	40%	90%	Medium
NS07	Convert to all-way STOP control (from 2-way or Yield control)	Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate, and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior.	50%	90%	High



Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
NS08	Install Signals	Installation of traffic signals.	25%	90%	Low
NS09	Convert intersection to roundabout (from 2-way stop or Yield control)	Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections.	Varies	90%	Low
NS10	Install transverse rumble strips on approaches	This CM only applies to crashes occurring on the approaches / influence area of the new rumble strips.	20%	90%	High
NS11	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Additional regulatory and warning signs at or prior to intersections will help enhance the ability of approaching drivers to perceive them.	15%	90%	Very High
NS12	Upgrade intersection pavement markings (NS.I.)	Typical improvements include "Stop Ahead" markings and the addition of centerlines and stop bars.	25%	90%	Very High
NS13	Install Flashing Beacons at Stop-Controlled Intersections	Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle crashes related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs.	15%	90%	High
NS14	Install flashing beacons as advance warning (NS.I.)	Installation of advance flashing beacons to call drivers attention to intersection control signs.	30%	90%	High
NS19PB	Improve sight distance to intersection (Clear Sight Triangles)	Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.	20%	90%	High
NS21PB	Improve pavement friction (High Friction Surface Treatments)	Non-signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.	55%	90%	Medium



Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
NS22PB	Install splitter-islands on the minor road approaches	The installation of a splitter island allows for the addition of a stop sign in the median to make the intersection more conspicuous.	40%	90%	Medium
R01	Add Segment Lighting	Provision of lighting along roadways.	35%	90%	Medium
R02	Remove or relocate fixed objects outside of Clear Recovery Zone	Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.	35%	90%	High
R03	Install Median Barrier	For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the new barrier.	25%	90%	Medium
R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	This CM only applies to crashes occurring within the limits of the new lane striping. "Intersection" crashes can only be applied when they resulted from turning movements that had no designated turn lanes/phases in the existing condition and the Road Diet will provide turn lanes/phases for these movements. This CM does not apply to roadway sections that already included left turn lanes or two way left turn lanes before the lane reductions. New bike lanes are also expected to be part of these projects. If any pavement is planned to be removed for the purpose of adding landscaping, planter-boxes, or other non-roadway user features, the cost should be non-participating.	35%	90%	Medium
R21	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes.	55%	90%	High
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Additional or new signage can address crashes caused by lack of driver awareness or compliance of roadway signing.	15%	90%	Very High
R23	Install chevron signs on horizontal curves	Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness.	40%	90%	Very High
R25	Install curve advance warning signs (flashing beacon)	Roadways that have an unacceptable level of crashes on relatively sharp curves. Flashing beacons in conjunction with warning signs should only be used on horizontal curves that	30%	90%	High



Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
		have an established severe crash history to help maintain their effectiveness.			
R26	Install dynamic/variable speed warning signs	Includes the addition of dynamic speed warning signs (also known as Radar Speed Feedback Signs).	30%	90%	High
R27	Install delineators, reflectors and/or object markers	Installation of delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed.	15%	90%	Very High
R28	Install edge-lines and centerlines	Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment -install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate.	25%	90%	Very High
R30	Install centerline rumble strips/stripes	Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes.	20%	90%	High
R31	Install edgeline rumble strips/stripes	Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes.	15%	90%	High
R32PB	Install bike lanes	Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder.	35%	90%	High
R33PB	Install Separated Bike Lanes	Separated bikeways are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions, presumably in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes.	45%	90%	High
R34PB	Install sidewalk/pathway (to avoid walking along roadway)	Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.	80%	90%	Medium
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety	35%	90%	Medium



Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
		features should be added to complement the standard crossing elements.			
R37PB	Install RRFB	RRFB includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.	35%	90%	Medium

* Code: S - Signalized intersection improvements
 NS - Non-signalized intersection improvements
 R - Roadway segment improvements



7. VIABLE SAFETY PROJECTS

This chapter summarizes the process of selecting safety projects as part of the analysis for the County of Tulare LRSP. The next step after the identification of high-risk locations, emphasis areas and applicable countermeasures was to identify location specific safety improvements for all high-risk roadway segments and intersections.

Specific countermeasures and improvements were selected from the 2022 LRSM from Caltrans, where:

- S refers to improvements at signalized locations,
- NS refers to improvements at non-signalized locations, and
- R refers to improvements at roadway segments.

The corresponding number refers to the countermeasure number in the LRSM (2022). The countermeasures were grouped into safety projects for high-risk intersections and roadway segments. A total of five safety projects were developed. All countermeasures were identified based on the technical teams' assessment of viability that consisted of extensive analysis, observations, County staff input, and stakeholder/community input. The most applicable and appropriate countermeasures as identified have been grouped together to form projects that can help make high-injury locations safer.

Table 18 lists the safety projects for high-risk intersections and roadway segments, along with total base planning level cost (2022 dollar amounts) estimates and the resultant preliminary Benefit-Cost (B/C) Ratio. The "Total Benefit" estimates were calculated for the proposed improvements being evaluated in the proactive safety analysis. This "Total Benefit" is divided by the "Total Cost per Location" estimates for the proposed improvements, giving the resultant B/C Ratio. The B/C Ratio Calculation follows the methodology as mentioned in the LRSM (2022).

Appendix F lists the detailed methodology to calculate B/C Ratio, as well as the complete cost, benefit and B/C Ratio calculation spreadsheet.

These safety projects were chosen based on the previously completed collisions analysis, which was used to identify main collision attributes that were found to be leading factors of fatal and severe collisions in unincorporated County of Tulare. These collision factors are shown below, as well as viable safety projects that can help address these factors.

Hit Object Collisions: Hit object collisions represented the second highest proportion of collisions of all severity (34 percent), as well as the highest percentage of F+SI collisions (32 percent). Viable safety projects to help address these collisions include upgrading/installing signs with new fluorescent sheeting; installing edge line and centerline; adding intersection lighting, and improving intersection pavement markings.



Broadside Collisions: 26 percent of F+SI collisions in the unincorporated County of Tulare were broadside collisions. Additionally, 13 percent of all injury collisions were caused by an automobile right-of-way violation, which often lead to broadside collisions. Viable safety projects to help address these collisions include improving signal timing, installing raised pavement markers, installing intersection lighting, improving pavement friction, installing/upgrading larger stop signs or other intersection regulatory/warning signs, and installing flashing beacons as advance warning.

DUI Collisions: For F+SI collisions in the unincorporated County of Tulare, 27 percent of collisions were DUI collisions compared to just 11 percent of all collisions, meaning alcohol or drug involved collisions have shown to result in a fatal or severe injury. Viable safety projects to help address these collisions include, installing raised pavement markers, installing intersection and segment lighting, improving pavement friction, installing/upgrading larger stop signs or other intersection regulatory/warning signs, centerline and edge line rumble stripes, traverse rumble stripes and installing flashing beacons as advance warning.

Improper Turning Collisions: Improper turning caused collisions accounted for 26 percent of F+SI collisions, as well as 33 percent of collisions of all severities. Viable safety projects to help address these collisions include advance warning flashing beacons, upgrading/installing signs with new fluorescent sheeting, installing delineators, reflectors, or object markers, installing larger or additional stop or regulatory/warning signs, and installing raised pavement markings.

Nighttime Collisions: 44 percent of all F+SI collisions occurred at night, as well as 39 percent of collisions of all severities. Viable safety projects to help address these collisions include installing advance warning flashing beacons, installing additional or larger warning/regulatory signs, upgrading signs with new fluorescent sheeting, installing raised pavement markers, adding intersection and segment lighting, installing high visibility crosswalks and RRFB, and installing delineators/reflectors/object markers.

The next step in the process will be to prepare grant ready materials for HSIP Cycle 11 applications. TJKM has provided an optional scope to prepare the County with materials for up to three applications. However, it should be noted that while the LRSP projects were based on high-injury locations, HSIP applications can be expanded to include many locations across the unincorporated County. TJKM can work with the County to identify additional locations that may be beneficial to add to the HSIP application and calculate the BCR. Note that HSIP is a competitive grant funding source based on a benefit/cost analysis. The benefit value is calculated automatically based on crash data document by law enforcement and standard cost data. The cost of some measures may adversely impact the benefit to cost ratio making the grant application less competitive for funding.

Below is the list of identified projects for the County of Tulare, with a preliminary cost estimate for each location and the resulting benefit-cost ratio of the project (the title of each countermeasure is located in a separate table below). The cost per location includes construction costs, Plans, Specifications, and Estimates (PS&E), environmental reporting costs, construction engineering costs, and a 10 percent contingency. Construction costs are based on industry standards in the Bay Area and TJKM’s knowledge and experience of the area. Our team is consistently updating our unit prices to match current construction costs.

Table 18. List of Viable Safety Projects

Location	CM1	CM2	CM3	Cost per Location	Total Cost	B/C Ratio	Project Implementation Plan
Project 1 – Non-Signalized Intersections (Add intersection lighting, Upgrade intersection pavement markings, Install transverse rumble strips on approaches)							
Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue)		NS07	NS10	\$20,664.00	\$825,307	139.72	Spring 2020 – Summer 2029
Road 132 and Avenue 352	NS01	NS07	NS10	\$141,127.00			
Avenue 200 and Spacer Drive	NS01	NS07	NS10	\$134,477.00			
Road 120 (S Hills Valley Road) and Avenue 432 (E Floral Avenue)		NS07	NS10	\$14,112.00			
Road 120 (S Hills Valley Road) and Avenue 448 (Manning Avenue)	NS01	NS07	NS10	\$121,177.00			
Road 56 and Avenue 408 (Kamm Avenue)	NS01	NS07	NS10	\$126,427.00			
Road 152 (Bardsley Avenue) and Avenue 224 (Bliss Lane)		NS07	NS10	\$9,996.00			
Avenue 240 (Prosperity Avenue) and Road 68	NS01	NS07	NS10	\$126,427.00			
Road 168 (Woodville Road) and Avenue 152 (Olive Street)		NS07	NS10	\$21,672.00			
Road 224 (N Westwood Street) and Avenue 176 (Alta Robles Avenue)	NS01	NS07	NS10	\$109,228.00			
Project 2: Non-Signalized Intersections (Install signals)							
Avenue 256 (E Oakdale Avenue) and Road 108 (S Demaree Street)	NS03			\$887,425.00	\$2,433,747	2.24	Spring 2023 – Summer 2027



Avenue 256 (Sycamore Avenue) and N. Spruce Avenue	NS03			\$780,641.40			
W Cartmill Avenue and N West Street	NS03			\$765,681.00			
Project 3: Non-Signalized Intersections (Convert intersection to roundabout (from stop or yield control on minor road))							
Avenue 152 and Road 152	NS05			\$3,827,243.00	\$3,827,243	2.02	Summer 2023 – Spring 2027
Project 4: Roadway Segments (Add segment lighting, Install dynamic/variable speed warning signs, Install edge-lines and centerlines)							
Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	R01	R26		\$1,052,786.00	\$11,316,529	22.73	Spring 2025 – Summer 2029
Avenue 146/E Springville Avenue/E Date Avenue from Plano Street to 0.7 miles north of the entrance of Bartlett Street	R01	R26		\$352,751.00			
Avenue 328 from CA 160 (Ivanhoe Drive) to Road 80	R01			\$634,116.00			
Avenue 56 (Sierra Avenue) from Road 236 to Howard Road	R01		R28	\$2,341,430.00			
Avenue 256 (Oakdale Avenue) from CA-65 to CA-99	R01	R26		\$646,604.00			
Avenue 196 (Frazier Highway) from Road 196 (Cairns Avenue) to Road 276	R01		R28	\$1,890,035.00			
El Monte Way from Road 92 to Road 168 (Boyd Drive)	R01	R26		\$1,599,808.00			
Avenue 424 from Road 92 to CA-63	R01	R26	R28	\$976,255.00			
Avenue 240 (Prosperity Avenue) from Morrison Street to Farmersville Boulevard	R01			\$365,204.00			
Tulare Avenue from Road 84 (Enterprise Street) to Road 28	R01	R26	R28	\$1,457,540.00			



Project 5: Roadway Segments (Install/Upgrade Signs with Fluorescent Sheeting and Install centerline and edge line rumble strips/stripes)							
Avenue 192 from Road 128 to Road 164		R30	R31	\$832,686.40	\$3,649,697	7.95	Summer 2023 – Summer 2026
Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	R22	R30	R31	\$2,817,011.00			

Notes: CM – countermeasure. B/C ratio is the dollar amount of benefits divided by the cost of the countermeasure.

COUNTERMEASURE NAME

- NS01 - Add intersection lighting (NS.I.)
- NS03 - Install signals
- NS05 - Convert intersection to roundabout (from 2-way stop or Yield control)
- NS07 - Upgrade intersection pavement markings
- NS10 - Install transverse rumble strips on approaches
- R01 - Add segment lighting
- R22 - Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
- R26 - Install dynamic/variable speed warning signs
- R28 - Install edge-lines and centerlines
- R30 - Install centerline rumble strips/stripes
- R31 - Install edgeline rumble strips/stripes



8. IMPLEMENTATION AND EVALUATION

This chapter describes the steps the County may take to evaluate the success of this plan and steps needed to update the plan in the future. The LRSP is a guidance document and requires periodic updates to assess its efficacy and re-evaluate potential solutions. It is recommended to update the plan every two to five years in coordination with the identified safety partners. This document was developed based on community needs, stakeholder input, and collision analysis conducted to identify priority emphasis areas throughout the County. The implementation of strategies under each emphasis area would aim to reduce F+SI collisions in the coming years.

Implementation

The LRSP is a guidance document that is recommended to be updated every two to five years in coordination with the safety partners. The LRSP document provides engineering, education, enforcement, and EMS-related countermeasures that can be implemented throughout the County to reduce F+SI collisions. It is recommended that the County of Tulare implement the selected projects in high-collision locations in coordination with other projects proposed for the County’s infrastructure development in their future Capital Improvement Plans. After implementing countermeasures, the performance measures for each emphasis area should be evaluated annually. The most important measure of success of the LRSP should be reducing F+SI collisions throughout the County. If the number of F+SI collisions does not decrease over time, then the emphasis areas and countermeasures should be re-evaluated.

Funding is a critical component of implementing any safety project. While the HSIP program is a common source of funding for safety projects, there are numerous other funding sources that could be pursued for such projects. (See **Table 19** below).

Table 19. List of Potential Funding Sources

Funding Source	Funding Agency	Amount Available	Next Estimated Call for Projects	Applicable E's	Notes
Active Transportation Program	Caltrans, California Transportation Commission, MTC	~\$450 million per cycle (every two years)	2022	Engineering, Education	Can be used for most active transportation related safety projects as well as education programs. Funding available through Caltrans or MTC
Highway Safety Improvement Program	Caltrans		May 2022	Engineering	Most common grant source for safety projects
Office of Traffic Safety Grants	California Office of Traffic Safety	Varies by grant	Closes January 31 st annually	Education, Enforcement, Emergency Response	10 grants available to address various components of traffic safety



Funding Source	Funding Agency	Amount Available	Next Estimated Call for Projects	Applicable E's	Notes
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Dept. of Housing and Community Development	~\$405 million	2022	Engineering, Education	Must be connected to affordable housing projects; typically focuses on bike/pedestrian infrastructure/programs
Urban Greening	California Natural Resources Agency	\$28.5 million	2022	Engineering	Focused on bike/pedestrian infrastructure and greening public spaces
Local Streets and Road Maintenance and Rehabilitation	CTC (distributed to local agencies)	\$1.5 billion statewide	N/A; distributed by formula	Engineering	Typically pays for road maintenance type projects
RAISE Grant	USDOT	~\$1 billion	2022	Engineering	Typically used for larger infrastructure projects
Sustainable Transportation Equity Project	California Air Resources Board	~\$19.5 million	TBD; most recent call in 2020	Engineering, Education	Targets projects that will increase transportation equity in disadvantaged communities
Transformative Climate Communities	Strategic Growth Council	~\$90 million	TBD; most recent call in 2020	Engineering	Funds community-led projects that achieve major reductions in greenhouse gas emissions in disadvantaged communities.
Safe Streets and Roads for All (SS4A)	USDOT	\$200k - \$50 million	2022	Engineering	Two types of SS4A grants available: Action Plan Grants & Implementation Grants

Monitoring and Evaluation

For the success of the LRSP, it is crucial to monitor and evaluate the 4 E-strategies continuously. Monitoring and evaluation help provide accountability, ensure the effectiveness of the countermeasures for each emphasis area, and help make decisions needed for new strategies. The process would help the County make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan.

After implementing countermeasures, the strategies should be evaluated annually as per their performance measures. The evaluation should be recorded in a before-after study to validate the effectiveness of each countermeasure as per the following observations:

- Number of F+SI collisions
- Number of police citations
- Number of public comments and concerns

Evaluation should be conducted during similar time periods and durations each year. The most important measure of success of the LRSP should be reduction in F+SI collisions throughout the County. If the number of F+SI collisions doesn't decrease initially, then the countermeasures should be evaluated as per the other observations, as mentioned above. The effectiveness of the countermeasures should be compared to the goals for each emphasis area.

LRSP Update

The LRSP is a guidance document and is recommended to be updated every two to five years after adoption. After monitoring performance measures focused on the status and progress of the E's strategies in each emphasis area, the next LRSP update can be tailored to resolve any continuing safety problems. An annual stakeholder meeting with the safety partners is also recommended to discuss the progress for each emphasis area and oversee the implementation plan. The document should then be updated as per the latest collision data, emerging trends, and the E's strategies' progress and implementation.



APPENDICES



APPENDIX A. SUMMARY OF PLANNING DOCUMENTS



Table I. Relevant Goals, Policies, and Projects

Document	Relevant Goals, Policies, and Projects
<p>Tulare County General Plan 2030 Update, 2012</p>	<p>GOALS AND POLICIES:</p> <ul style="list-style-type: none"> • TC-1: To promote an efficient roadway and highway system for the movement of people and goods, which enhances the physical, economic, and social environment while being safe, environmentally friendly, and cost-effective. <ul style="list-style-type: none"> ○ TC-1.2 County Improvement Standards: The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity. ○ TC-1.3 Regional Coordination: The County shall continue to work with State, regional, and local agencies to assess transportation needs and goals and support coordinated transportation planning and programming with the Tulare County Association of Governments (TCAG) and other local agencies. ○ TC-1.4 Funding Sources: The County shall work to enhance funding available for transportation projects. This includes, working with TCAG, Federal and State agencies, and other available funding sources to maximize funding available to the County for transportation projects and programs. ○ TC-1.11 Regionally Significant Intersections: To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors. ○ TC-1.19 Balanced Funding: The County shall promote a balanced approach to the allocation of transportation funds to optimize the overall County transportation system. • TC-5: To encourage the development of safe, continuous, and easily accessible bicycle and trail systems that facilitate the use of viable transportation alternatives in a safe and financially feasible manner. <ul style="list-style-type: none"> ○ TC-5.1 Bicycle/Pedestrian Trail System: The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks. ○ TC-5.2 Consider Non-Motorized Modes in Planning and Development: The County shall consider incorporating

Document	Relevant Goals, Policies, and Projects
	<p>facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.</p> <ul style="list-style-type: none"> ○ TC-5.3 Provisions for Bicycle Use: The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks. ○ TC-5.4 Design Standards for Bicycle Routes: The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes. ○ TC-5.7 Designated Bike Paths: The County shall support the creation and development of designated bike paths adjacent to or separate from commute corridors. ○ TC-5.9 Existing Facilities: The County shall support the maintenance of existing bicycle and pedestrian facilities.
<p>Regional Active Transportation Plan for the Tulare County Region, 2016</p>	<p>COMPLETED PROJECTS (AS OF 2016):</p> <ul style="list-style-type: none"> • The County has completed a number of sidewalk installation projects in the previous five years, most of them near schools. Some of these projects are: Pixley—Court Street; Pixley—Main Street; Earlimart—Washington Street; Strathmore—Rd 230; East Porterville—John Doyle; Orosi—Rd 126; Orosi—Golden Valley; Traver Elementary School sidewalk; Cutler Park multi-use trail. • The County has also undertaken a program to install pedestrian crossing safety improvements near schools. These projects typically include crosswalk improvements such as the installation of flashing beacons, speed feedback signs, and high-visibility crosswalk markings. Approximately 15 pedestrian crossing locations have been upgraded as part of this program in the past five years. • Some private development projects have been conditioned with construction of bicycle facilities (typically a multi-use trail) if the location is a logical extension of an existing facility.

Document	Relevant Goals, Policies, and Projects
	<p>The RTP includes numerous implementation strategies related to active transportation, including:</p> <ul style="list-style-type: none"> • Encourage local agencies to prepare Complete Streets plans for accommodating all users, including pedestrians and cyclists. • Provide funding for the development of complete streets and active transportation plans and projects. • Coordinate bicycle planning and implementation with other modes of transportation, particularly transit. • Support implementation of local bicycle and trail plans. • Promote the placement of compatible land uses near each other and design them as high-quality environments for pedestrians and cyclists. • Develop partnerships with irrigation districts, rail companies and other agencies to use canals, waterways, abandoned right-of-ways and other corridors as multi-use trails. • Encourage employers to offer incentives for employees who walk or bike to work. • Encourage and support the maintenance and improvement of bicycle and pedestrian facilities. • Include active transportation modes in TCAG’s transportation demand model as feasible. <p>LIST OF PRIORITY PROJECTS:</p> <p>Tulare County active transportation campaign</p> <ul style="list-style-type: none"> • Campaign proposed by the Tulare County Public Health Department to encourage safer biking and walking throughout the county. The campaign will provide “seed grants” of \$1,500 to successful applicant schools and communities to start local safe routes to school programs. The project will target two schools in each of the eight cities and at least four schools in the unincorporated communities. Public Health Department staff will work with local key stakeholders including school administrators, parents, students, city and county planners, law enforcement representatives and other community members to formulate and support the implementation of non-infrastructure projects to promote walking and biking to school. <p>Sidewalk Improvement Locations</p> <ul style="list-style-type: none"> • Young Road, in front of Allensworth Elementary School, in Allensworth. • Church Avenue, Avenue 54 and Tule Road in Alpaugh.

Document

Relevant Goals, Policies, and Projects

- Avenue 408 from Road 124 to State Route 63 in Cutler.
- State Street from Avenue 56 to Sutter Avenue in Earlimart.
- State Street from Sutter Avenue to Clay Avenue in Earlimart.
- State Street from Clay Avenue to Avenue 48 in Earlimart.
- State Street from Sutter Avenue to Clay Avenue in Earlimart.
- Avenue 308 between Effie Drive and Dollarhide Road in Goshen.
- Avenue 332 between Road 159 and Road 160, and Road 159 between Avenue 332 and Azalea Avenue in Ivanhoe.
- Road 160 between Avenue 332 to Avenue 330 in Ivanhoe.
- Avenue 416 from State Route 63 to Road 140 in Orosi.
- Avenue 413 from Road 124 to Road 127 in Orosi.
- Road 156 from Avenue 384 to Avenue 383 in Seville.
- Ave 198 from Orange Belt Drive to Road 232 in Strathmore.
- Orange Belt Dr. from Ave 196 to Ave 198 in Strathmore.
- Evans Road from Avenue 152 to State Route 190, in Tipton.
- 6th Street from SR 99 to Merritt Drive, in Traver.
- Merritt Drive from Burke Dr. to Canal Dr. in Traver.

Roadway Improvement Locations

- George Road / 2nd Drive from Avenue 407 to State Route 63 in Cutler.
- Avenue 56 and Carlisle Road in Ducor.
- Goshen Avenue from Commercial Road to Road 76 in Goshen.
- Various streets in the Matheny Tract (outside of Tulare City to the southwest).

Crossing Improvement Locations

- State Street at Sutter Avenue, in front of Earlimart Middle School.
- Washington Avenue at Elm Road, in front of Earlimart Elementary School.
- Washington Avenue at Fruit Street, in front of Alila School.

Bikeway Network Locations

- Countywide

Bicycle and Pedestrian Improvement Locations

- In Goshen, install Class I trail on Avenue 304 and install Class II bike lanes on Betty Drive/Riggin Ave, Camp Dr, and Road 76. Install Class III bike route on Road 72.

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	<p>Potential Funding Sources:</p> <ul style="list-style-type: none"> • ATP funds from TCAG – Safe routes to school projects in Earlimart • Measure R
<p>2010 Tulare County Regional Bicycle Transportation Plan, 2010</p>	<p>EXISTING EDUCATIONAL PROGRAMS:</p> <ul style="list-style-type: none"> • Safe bicycling pamphlets available for distribution to area schools; • New legislation requiring bicycle helmets for children under 18 years old; • Tulare County bicycle maps which list the rules of the road, preferred bicycle routes and safety tips; • Stop-on-a-Dime programs offered by the Hanford Police Department; and • Dinuba Kiwanis presentation of bicycle safety/educational programs. <p>FUTURE EDUCATIONAL PROGRAMS:</p> <ul style="list-style-type: none"> • Annual bicycle safety presentation and discussions at local elementary, junior high and high schools; • Explanations of existing law that prohibit bicycle riders from riding against traffic, require stopping at traffic signals and stop signs and the mandatory use of helmets by children; • Annual bicycle rodeo to be held at schools and/or shopping centers. This event might include: <ul style="list-style-type: none"> ○ Basic skills course; ○ Safety instruction and ○ Maintenance clinic. • Distribution of information through the medium of public service announcements, local TV commercials and newspaper articles should be targeted toward bicycle safety for Tulare County youth; • Distribution of the Tulare County Bikeway Maps to the bicycle community that contains a summary of the bicycle section of the California Vehicle Code, bicycle safety tips, bicycle routes with the County and phone numbers of local bicycle resources. <p>GOAL: Make the bicycle an integral part of daily life in Tulare County, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer in Tulare County.</p>

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	<p>Objective A: Implement the Bicycle Transportation Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next four (4) years and beyond.</p> <ul style="list-style-type: none"> • Policy 4 – Coordinate between all municipalities, schools, and community organizations to review and comment on bicycle and non-motorized issues of mutual concern. • Policy 5 – Regularly monitor bicycle-related accident levels and seek a significant reduction on a per capita basis over the next twenty years. <p>Objective B: Complete a network of bikeways that is feasible, fundable over the life of the Plan, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, transit terminals and recreational destinations.</p> <ul style="list-style-type: none"> • Policy 1 – Encourage jurisdictions to develop a bicycle network that connects neighborhoods, cities and communities. • Policy 2 – Seek funding for bikeway projects through regional, state, and federal funding programs and encourage multi-jurisdictional funding bicycle improvements. <p>Objective C: Maintain and improve the quality, operation, and integrity of the bikeway network and facilities.</p> <ul style="list-style-type: none"> • Policy 4 – Encourage member agencies to prioritize bicycle improvements based upon the projects' ability to provide connectivity to other bikeways and destinations. • Policy 5 – Encourage member agencies to work with Caltrans to widen shoulders on the State Highway System throughout the County to improve intercity cycling conditions.
<p>2019 Federal Transportation Improvement Program, 2018</p>	<p>Grouped Projects for Bicycle and Pedestrian Facilities funded with Active Transportation Program (ATP) funds:</p> <ol style="list-style-type: none"> 1. Earlimart Safe Routes to School Community Projects <ol style="list-style-type: none"> a. In community of Earlimart: install concrete sidewalk, curb & gutter, asphalt paveouts, drainage facilities, ADA ramps. 2. Traver Jacob Street Improvements <ol style="list-style-type: none"> a. In community of Traver: on Jacob Street between Burke and Canal Drive; install curb and gutter, asphalt paveouts, bike lanes, drainage facilities, ADA ramps, signs and markings 3. Pixley Main Street Improvements <ol style="list-style-type: none"> a. In community of Pixley: on Main Street between Court and Terra Bella Streets; install curb and gutter, asphalt paveouts,

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	<p>bike lanes, drainage facilities, ADA ramps, and signs and markings.</p> <ol style="list-style-type: none"> 4. Woodville Sidewalk Improvements along Road 168 <ol style="list-style-type: none"> a. In community of Woodville: on Road 168 between Avenue 168 and Woodville Elementary School; construction of curb and gutter and sidewalk improvements, ADA ramps, AC paveouts, and striping and signage improvements. 5. Earlimart Sidewalk Improvements <ol style="list-style-type: none"> a. In community of Earlimart: on east and west sides of State Street between Avenue 56 and Sutter Avenue. South side of Washington Street from State Street to Church Street. West side of Church Street from Washington Street to Clay Avenue; construction of curb and gutter, sidewalks, asphalt paveouts, ADA ramps, and driveways. 6. Allensworth Elementary Sidewalk Improvements <ol style="list-style-type: none"> a. In community of Allensworth: on Young Road in front of Allensworth Elementary School; construction of curb and gutter, sidewalks, asphalt paveouts, ADA ramps, and driveways. 7. Road 160 Sidewalk Improvements, Ivanhoe <ol style="list-style-type: none"> a. In community of Ivanhoe: on Road 160 between Avenue 328 and Avenue 332; construct curb, gutter, sidewalk, ADA ramps, drive approaches, asphalt concrete paveouts, and drainage improvements.
<p>County of Tulare 2015-2020 Transit Development Plan, 2015</p>	<p>GOAL 2: Provide a safe and reliable transportation service.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Provide safe transit service • Provide reliable transit service <p>GOAL 4: Increase access and mobility for all residents of Tulare County.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Maximize accessibility • Ensure compliance with Americans with Disabilities Act (ADA)
<p>County of Tulare SB 743 Guidelines, 2020</p>	<p>SCREENING CRITERIA FOR TRANSPORTATION PROJECTS: certain types of transportation projects are presumed to have a less than significant impact on transportation. A list of these project types is shown below.</p>

Document	Relevant Goals, Policies, and Projects
	<ol style="list-style-type: none"> 1. Maintenance <ol style="list-style-type: none"> a. Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of or replace existing transportation assets for example, highways; roadways; bridges; culverts; etc.; that are structurally deficient or functionally obsolete (e.g., using Caltrans and/or County of Tulare criteria) to current engineering standards and that do not add additional motor vehicle capacity 2. Safety <ol style="list-style-type: none"> a. Roadside safety devices or hardware installation such as median barriers and guardrails b. Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes c. Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety d. Grade separation to separate vehicles from rail, transit, pedestrians or bicycles e. Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor 3. Operational Improvements <ol style="list-style-type: none"> a. Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes b. Installation, removal, or reconfiguration of traffic control devices c. Timing of signals to optimize vehicle, bicycle, or pedestrian flow d. Installation of roundabouts or traffic circles 4. Pedestrian and Bicycle Facilities <ol style="list-style-type: none"> a. Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way b. Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
<p>Traver Community Plan 2014 Update, 2014</p>	<p>LIST OF RECOMMENDED COMPLETE STREETS PROJECTS IN TRAVER:</p> <ul style="list-style-type: none"> • 6th Street between Traver SR 99 Off-ramp to Merritt Dr

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	<ul style="list-style-type: none"> ○ Install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway on both sides ● Merritt Drive between 6th & Canal <ul style="list-style-type: none"> ○ Install curb, gutter, sidewalk, driveways, ramp, class II bike lanes, drainage facilities and paveout of the roadway on both sides ● Church Street between Kitchner & Jacob <ul style="list-style-type: none"> ○ Install curb, gutter, sidewalk, driveways, ramp, class III bike lanes, drainage facilities and paveout of the roadway ● Bullard Street between Burke & Baker <ul style="list-style-type: none"> ○ Install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway ● Jacob Street between Burke & Canal <ul style="list-style-type: none"> ○ Install curb, gutter, sidewalk, driveways, ramp, class III bike lanes, drainage facilities and paveout of the roadway
<p>Sustainable Transportation and Circulation Element for Tule River Comprehensive Master Plan, 2018</p>	<p>LIST OF GOALS AND OBJECTIVES:</p> <ul style="list-style-type: none"> ● CP 3.1 Bicycle System <ul style="list-style-type: none"> ○ The Tule River Indian Tribe shall develop the transportation system to support commuter and recreational bicycle usage. Focus will be on the rural nature of the road system and the need for school bike trips and opportunities for recreational biking within the Reservation. ● CP 3.2 Regional Bicycle Transportation Plan <ul style="list-style-type: none"> ○ The Tule River Indian Tribe County shall coordinate with TCAG and other agencies to integrate the Reservation bike facilities into the regional network. This effort shall include updating and possibly including Tule River Indian Tribe’s improvement projects into the Tulare County Regional Bicycle Transportation Plan. ● CP 3.3 Provisions for Bicycle Use <ul style="list-style-type: none"> ○ The Tule River Indian Tribe shall provide for bicycle use through the development of Reservation roads with a minimum of 4 foot shoulders, bike lanes (where appropriate) and multi-modal trails. Bike lockers and supporting signage and striping shall be placed at activity centers. ● CP 4.1 Sidewalk Facilities <ul style="list-style-type: none"> ○ The Tule River Indian Tribe shall support pedestrian activity through the development of sidewalks in activity centers and new developments. Sidewalks shall be developed to provide for all-weather movements and be a minimum of 5

Document	Relevant Goals, Policies, and Projects
	<p>feet in width. Location should reflect the terrain, available road width and pedestrian and vehicle safety.</p> <ul style="list-style-type: none"> • CP 4.2 Road Shoulders <ul style="list-style-type: none"> ○ Because of the rural nature of the Reservation, the road system represents a significant part of the pedestrian system. The Tule River Indian Tribe shall improve pedestrian mobility by development of the Reservation road shoulders to support better pedestrian movement. • CP 4.2 Road Shoulders <ul style="list-style-type: none"> ○ Because of the rural nature of the Reservation, the road system represents a significant part of the pedestrian system. The Tule River Indian Tribe shall improve pedestrian mobility by development of the Reservation road shoulders to support better pedestrian movement. • CP 4.3 Focus Areas <ul style="list-style-type: none"> ○ The Tule River Indian Tribe shall develop a sidewalk system within the Governments Center to support the pedestrian activity associated with the Education Center, the Medical Center, the Government Center and the future Cultural Center. This pedestrian system shall include crosswalks and traffic calming facilities.
<p>California Transportation Plan 2050, 2021</p>	<p>SAFETY: Provide a safe and secure transportation system</p> <p>Objectives:</p> <ol style="list-style-type: none"> 1. Eliminate fatalities and serious injuries on the transportation system 2. Improve personal security and infrastructure security on the transportation system 3. Improve emergency preparedness, response, and recovery on the transportation system <p>PERFORMANCE MEASURES:</p> <ol style="list-style-type: none"> 1. Number of fatalities 2. Rate of fatalities per 100 million VMT 3. Number of serious injuries 4. Number of serious injuries per 100 million VMT 5. Number of non-motorized fatalities and non-motorized serious injuries 6. Security incident response time

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<p>County of Tulare Safe Routes to School Plan, 2016</p>	<p>GOAL: Develop a bicycling and walking culture in Tulare County that enables people of all ages and physical abilities to safely and conveniently travel throughout the community.</p> <p>Objectives: Engineering</p> <ul style="list-style-type: none"> • Identify and prioritize short- and long-term engineering projects that will improve the walking and bicycling environments near schools • Create a seamless corridor system for bicyclist and pedestrians that will provide safe and efficient access to several areas throughout the communities • Incorporate bicycle lanes and walkways into road projects to minimize the cost of their construction • Evaluate existing, and introduce new, traffic calming devices to reduce vehicular speed in order to increase safety <p>Objectives: Education</p> <ul style="list-style-type: none"> • Develop community-school based programs that educate students, and their parents, about safe walking and bicycling practices and encourage parents to allow their children to walk or bike to school • Educate people of all ages and abilities about the rights and responsibilities of bicyclists, pedestrians, and motorists • Educate bicyclists, pedestrians, and motorists the importance of making predictable movements at intersections, driveways, and other conflict points <p>Objectives: Enforcement</p> <ul style="list-style-type: none"> • Ensure that Tulare County Sheriffs and crossing guards are trained in current bicycle and pedestrian laws and enforcement techniques • Develop enforcement programs that maximize compliance with laws that apply to bicyclists, pedestrians, and motorists <p>Recommended Engineering Improvements At and Near Tulare County Schools</p> <ul style="list-style-type: none"> • Alpaugh School – Church Ave between Knox Road and Tule Road and Wilbur Road and Ellis Road; Ave 54 between Tule Road and Ellis Road; and Tule Road between Ave 54 and Park Road, in Alpaugh.

Document**Relevant Goals, Policies, and Projects**

- Five (5) ft wide concrete sidewalk with curb & gutter, asphalt paveouts, markings, striping, and drainage facilities (green areas and drop inlets) to be constructed.
- Allensworth School – Young Road in front of Allensworth Elementary School, in Allensworth
 - Five (5) Ft wide concrete sidewalk with curb & gutter, driveway construction, asphalt paveout, striping, markings, and an ADA ramp.
- Earlimart School District – Along State St from Sierra Ave to Armstrong Ave
 - Phase 1 will consist of sidewalk improvements along State Street from Sierra Ave to Sutter Ave and Sidewalk improvements along the southside of Ave 52 as well as the west side of Church St..
 - Phase 2 will incorporate sidewalk improvements along State St between Sutter Ave and Ave 52.
 - Phase 3 will also have sidewalk improvements along State St. from Ave 52 down to Armstrong Ave. These improvements will include curb & gutter, asphalt paveouts, ADA ramps, and driveway construction.
- Palo Verde School – Matheny Tract south of Tulare CA
 - Improvements will include sidewalk, curb & gutter, ADA ramps, and AC paveout construction.
- Tipton School District – Evans Road- Avenue 152 to SR 190 in Tipton CA
 - Five (5) ft concrete sidewalk with asphalt pave outs, curb & gutter, markings, striping, signage, ADA ramps and draining facilities construction.
- Cutler-Orosi School District – George Road/ Second Drive- Avenue 407 SR 63
 - Improvements include curb and gutter, five 5 feet sidewalks, road excavation, fence relocation, driveway construction, V-gutter, ADA ramp construction and sign relocation.
- Cutler-Orosi School District – Avenue 416- SR 63 to Road 140
 - Ten (10) ft wide concrete sidewalk with asphalt pave out, curb and gutter improvements, infiltration ditch, fence relocation, tree removal, driveway construction and sign relocation.
- Stone Corral Elementary – Road 156- Ave 384 to Ave 383
 - Five (5) ft wide concrete sidewalk with curb and gutter, asphalt pave outs, sign relocation and a proposed crosswalk.
- Ducor School District – Ducor Ave 56 to Ducor Elementary

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	<ul style="list-style-type: none"> ○ Five (5) ft wide concrete sidewalk with fence relocation, curb & gutter, sidewalk, AC paveout, and ADA ramp construction. ● Woodville School – Woodville CA Along Road 168 Woodville Elementary to Avenue 168 and Avenue 167 <ul style="list-style-type: none"> ○ Sidewalk and ADA improvements along Road 168 as well as sidewalk improvement along Ave 167 This will include ADA ramps, sign relocation, sidewalk, curb and gutter, AC paveout, drainage facilities, and ADA ramp construction. ● Strathmore School District – Strathmore CA along Avenue 198 Orange Belt Drive <ul style="list-style-type: none"> ○ Five (5) feet wide concrete sidewalk with curb & gutter, AC paveout, and ADA ramp construction. <p>Engineering Recommendations for Additional Bike and Pedestrian Improvements</p> <ul style="list-style-type: none"> ● Rectangular Rapid Flashing Beacon crossing ● Refuge Islands/Raised Medians ● Advance Stop Bars ● General Street and Walkway Treatments ● Pavement Condition ● Street Debris ● Restripe to Widen Outside Travel Lanes for Bicycles ● Complete Streets Policy <p>Education Recommendations for Additional Bike and Pedestrian Improvements</p> <ul style="list-style-type: none"> ● School-based programs to educate students about safe walking and bicycling practices
<p>Tulare County Ada Self-Evaluation And Transition Plan, For Pedestrian Right Of Way, 2015</p>	<p>PEDESTRIAN RIGHTS-OF-WAY PRIORITIZATION</p> <p>The County will prioritize PROW projects in the following order:</p> <ol style="list-style-type: none"> 1. Access to Schools and Government offices 2. Bus stops and transportation facilities 3. Places of public accommodation such as commercial and business areas 4. Facilities containing high employee counts with 50 or more 5. Other areas such as residential neighborhoods and underdeveloped regions of the County.

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	<p>Additional levels of prioritization are developed for replacing existing curb ramps. These items will also be considered in prioritizing wheelchair ramp installations:</p> <ol style="list-style-type: none"> 1. ADA Complaint/ Grievance submittal 2. Repair of hazardous conditions 3. Distance from a City-operated program or building 4. Distance from a bus stop 5. Proximity to a facility serving disabled clients 6. Level of pedestrian traffic 7. Lack of feasible alternate routes 8. Distance from non-County owned public facilities
<p>Disadvantaged Communities Infrastructure And Planning Policy Study, 2017</p>	<p>Infrastructure and services are deficient in all these communities. New statewide policies such as SGMA and the LAMP programs will have a negative effect up on these communities. Quantitatively the biggest issues are water / water quality and waste water. However, the citizens concerned were mostly around the road conditions safety and internet services. The water and sewage issues were high priority to them, but they saw those issues as solvable over the long term. They were all concerned about roadway flooding and other policing and fire service response times.</p>
<p>Tulare County Complete Street Policies, 2014 - 2017</p>	<p>PROPOSED COMPLETE STREETS PROJECTS</p> <p><u>Allensworth</u></p> <ol style="list-style-type: none"> 1. Avenue 32 – Young Road to Road 84 <ol style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping 2. Avenue 38 – Young Road to Road 84 <ol style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping 3. Avenue 24 – Road 84 half-mile to the west <ol style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping 4. Avenue 28 <ol style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping

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	<p>5. Road 84 – north of Slowe Avenue to Avenue 24</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>6. Young Road – Avenue 38 to south end of Allensworth Elementary</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p><u>Aplough</u></p> <p>7. Avenue 53/Church Avenue – Knox Road to Ellis Road</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>8. Road 38/Tule Road – Church Avenue to Park Avenue</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>9. Avenue 54/Center Avenue – Tule Road to Wilbur Road</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>10. Ellis Road – Church Avenue to Center Avenue</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p><u>Orosi</u></p> <p>11. Avenue 416 – SR 63 to Road 140 (East Orosi)</p> <p>12. Avenue 413 – Road 124 to SR 63</p> <p>13. Avenue 419</p> <p>14. Avenue 416 – SR-63 to Dinuba</p> <p>15. Road 130 (Strong interest from the school district)</p> <p>16. Road 124</p> <p><u>Cutler</u></p> <p>17. George Road/2nd Drive – Avenue 407 to SR 63</p> <p>18. Avenue 408 – Road 124 to SR 63</p> <p>19. Railroad Drive – SR 63 to Road 124</p> <p>20. Avenue 404 – SR 63 to Robert Rd</p>

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	<p>21. First Drive – SR 63 to Road 124</p> <p><u>Ducor</u></p> <p>22. Avenue 56 – SR 65 and Connect into the Ducor Elementary School Frontage Improvements</p> <ul style="list-style-type: none"> a. Sidewalk, Curb and Gutter (C&G), Drainage, Roadway, Class II bike lane <p>23. Road 236 – Ducor to Terra Bella Class II bike lane (as Class I)</p> <p>24. Parsons Avenue – Avenue 58 to Carlisle Road</p> <ul style="list-style-type: none"> a. Roadway, Sidewalk, C&G <p>25. Dennis Road – Avenue 55 to Parsons Avenue</p> <ul style="list-style-type: none"> a. Roadway, Sidewalk, C&G <p>26. Road 234 – Avenue 55 to Owen Avenue</p> <ul style="list-style-type: none"> a. New Roadway, Sidewalk, C&G <p><u>Earlimart</u></p> <p>27. State Street: Ave 56 (Sierra) to Ave 48 (Armstrong)</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>28. Washington Ave: Rd 128 (Howard Rd) to State St</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>29. Washington Ave: State St to east of Elm</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, Bike Route (Class III facility) <p>30. Church St: Armstrong Ave to Sierra Ave(56)</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>31. School Ave: Church St to Elm Rd</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p><u>East Orosi</u></p> <p>32. Avenue 418 – Road 139 to Road 140</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>33. Avenue 416 – SR 63 to Road 140</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>34. Lone/Road 140 – Avenue 416 to Avenue 419</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping

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	<p>35. Avenue 419 – Road 139 to Road 140</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p><u>Goshen</u></p> <p>36. Betty Drive – Road 67 to Robinson Road</p> <ul style="list-style-type: none"> a. Ramps, class II bike lanes and lighting <p>37. Goshen Avenue – Commercial Road to Road 76</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, Class I bike lanes, drainage facilities and pave out of the roadway <p>38. Effie Drive – Road 67 to Goshen Avenue</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, Class I bike lanes, drainage facilities and pave out of the roadway <p>39. Harvest Avenue – Road 64 to Road 66</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, Class I bike lanes, drainage facilities and pave out of the roadway <p>40. Road 76 – Avenue 304 to Betty Drive</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, drainage facilities and pave out of the roadway <p><u>Ivanhoe</u></p> <p>41. Road 159 – Avenue 328 to Avenue 332</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>42. Road 160 – Jasmine Avenue to Avenue 332</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>43. Avenue 328 – Road 56 to Road 160</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>44. Road 156 – Avenue 328 to Avenue 332</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p>45. Jasmine Avenue – Road 56 to Road 160</p>

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	<ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bus shelter improvements, fence relocations, street signing and striping <p><u>Pixley</u></p> <ul style="list-style-type: none"> 46. Main Street – Court Street to Terra Bella <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramps, drainage facilities, two-way turn-lane, Class II bike lanes, bus stop improvements, and pave out of the roadway 47. Court Street – Main Street to School <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramps, drainage facilities, Class II bike lanes, bus stop improvements, and pave out of the roadway 48. Center Street – Court Street to Terra Bella <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramps, drainage facilities and pave out of the roadway 49. Elm Street – Court Street to Terra Bella <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, drainage facilities and pave out of the roadway 50. Davis Avenue – Ashe Street to Elm Street <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramps, class III bike lanes, drainage facilities and pave out of the roadway <p><u>Poplar</u></p> <ul style="list-style-type: none"> 51. Avenue 145 – Road 190 to Rad 193 <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting 52. Kilroy Avenue – Avenue 145 to Avenue 146 <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting 53. Tobias Avenue – Avenue 144 to Avenue 146 <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting 54. Road 192 – Avenue 144 to Avenue 148 <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting 55. Rad 191 – Avenue 145 to Avenue 148 <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p><u>Strathmore</u></p> <ul style="list-style-type: none"> 56. Avenue 198 from Orange Belt Drive to Road 230 <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting 57. Orange Belt Drive from Avenue 196 to Avenue 198 <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting 58. Avenue 196 from Orange Belt Drive to Road 230

Document	Relevant Goals, Policies, and Projects
	<ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, Bike Route (Class III facility) <p>59. Road 230 from Avenue 196 to Avenue 198</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>60. Meredith from Harper Ave. to Avenue 194</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p><u>Terra Bella</u></p> <p>61. Avenue 95 from Highway 65 to Road 236</p> <ul style="list-style-type: none"> a. Replace sidewalk b. Class 2 bike lane <p>62. Road 237 from Avenue 96 to Avenue 92</p> <ul style="list-style-type: none"> a. Replace sidewalk b. Class 3 bike lane <p>63. Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88</p> <ul style="list-style-type: none"> a. Sidewalk, Class 2 bike lane b. Class 2 bike lane north towards Porterville and south toward Ducor <p>64. Rd 238 from Avenue 95 to Avenue 92</p> <ul style="list-style-type: none"> a. Sidewalk, Class 2 or Class 3 bike lane <p>65. Avenue 94 (Acacia) from Road 236 to Road 238</p> <ul style="list-style-type: none"> a. Sidewalk south side b. Funded as part of ATP program, construction planned late 2015 <p><u>Tipton</u></p> <p>66. Evans Rd – Ave 152 to SR 190 SRTS</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>67. Woods Ave – Thompson Rd to Newman Rd SRTS</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>68. Klindera Overcrossing over SR 99</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting, bike lanes <p>69. Burnett Rd – SR 190 to Ave 152</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p><u>Traver</u></p> <p>70. 6th Street – Traver to SR 99</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, drainage facilities and pave out of the roadway <p>71. Merritt Drive – 6th Street to Canal Street</p>

Document	Relevant Goals, Policies, and Projects
	<ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, Class II bike lanes, drainage facilities and pave out of the roadway <p>72. Church Street – Kitchner Street to Jacob Street</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, Class III bike lanes, drainage facilities and pave out of the roadway <p>73. Bullard Street – Burke Street to Baker Street</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, drainage facilities and pave out of the roadway <p>74. Jacob Street – Burke Street to Canal Street</p> <ul style="list-style-type: none"> a. Curb, gutter, sidewalk, driveways, ramp, Class III bike lanes, drainage facilities and pave out of the roadway <p><u>Woodville</u></p> <p>75. Road 168 – Woodville Elementary to Avenue 168</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>76. Avenue 167 – Road 164 to Road 168</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting <p>77. Avenue 168 – Road 164 to Road 168</p> <ul style="list-style-type: none"> a. Sidewalk, curb and gutter, drainage, lighting
<p>Awarded HSIP Grant Cycle 10</p>	<p>LIST OF AWARDED PROJECTS:</p> <ul style="list-style-type: none"> • Sutter Avenue Pedestrian Crossing to Earlimart Middle School <ul style="list-style-type: none"> ○ Relocate existing crosswalk along Sutter Avenue to the North Spring Road intersection; install Rectangular Rapid Flashing Beacon (RRFB) system with advance warning beacons; upgrade markings; and install curb ramps • Road 100 from Visalia City Limits to 0.50-mile south of Avenue 256 (3 miles); Road 140 from Avenue 256 to Avenue 280 (3 miles); and Road 192 from Avenue 120 to Avenue 144 (4 miles). <ul style="list-style-type: none"> ○ Install/Upgrade edgelines and centerlines stripe with thermoplastic stripe with enhanced wet night visibility. Upgrade pavement marking with thermoplastic pavement marking • Eight locations along Road 236, Avenue 144, Road 196 north and south of Lort Drive, Road 12, Road 228, and at Road 140/Avenue 272, and Burnett Road/Avenue 152. <ul style="list-style-type: none"> ○ Replace existing non-standard, damaged, or obsolete guardrails

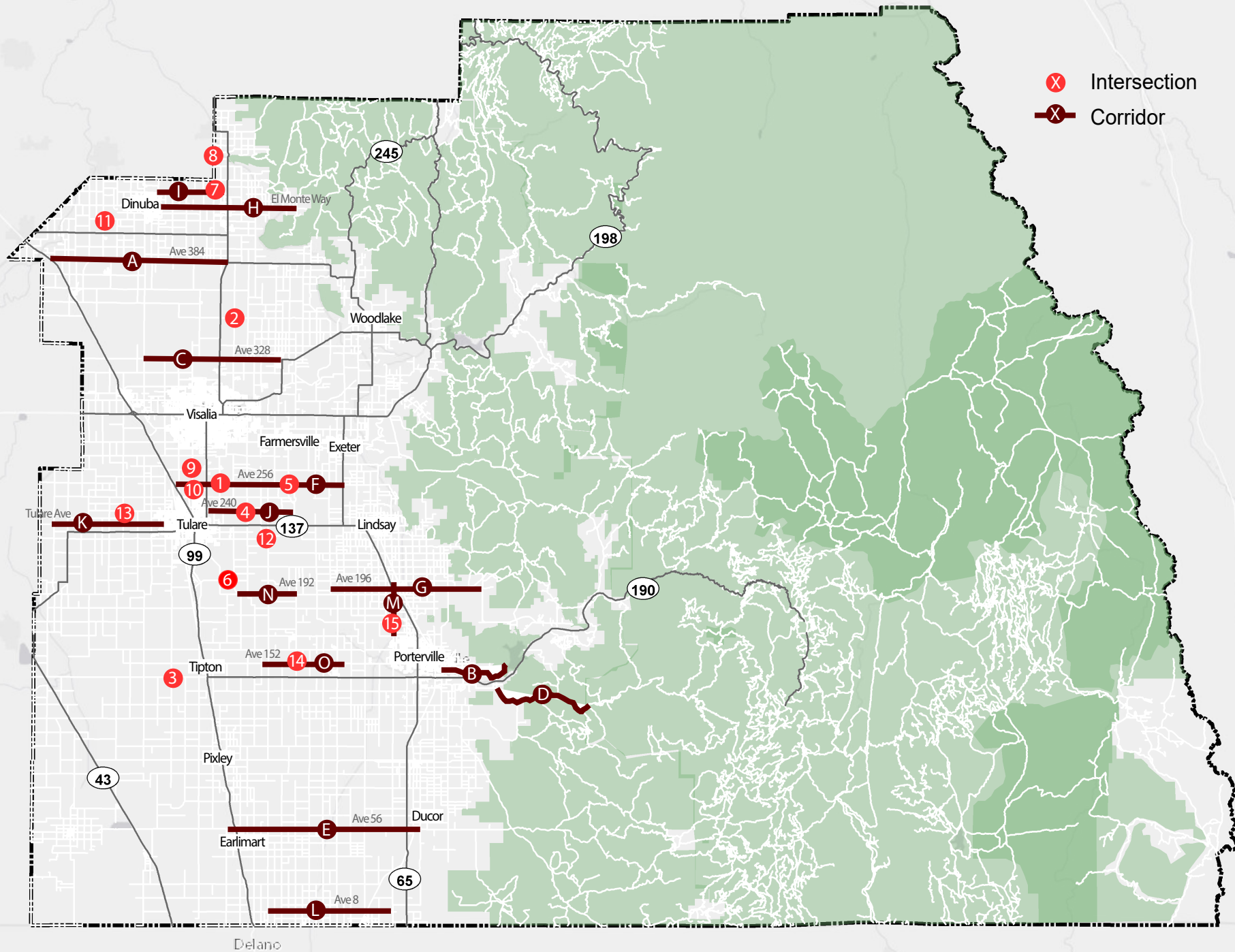
Document	Relevant Goals, Policies, and Projects
<p>Awarded HSIP Grant Cycle 9</p>	<p>LIST OF AWARDED PROJECTS:</p> <ul style="list-style-type: none"> • The intersection of Avenue 144 and Road 96 (Tipton). <ul style="list-style-type: none"> ○ Convert intersection to roundabout • Two Intersections: Avenue 256 at Road 164 and Avenue 240 at Road 140. <ul style="list-style-type: none"> ○ Install overhead Red Flashing Beacons • John J. Doyle Elementary School at East Orange Avenue (Porterville) <ul style="list-style-type: none"> ○ Install pedestrian crossing enhancements • Piedra Drive (D179) between Avenue 376 and Road 184 <ul style="list-style-type: none"> ○ Upgrade Existing Guardrail System
<p>Awarded HSIP Grant Cycle 8</p>	<p>LIST OF AWARDED PROJECTS:</p> <ul style="list-style-type: none"> • Drive 134 (Spacer Drive) (approx. 2.5 miles) between Road 124 and Road 136 <ul style="list-style-type: none"> ○ Install edgeline rumble strips on both side of the roadway, and install advance warning flashing beacons at stop controlled intersections
<p>Awarded HSIP Grant Cycle 7</p>	<p>LIST OF AWARDED PROJECTS:</p> <ul style="list-style-type: none"> • Worth Drive (M 146) between Road 278 and Road 284, located on the east side of the County near Porterville <ul style="list-style-type: none"> ○ Install guardrails, and centerline rumble strips/stripes, improve signs and striping • At various intersections on Avenue 328 between Road 108 and Road 156 (Ivanhoe) <ul style="list-style-type: none"> ○ Installation left turn pockets • On Avenue 232 from Road 36 to Road 76 (Palm St.) <ul style="list-style-type: none"> ○ Installation of six (6) left turn lanes in selected intersections; and install edge line rumble strips/stripes

APPENDIX B. UNINCORPORATED COUNTY OF TULARE HIGH INJURY NETWORK



Unincorporated Tulare County High Injury Network (2016 - 2020)

-  Intersection
-  Corridor



APPENDIX C. CONSOLIDATED HIGH INJURY COLLISION DATABASE



OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION	COLLISION1	DAY_OF_WEEK	GENDER	AGE	AGE_CAT	MOVEMENT	Hour
5038	1.28E+13	2015	2015-01-09	15:36	Friday	Female	74	70	Making Left Turn	15
5379	1.29E+13	2015	2015-05-08	16:45	Friday	Male	62	60	Stopped In Road	16
7210	1.36E+13	2017	2017-02-28	5:15	Tuesday	Male	57	50	Proceeding Straight	5
9833	91166971	2020	2020-01-14	1740	Tuesday	Female	25	20	Stopped In Road	17
4377	91000841	2019	2019-05-23	2210	Thursday	Female	68	60	Proceeding Straight	22
3113	90696435	2018	2018-03-20	1715	Tuesday	Male	20	20	Proceeding Straight	17
3956	90906767	2019	2019-01-10	1312	Thursday	Male	18	10	Proceeding Straight	13
4659	91068622	2019	2019-09-02	655	Monday	Male	28	20	Proceeding Straight	6
9981	91212053	2020	2020-03-06	1215	Friday	Male	38	30	Stopped In Road	12
10442	91313898	2020	2020-09-25	918	Friday	Female	63	60	Proceeding Straight	9
816	90061911	2015	2015-08-25	1150	Tuesday	Male	27	20	Proceeding Straight	11
1617	90281980	2016	2016-09-21	2135	Wednesday	Male	56	50	Proceeding Straight	21
1645	90288381	2016	2016-09-27	635	Tuesday	Not Stated	0	0	Proceeding Straight	6
1829	90341516	2016	2016-12-04	550	Sunday	Male	33	30	Proceeding Straight	5
1902	90364878	2016	2016-12-27	2015	Tuesday	Male	52	50	Proceeding Straight	20
5910	1.31E+13	2015	2015-10-28	6:15	Wednesday	Male	52	50	Making Left Turn	6
6883	1.35E+13	2016	2016-11-14	6:35	Monday	Female	33	30	Passing Other Vehicle	6
7131	1.35E+13	2017	2017-01-28	7:40	Saturday	Male	47	40	Proceeding Straight	7
10524	91331417	2020	2020-10-17	1630	Saturday	Female	42	40	Proceeding Straight	16
201	6876050	2015	2015-04-01	1920	Wednesday	Female	20	20	Proceeding Straight	19
723	90041783	2015	2015-09-10	515	Thursday	Male	58	50	Proceeding Straight	5
1030	90115946	2016	2016-02-05	1335	Friday	Male	19	10	Proceeding Straight	13
1260	90189937	2016	2016-05-20	547	Friday	Male	52	50	Proceeding Straight	5
2679	90570358	2017	2017-09-24	1400	Sunday	Male	21	20	Making Left Turn	14
1733	90314186	2016	2016-11-02	1835	Wednesday	Male	80	80	Proceeding Straight	18
2743	90586146	2017	2017-10-26	540	Thursday	Male	47	40	Ran Off Road	5
6081	1.31E+13	2015	2015-12-29	17:00	Tuesday	Male	30	30	Proceeding Straight	17
9157	1.44E+13	2019	2019-04-24	5:50	Wednesday	Not Stated	0	0	Ran Off Road	5
456	7002943	2015	2015-07-14	1840	Tuesday	Male	73	70	Ran Off Road	18
1107	90142056	2016	2016-03-14	1705	Monday	Male	27	20	Passing Other Vehicle	17
2753	90588123	2017	2017-10-28	1240	Saturday	Male	19	10	Making Left Turn	12
6664	1.34E+13	2016	2016-07-30	22:55	Saturday	Not Stated	0	0	Proceeding Straight	22
7184	1.36E+13	2017	2017-02-17	3:20	Friday	Not Stated	0	0	Proceeding Straight	3
5095	1.28E+13	2015	2015-01-29	7:30	Thursday	Female	27	20	Proceeding Straight	7
7537	1.37E+13	2017	2017-06-12	17:05	Monday	Female	18	10	Backing	17
6344	1.32E+13	2016	2016-04-02	13:10	Saturday	Female	27	20	Crossed Into Opposing L	13
10422	91309574	2020	2020-09-08	1435	Tuesday	Male	62	60	Proceeding Straight	14
10560	91339719	2020	2020-11-03	815	Tuesday	Female	42	40	Proceeding Straight	8
607	90019336	2015	2015-09-12	2340	Saturday	Male	19	10	Proceeding Straight	23
4214	90967658	2019	2019-04-12	1740	Friday	Female	27	20	Stopped	17
5249	1.29E+13	2015	2015-03-21	18:55	Saturday	Female	24	20	Proceeding Straight	18
5658	1.3E+13	2015	2015-08-04	12:10	Tuesday	Female	36	30	Making U Turn	12
6213	1.32E+13	2016	2016-02-11	14:10	Thursday	Male	16	10	Stopped In Road	14
6300	1.32E+13	2016	2016-03-14	14:20	Monday	Male	20	20	Passing Other Vehicle	14

OBJECT_ID	PRIMARY_RD	SECONDARY	DISTANCE	DIRECTION	INTERSECTI	WEATHER_1	STATE_HWY	SIDE_OF_HW	TOW_AWAY	COLLISIO_1
5038	AVENUE 444	ROAD 120	0	Not Stated	Y	Clear	N			Property Damage
5379	AVENUE 256	ROAD 108	50	E	N	Cloudy	N			Property Damage
7210	ROAD 108	AVENUE 256	0	Not Stated	Y	Clear	N			Property Damage
9833	AVENUE 256 (O)	ROAD 108 (HILL	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
4377	AVENUE 144	ROAD 96	30	W	N	Clear	N		Y	Complaint of Pair
3113	ROAD 96	AVENUE 144	0	Not Stated	Y	Cloudy	N		Y	Complaint of Pair
3956	ROAD 96	AVENUE 144	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
4659	ROAD 96	AVENUE 144	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
9981	ROAD 96	AVENUE 144	0	Not Stated	Y	Clear	N		Y	Severe Injury
10442	ROAD 96	AVENUE 144	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
816	AVENUE 144	ROAD 96	0	Not Stated	Y	Clear	N		Y	Fatal
1617	ROAD 96	AVENUE 144	0	Not Stated	Y	Cloudy	N		Y	Severe Injury
1645	ROAD 96	AVENUE 144	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
1829	ROAD 96	AVENUE 144	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
1902	AVENUE 144	ROAD 96	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
5910	AVENUE 144	ROAD 96	0	Not Stated	Y	Clear	N			Property Damage
6883	AVENUE 144	ROAD 96	0	Not Stated	Y	Clear	N			Property Damage
7131	AVENUE 144	ROAD 96	0	Not Stated	Y	Fog	N			Property Damage
10524	ROAD 168	AVENUE 152	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
201	ROAD 168	AVENUE 152	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
723	ROAD 168	AVENUE 152	0	Not Stated	Y	Clear	N		Y	Fatal
1030	ROAD 168	AVENUE 152	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
1260	ROAD 168	AVENUE 152	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
2679	ROAD 168	AVENUE 152	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
1733	AVENUE 152	ROAD 168	40	W	N	Clear	N		Y	Severe Injury
2743	AVENUE 152	ROAD 168	114	W	N	Clear	N		Y	Other Visible Inju
6081	AVENUE 152	ROAD 168	0	Not Stated	Y	Clear	N			Property Damage
9157	AVENUE 152	ROAD 168	0	Not Stated	Y	Clear	N			Property Damage
456	ROAD 224	LINDA VISTA AV 134		S	N	Clear	N		Y	Other Visible Inju
1107	ROAD 224	LINDA VISTA AV 0		Not Stated	Y	Clear	N		N	Complaint of Pair
2753	ROAD 224	LINDA VISTA AV 0		Not Stated	Y	Clear	N		Y	Other Visible Inju
6664	ROAD 224	LINDA VISTA AV 100		N	N	Clear	N			Property Damage
7184	ROAD 224	LINDA VISTA AV 150		N	N	Raining	N			Property Damage
5095	ROAD 224	LINDA VISTA AV 225		N	N	Fog	N			Property Damage
7537	AVENUE 176	ROAD 224	64	W	N	Clear	N			Property Damage
6344	ROAD 224	AVENUE 176	50	N	N	Clear	N			Property Damage
10422	ROAD 224	AVENUE 176	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
10560	ROAD 224	AVENUE 176	0	Not Stated	Y	Clear	N		Y	Severe Injury
607	ROAD 224	AVENUE 176	0	Not Stated	Y	Clear	N		Y	Severe Injury
4214	ROAD 224	AVENUE 178	50	S	N	Clear	N		Y	Complaint of Pair
5249	ROAD 224	AVENUE 178	10	S	N	Clear	N			Property Damage
5658	ROAD 224	AVENUE 178	0	Not Stated	Y	Clear	N			Property Damage
6213	ROAD 124	AVENUE 200	0	Not Stated	Y	Clear	N			Property Damage
6300	AVENUE 200	ROAD 124	0	Not Stated	Y	Clear	N			Property Damage

OBJECT_ID	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_
5038	0	0	1	Improper Turning	No	Head-On	Other Motor Vehi	No Pedestrian	Inv Dry	Loose Material O
5379	0	0	1	Unsafe Starting c	No	Other	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7210	0	0	1	Driving Under Infl	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9833	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
4377	0	2	2	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
3113	0	1	3	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Wet	Construction or R
3956	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
4659	0	1	2	Traffic Signals ar	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9981	0	2	3	Auto R/W Violatic	No	Head-On	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
10442	0	3	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
816	1	0	2	Traffic Signals ar	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1617	0	3	2	Traffic Signals ar	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1645	0	1	2	Traffic Signals ar	Misdemeanor	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1829	0	1	2	Traffic Signals ar	No	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1902	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5910	0	0	1	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
6883	0	0	1	Wrong Side of Rc	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7131	0	0	1	Unsafe Speed	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
10524	0	2	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
201	0	2	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
723	1	1	2	Traffic Signals ar	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1030	0	4	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1260	0	2	2	Traffic Signals ar	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
2679	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1733	0	1	2	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
2743	0	1	1	Improper Turning	No	Hit Object	Fixed Object	No Pedestrian	Inv Dry	No Unusual Conc
6081	0	0	1	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9157	0	0	1	Improper Turning	No	Hit Object	Fixed Object	No Pedestrian	Inv Dry	No Unusual Conc
456	0	1	1	Improper Turning	No	Hit Object	Fixed Object	No Pedestrian	Inv Dry	No Unusual Conc
1107	0	2	2	Wrong Side of Rc	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
2753	0	1	2	Auto R/W Violatic	No	Head-On	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
6664	0	0	0	Other Than Drive	No	Other	Animal	No Pedestrian	Inv Dry	No Unusual Conc
7184	0	0	1	Driving Under Infl	No	Hit Object	Fixed Object	No Pedestrian	Inv Wet	No Unusual Conc
5095	0	0	1	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7537	0	0	1	Unsafe Starting c	No	Other	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
6344	0	0	1	Wrong Side of Rc	No	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
10422	0	2	2	Auto R/W Violatic	Felony	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
10560	0	1	3	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
607	0	6	2	Unsafe Speed	Felony	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
4214	0	1	2	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5249	0	0	1	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5658	0	0	1	Improper Turning	No	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
6213	0	0	1	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
6300	0	0	1	Wrong Side of Rc	No	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc

OBJECT_ID	LIGHTING	CONTROL_DE	CHP_ROAD_T	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
5038	Daylight	-	0					N	HNBD	Passenger Car
5379	Daylight	-	0				Y	N	HNBD	Truck
7210	Dark - No Street	-	0					N	Under Drug Influe	Pickup Truck
9833	Dark - No Street	Functioning	0					Y		Passenger Car/S
4377	Dark - No Street	None	0					Y		Passenger Car/S
3113	Daylight	Functioning	0					Y		Passenger Car/S
3956	Daylight	Functioning	0				Y	Y		Passenger Car/S
4659	Daylight	Functioning	0					Y		Passenger Car/S
9981	Daylight	None	0				Y	Y		Passenger Car/S
10442	Daylight	Functioning	0					Y		Passenger Car/S
816	Daylight	Functioning	0					Y		Other Vehicle
1617	Dark - No Street	Functioning	0				Y	Y		Truck or Truck Tr
1645	Dusk - Dawn	Functioning	0					Y		Passenger Car/S
1829	Dark - No Street	Functioning	0					Y		Pickup or Panel T
1902	Dark - No Street	Functioning	0				Y	Y		Truck or Truck Tr
5910	Dark - No Street	-	0					N	HNBD	Pickup Truck
6883	Daylight	-	0					N	HNBD	Other
7131	Daylight	-	0					N	HNBD	Passenger Car
10524	Daylight	Functioning	0					Y		Passenger Car/S
201	Daylight	Functioning	0					Y		Passenger Car/S
723	Dark - No Street	Functioning	0					Y		Passenger Car/S
1030	Daylight	Functioning	0					Y		Passenger Car/S
1260	Dusk - Dawn	Functioning	0					Y		Passenger Car/S
2679	Daylight	Functioning	0					Y		Passenger Car/S
1733	Dark - No Street	None	0					Y		Passenger Car/S
2743	Dark - Street Ligt	None	0				Y	Y		Truck or Truck Tr
6081	Dark - No Street	-	0					N	HNBD	Passenger Car
9157	Daylight	-	0					N	HNBD	Passenger Car
456	Daylight	None	0					Y		-
1107	Daylight	Functioning	0					Y		Passenger Car/S
2753	Daylight	None	0					Y		Pickup or Panel T
6664	Dark - No Street	-	0					N	HNBD	Passenger Car
7184	Dusk - Dawn	-	0					N	HBD Under Influe	Passenger Car
5095	Daylight	-	0					N	HNBD	Passenger Car
7537	Daylight	-	0					N	HNBD	Pickup Truck
6344	Daylight	-	0					N	HNBD	Passenger Car
10422	Daylight	Functioning	0					Y		Pickup or Panel T
10560	Daylight	None	0					Y		Passenger Car/S
607	Dark - No Street	None	0					Y		Passenger Car/S
4214	Daylight	None	0					Y		Passenger Car/S
5249	Daylight	-	0					N	HNBD	Passenger Car
5658	Daylight	-	0					N	HNBD	Passenger Car
6213	Daylight	-	0					N	HNBD	Pickup Truck
6300	Daylight	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I
5038	1	0	0	0	0	0	0	0	0	0
5379	27	0	0	0	0	0	0	0	0	0
7210	22	0	0	0	0	0	0	0	0	0
9833	1	0	0	1	0	0	0	0	0	0
4377	1	0	0	2	0	0	0	0	0	0
3113	1	0	0	1	0	0	0	0	0	0
3956	1	0	1	0	0	0	0	0	0	0
4659	7	0	0	1	0	0	0	0	0	0
9981	1	1	1	0	0	0	0	0	0	0
10442	7	0	2	1	0	0	0	0	0	0
816	46	0	0	0	0	0	0	0	0	0
1617	25	2	1	0	0	0	0	0	0	0
1645	7	0	0	1	0	0	0	0	0	0
1829	22	0	0	1	0	0	0	0	0	0
1902	25	0	0	1	0	0	0	0	0	0
5910	22	0	0	0	0	0	0	0	0	0
6883	46	0	0	0	0	0	0	0	0	0
7131	7	0	0	0	0	0	0	0	0	0
10524	1	0	0	2	0	0	0	0	0	0
201	1	0	0	2	0	0	0	0	0	0
723	1	1	0	0	0	0	0	0	0	0
1030	1	0	1	3	0	0	0	0	0	0
1260	1	0	0	2	0	0	0	0	0	0
2679	1	0	0	1	0	0	0	0	0	0
1733	7	1	0	0	0	0	0	0	0	0
2743	26	0	1	0	0	0	0	0	0	0
6081	1	0	0	0	0	0	0	0	0	0
9157	1	0	0	0	0	0	0	0	0	0
456		0	1	0	0	0	0	0	0	0
1107	1	0	0	2	0	0	0	0	0	0
2753	22	0	1	0	0	0	0	0	0	0
6664	1	0	0	0	0	0	0	0	0	0
7184	1	0	0	0	0	0	0	0	0	0
5095	1	0	0	0	0	0	0	0	0	0
7537	22	0	0	0	0	0	0	0	0	0
6344	1	0	0	0	0	0	0	0	0	0
10422	22	0	1	1	0	0	0	0	0	0
10560	1	1	0	0	0	0	0	0	0	0
607	1	1	2	3	0	0	0	0	0	0
4214	1	0	0	1	0	0	0	0	0	0
5249	1	0	0	0	0	0	0	0	0	0
5658	1	0	0	0	0	0	0	0	0	0
6213	22	0	0	0	0	0	0	0	0	0
6300	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2	TJKM_Sourc	TJKM_Juris	TJKM_Point
5038	30.82601639	-139.9322325	TULARE	UNINCORPORA	-139.9322325	30.82601639	Y	Crossroads	UNINCORPORA	-119.3049599
5379	30.82601639	-139.9322325	TULARE	UNINCORPORA	-139.9322325	30.82601639	Y	Crossroads	UNINCORPORA	-119.3311399
7210	30.82601639	-139.9322325	TULARE	UNINCORPORA	-139.9322325	30.82601639	Y	Crossroads	UNINCORPORA	-119.3311399
9833	36.25482178	-119.3309708	TULARE	UNINCORPORA	-119.0000076	35.98596191	N	TIMS	UNINCORPORA	-119.3309708
4377	36.05115891	-119.3577881	TULARE	UNINCORPORA	-119.3577423	36.05115891	Y	TIMS	UNINCORPORA	-119.3577423
3113	36.05126619	-119.3576126	TULARE	UNINCORPORA	-119.3576431	36.05115891	Y	TIMS	UNINCORPORA	-119.3576431
3956	36.05118179	-119.3576202	TULARE	UNINCORPORA	-119.3576431	36.05115891	Y	TIMS	UNINCORPORA	-119.3576431
4659	36.05118179	-119.3576736	TULARE	UNINCORPORA	-119.3576431	36.05115891	Y	TIMS	UNINCORPORA	-119.3576431
9981	36.05099869	-119.3576965	TULARE	UNINCORPORA	-119.3576431	36.05115891	N	TIMS	UNINCORPORA	-119.3576965
10442	36.05121994	-119.3575516	TULARE	UNINCORPORA	-119.3576431	36.05115891	N	TIMS	UNINCORPORA	-119.3575516
816	36.05113	-119.35794	TULARE	UNINCORPORA	-119.3576399	36.05116002	Y	TIMS	UNINCORPORA	-119.3576399
1617	36.05095	-119.35763	TULARE	UNINCORPORA	-119.3576399	36.05116002	Y	TIMS	UNINCORPORA	-119.3576399
1645	36.0511	-119.35857	TULARE	UNINCORPORA	-119.3576399	36.05116002	Y	TIMS	UNINCORPORA	-119.3576399
1829	35.05047	-119.3576	TULARE	UNINCORPORA	-119.3576399	36.05116002	Y	TIMS	UNINCORPORA	-119.3576399
1902	35.05116	-119.35763	TULARE	UNINCORPORA	-119.3576399	36.05116002	Y	TIMS	UNINCORPORA	-119.3576399
5910	36.05141411	-119.3576244	TULARE	UNINCORPORA	-119.3576244	36.05141411	Y	Crossroads	UNINCORPORA	-119.3576244
6883	36.05141411	-119.3576244	TULARE	UNINCORPORA	-119.3576244	36.05141411	Y	Crossroads	UNINCORPORA	-119.3576244
7131	36.05141411	-119.3576244	TULARE	UNINCORPORA	-119.3576244	36.05141411	Y	Crossroads	UNINCORPORA	-119.3576244
10524	36.06573105	-119.1967087	TULARE	UNINCORPORA	-119.1967392	36.06570816	N	TIMS	UNINCORPORA	-119.1967087
201	36.06569	-119.1968	TULARE	UNINCORPORA	-119.1967399	36.06571003	Y	TIMS	UNINCORPORA	-119.1967399
723	36.06571	-119.19674	TULARE	UNINCORPORA	-119.1967399	36.06571003	Y	TIMS	UNINCORPORA	-119.1967399
1030	36.06576	-119.1962	TULARE	UNINCORPORA	-119.1967399	36.06571003	Y	TIMS	UNINCORPORA	-119.1967399
1260	36.06575	-119.19675	TULARE	UNINCORPORA	-119.1967399	36.06571003	Y	TIMS	UNINCORPORA	-119.1967399
2679	36.06571	-119.19674	TULARE	UNINCORPORA	-119.1967399	36.06571003	Y	TIMS	UNINCORPORA	-119.1967399
1733	36.06568	-119.19712	TULARE	UNINCORPORA	-119.1968752	36.06571047	Y	TIMS	UNINCORPORA	-119.1968752
2743	36.06569	-119.19682	TULARE	UNINCORPORA	-119.1971253	36.06571133	Y	TIMS	UNINCORPORA	-119.1971253
6081	36.06584058	-119.196636	TULARE	UNINCORPORA	-119.196636	36.06584058	Y	Crossroads	UNINCORPORA	-119.196636
9157	36.06584058	-119.196636	TULARE	UNINCORPORA	-119.196636	36.06584058	Y	Crossroads	UNINCORPORA	-119.196636
456	36.10528	-119.07095	TULARE	UNINCORPORA	-119.07103	36.10566	Y	TIMS	UNINCORPORA	-119.07103
1107	36.10571	-119.07104	TULARE	UNINCORPORA	-119.07103	36.10566006	Y	TIMS	UNINCORPORA	-119.07103
2753	36.10625	-119.07101	TULARE	UNINCORPORA	-119.07103	36.10566006	Y	TIMS	UNINCORPORA	-119.07103
6664	36.10576729	-119.0709797	TULARE	UNINCORPORA	-119.0709797	36.10576729	Y	Crossroads	UNINCORPORA	-119.0709797
7184	36.10590463	-119.0709809	TULARE	UNINCORPORA	-119.0709809	36.10590463	Y	Crossroads	UNINCORPORA	-119.0709809
5095	36.10611065	-119.0709827	TULARE	UNINCORPORA	-119.0709827	36.10611065	Y	Crossroads	UNINCORPORA	-119.0709827
7537	36.10913531	-119.0712261	TULARE	UNINCORPORA	-119.0712261	36.10913531	Y	Crossroads	UNINCORPORA	-119.0712261
6344	36.10927239	-119.0710094	TULARE	UNINCORPORA	-119.0710094	36.10927239	Y	Crossroads	UNINCORPORA	-119.0710094
10422	36.10913849	-119.071167	TULARE	UNINCORPORA	-119.0712128	36.10927963	N	TIMS	UNINCORPORA	-119.071167
10560	36.10927963	-119.0711975	TULARE	UNINCORPORA	-119.0712128	36.10927963	N	TIMS	UNINCORPORA	-119.0711975
607	36.10936	-119.07124	TULARE	UNINCORPORA	-119.0712101	36.10928009	Y	TIMS	UNINCORPORA	-119.0712101
4214	36.11244965	-119.0713425	TULARE	UNINCORPORA	-119.071373	36.11265182	Y	TIMS	UNINCORPORA	-119.071373
5249	36.11266761	-119.0711118	TULARE	UNINCORPORA	-119.0711118	36.11266761	Y	Crossroads	UNINCORPORA	-119.0711118
5658	36.11269507	-119.0711127	TULARE	UNINCORPORA	-119.0711127	36.11269507	Y	Crossroads	UNINCORPORA	-119.0711127
6213	36.15245949	-119.2954121	TULARE	UNINCORPORA	-119.2954121	36.15245949	Y	Crossroads	UNINCORPORA	-119.2954121
6300	36.15245949	-119.2954121	TULARE	UNINCORPORA	-119.2954121	36.15245949	Y	Crossroads	UNINCORPORA	-119.2954121

OBJECT_ID	TJKM_Poi_1	TJKM_Not	FATAL	SEVERE	OTHER_VI	COMPLAIN	PDO	EPDO	BROADSID	HITOBJEC	DUI	IMPROPER	NIGHTTIME
5038	36.59544006	0	0	0	0	1	1	1	0	0	0	1	0
5379	36.25476003	0	0	0	0	1	1	1	0	0	0	0	0
7210	36.25476003	0	0	0	0	1	1	1	1	0	1	0	1
9833	36.25482178	0	0	0	1	0	6	1	1	0	0	0	1
4377	36.05115891	0	0	0	1	0	6	0	0	0	0	0	1
3113	36.05115891	0	0	0	1	0	6	1	1	0	0	0	0
3956	36.05115891	0	0	1	0	0	11	1	1	0	0	0	0
4659	36.05115891	0	0	0	1	0	6	1	1	0	0	0	0
9981	36.05099869	0	1	0	0	0	165	0	0	0	0	0	0
10442	36.05121994	0	0	1	0	0	11	1	1	0	0	0	0
816	36.05116002	1	0	0	0	0	165	1	1	0	0	0	0
1617	36.05116002	0	1	0	0	0	165	1	1	0	0	0	1
1645	36.05116002	0	0	0	1	0	6	1	1	0	0	0	0
1829	36.05116002	0	0	0	1	0	6	0	0	0	0	0	1
1902	36.05116002	0	0	0	1	0	6	1	1	0	0	0	1
5910	36.05141411	0	0	0	0	1	1	1	1	0	0	0	1
6883	36.05141411	0	0	0	0	1	1	1	1	0	0	0	0
7131	36.05141411	0	0	0	0	1	1	1	1	0	0	0	0
10524	36.06573105	0	0	0	1	0	6	1	1	0	0	0	0
201	36.06571003	0	0	0	1	0	6	1	1	0	0	0	0
723	36.06571003	1	0	0	0	0	165	1	1	0	0	0	1
1030	36.06571003	0	0	1	0	0	11	1	1	0	0	0	0
1260	36.06571003	0	0	0	1	0	6	1	1	0	0	0	0
2679	36.06571003	0	0	0	1	0	6	1	1	0	0	0	0
1733	36.06571047	0	1	0	0	0	165	0	0	0	0	0	1
2743	36.06571133	0	0	1	0	0	11	0	1	1	0	1	1
6081	36.06584058	0	0	0	0	1	1	0	0	0	0	0	1
9157	36.06584058	0	0	0	0	1	1	0	1	1	0	1	0
456	36.10566	0	0	1	0	0	11	0	1	1	0	1	0
1107	36.10566006	0	0	0	1	0	6	1	1	0	0	0	0
2753	36.10566006	0	0	1	0	0	11	0	0	0	0	0	0
6664	36.10576729	0	0	0	0	1	1	0	0	0	0	0	1
7184	36.10590463	0	0	0	0	1	1	0	1	1	1	0	0
5095	36.10611065	0	0	0	0	1	1	0	0	0	0	0	0
7537	36.10913531	0	0	0	0	1	1	0	0	0	0	0	0
6344	36.10927239	0	0	0	0	1	1	0	0	0	0	0	0
10422	36.10913849	0	0	1	0	0	11	1	1	0	0	0	0
10560	36.10927963	0	1	0	0	0	165	0	0	0	0	0	0
607	36.10928009	0	1	0	0	0	165	0	0	0	0	0	1
4214	36.11265182	0	0	0	1	0	6	0	0	0	0	0	0
5249	36.11266761	0	0	0	0	1	1	0	0	0	0	0	0
5658	36.11269507	0	0	0	0	1	1	0	0	0	0	1	0
6213	36.15245949	0	0	0	0	1	1	1	1	0	0	0	0
6300	36.15245949	0	0	0	0	1	1	1	0	0	0	0	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEEK	GENDER	AGE	AGE_CAT	MOVEMENT	Hour
5140	1.28E+13	2015	2015-02-11	16:38	Wednesday	Male	45	40	Stopped In Road	16
5929	1.31E+13	2015	2015-11-03	8:00	Tuesday	Male	53	50	Proceeding Straight	8
8257	1.39E+13	2018	2018-03-09	22:07	Friday	Male	36	30	Making Left Turn	22
4020	90922828	2019	2019-02-03	1937	Sunday	Male	28	20	Proceeding Straight	19
10601	91348430	2020	2020-11-17	2240	Tuesday	Male	29	20	Passing Other Vehicle	22
1161	90160402	2016	2016-04-05	2253	Tuesday	Male	57	50	Proceeding Straight	22
1206	90173082	2016	2016-03-26	2208	Saturday	Female	25	20	Proceeding Straight	22
2774	90594212	2017	2017-11-06	1413	Monday	Male	41	40	Stopped	14
4631	91062743	2019	2019-08-22	1644	Thursday	Male	17	10	Stopped	16
4922	91138013	2019	2019-11-25	905	Monday	Male	54	50	Stopped	9
9660	1.45E+13	2019	2019-10-30	5:15	Wednesday	Male	60	60	Proceeding Straight	5
6514	1.33E+13	2016	2016-06-02	12:50	Thursday	Male	19	10	Proceeding Straight	12
2252	90458631	2017	2017-05-17	1010	Wednesday	Female	31	30	Proceeding Straight	10
2045	90407015	2017	2017-02-28	740	Tuesday	Female	32	30	Proceeding Straight	7
8307	1.4E+13	2018	2018-03-29	13:07	Thursday	Male	59	50	Proceeding Straight	13
4890	91127535	2019	2019-11-16	1554	Saturday	Male	41	40	Making Right Turn	15
3803	90867100	2018	2018-11-26	525	Monday	Female	20	20	Making Left Turn	5
1291	90198110	2016	2016-05-31	2000	Tuesday	Female	18	10	Making Right Turn	20
1491	90249882	2016	2016-08-05	1810	Friday	Male	38	30	Stopped	18
1672	90295231	2016	2016-10-09	1135	Sunday	Male	27	20	Making Left Turn	11
3103	90692791	2018	2018-03-07	720	Wednesday	Not Stated	0	0	Proceeding Straight	7
5105	1.28E+13	2015	2015-01-30	10:30	Friday	Male	31	30	Proceeding Straight	10
6228	1.32E+13	2016	2016-02-16	6:30	Tuesday	Female	29	20	Ran Off Road	6
8721	1.41E+13	2018	2018-09-12	5:55	Wednesday	Male	61	60	Making Right Turn	5
1219	90175262	2016	2016-04-28	1410	Thursday	Female	21	20	Ran Off Road	14
5984	1.31E+13	2015	2015-11-23	12:55	Monday	Male	19	10	Ran Off Road	12
6865	1.35E+13	2016	2016-11-03	14:25	Thursday	Female	29	20	Proceeding Straight	14
2991	90661695	2018	2018-02-06	535	Tuesday	Male	23	20	Making Right Turn	5
3254	90731580	2018	2018-05-15	540	Tuesday	Male	47	40	Proceeding Straight	5
3363	90758012	2018	2018-06-17	1243	Sunday	Female	17	10	Making Left Turn	12
4492	91028300	2019	2019-07-09	1142	Tuesday	Female	18	10	Making Left Turn	11
4828	91111960	2019	2019-10-27	1515	Sunday	Female	23	20	Proceeding Straight	15
231	6884451	2015	2015-03-26	745	Thursday	Male	20	20	Proceeding Straight	7
425	6982906	2015	2015-06-26	2145	Friday	Male	24	20	Proceeding Straight	21
696	90036368	2015	2015-10-09	1450	Friday	Male	22	20	Making Left Turn	14
802	90058968	2015	2015-11-15	310	Sunday	Female	22	20	Proceeding Straight	3
975	90104141	2015	2015-12-31	1850	Thursday	Male	33	30	Passing Other Vehicle	18
8588	1.41E+13	2018	2018-07-14	17:38	Saturday	Male	34	30	Proceeding Straight	17
8769	1.42E+13	2018	2018-09-30	23:47	Sunday	Not Stated	0	0	Other Unsafe Turning	23
8897	1.42E+13	2018	2018-12-09	9:40	Sunday	Male	28	20	Proceeding Straight	9
5987	1.31E+13	2015	2015-11-24	8:05	Tuesday	Male	41	40	Proceeding Straight	8
7007	1.35E+13	2016	2016-12-22	7:45	Thursday	Male	53	50	Proceeding Straight	7
3766	90859202	2018	2018-11-04	835	Sunday	Female	30	30	Proceeding Straight	8
5115	1.28E+13	2015	2015-02-02	17:50	Monday	Female	36	30	Making Right Turn	17

OBJECT_ID	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1
5140	AVENUE 200	SPACER DR	0	Not Stated	Y	Clear	N			Property Damage
5929	SPACER DR	AVENUE 200	0	Not Stated	Y	Cloudy	N			Property Damage
8257	AVENUE 200	SPACER DR	0	Not Stated	Y	Clear	N			Property Damage
4020	ROAD 124	AVENUE 200	0	Not Stated	Y	Cloudy	N		Y	Other Visible Inju
10601	AVE. 200	RD. 124	0	Not Stated	Y	Cloudy	N		Y	Complaint of Pair
1161	AVENUE 200	SPACER DRIVE	0	Not Stated	Y	Clear	N		Y	Severe Injury
1206	AVENUE 200	SPACER DR	0	Not Stated	Y	Clear	N		Y	Fatal
2774	AVENUE 200	SPACER DRIVE	0	Not Stated	Y	Cloudy	N		Y	Other Visible Inju
4631	AVENUE 200	SPACER DRIVE	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
4922	SPACER DR	AVENUE 200	0	Not Stated	Y	Clear	N		Y	Severe Injury
9660	AVENUE 200	ROAD 132	0	Not Stated	Y	Clear	N			Property Damage
6514	ROAD 152	AVENUE 224	144	S	N	Clear	N			Property Damage
2252	ROAD 152	AVENUE 224	57	S	N	Cloudy	N		Y	Other Visible Inju
2045	ROAD 152	AVENUE 224	6	S	N	Clear	N		Y	Complaint of Pair
8307	ROAD 152	AVENUE 224	11	S	N	Clear	N			Property Damage
4890	AVENUE 224	ROAD 152	15	W	N	Clear	N		Y	Complaint of Pair
3803	ROAD 152	AVENUE 224	0	Not Stated	Y	Fog	N		Y	Severe Injury
1291	ROAD 152	AVENUE 224	0	Not Stated	Y	Clear	N		Y	Severe Injury
1491	ROAD 152	AVENUE 224	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
1672	AVENUE 224	ROAD 152	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
3103	AVENUE 224	ROAD 148	0	Not Stated	Y	Cloudy	N		Y	Other Visible Inju
5105	AVENUE 224	ROAD 152	0	Not Stated	Y	Cloudy	N			Property Damage
6228	AVENUE 224	ROAD 152	0	Not Stated	Y	Fog	N			Property Damage
8721	AVENUE 224	ROAD 152	0	Not Stated	Y	Clear	N			Property Damage
1219	AVENUE 224	ROAD 148	125	W	N	Clear	N		Y	Other Visible Inju
5984	AVENUE 224	ROAD 148	200	E	N	Clear	N			Property Damage
6865	ROAD 68	AVENUE 232	61	S	N	Cloudy	N			Property Damage
2991	AVENUE 232	ROAD 68	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
3254	AVENUE 232	ROAD 68	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
3363	AVENUE 232	ROAD 68	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
4492	AVENUE 232	ROAD 68	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
4828	ROAD 68	AVENUE 232	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
231	AVENUE 232	ROAD 68	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
425	AVENUE 232	ROAD 68	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
696	RD. 68	AVE. 232	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
802	ROAD 68	AVENUE 232	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
975	AVENUE 232	ROAD 68	0	Not Stated	Y	Cloudy	N		N	Complaint of Pair
8588	AVENUE 232	ROAD 68	20	E	N	Clear	N			Property Damage
8769	AVENUE 232	ROAD 68	18	E	N	Clear	N			Property Damage
8897	AVENUE 232	ROAD 68	12	E	N	Clear	N			Property Damage
5987	ROAD 68	AVENUE 232	0	Not Stated	Y	Fog	N			Property Damage
7007	AVENUE 232	ROAD 68	0	Not Stated	Y	Fog	N			Property Damage
3766	ROAD 140 N/B	AVENUE 240	32	S	N	Clear	N		Y	Other Visible Inju
5115	AVENUE 240	ROAD 140	0	Not Stated	Y	Clear	N			Property Damage

OBJECT_ID	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_
5140	0	0	1	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		Loose Material O
5929	0	0	1	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
8257	0	0	1	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4020	0	2	2	Unsafe Speed No		Broadside	Other Motor Vehi No	Pedestrian In\ Wet		No Unusual Conc
10601	0	1	2	Wrong Side of Rc No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1161	0	2	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1206	2	3	2	Driving Under Infl No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2774	0	1	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4631	0	1	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4922	0	4	2	Auto R/W Violatic No		Broadside	Motor Vehicle on No	Pedestrian In\ Dry		No Unusual Conc
9660	0	0	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
6514	0	0	1	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		Construction Or F
2252	0	2	2	Unsafe Speed No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2045	0	1	2	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
8307	0	0	1	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4890	0	1	1	Unsafe Speed No		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
3803	0	2	2	Auto R/W Violatic No		Head-On	Other Motor Vehi No	Pedestrian In\ Wet		No Unusual Conc
1291	0	5	2	Wrong Side of Rc No		Head-On	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1491	0	2	2	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1672	0	5	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3103	0	1	2	Auto R/W Violatic Felony		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
5105	0	0	1	Driving Under Infl No		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
6228	0	0	1	Traffic Signals an No		Hit Object	Fixed Object No	Pedestrian In\ Not Stated		Not Stated
8721	0	0	1	Improper Turning No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1219	0	1	1	Improper Turning No		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
5984	0	0	1	Improper Turning No		Overtuned	Non-Collision No	Pedestrian In\ Dry		No Unusual Conc
6865	0	0	1	Auto R/W Violatic No		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
2991	0	2	2	Traffic Signals an No		Head-On	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3254	0	1	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3363	0	6	2	Auto R/W Violatic No		Head-On	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4492	0	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4828	0	1	3	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
231	0	4	2	Traffic Signals an Felony		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
425	0	1	2	Driving Under Infl No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
696	0	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
802	0	1	3	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
975	0	1	2	Unsafe Speed No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
8588	0	0	1	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
8769	0	0	1	Improper Turning Misdemeanor		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
8897	0	0	1	Unsafe Speed No		Hit Object	Other Object No	Pedestrian In\ Dry		Other
5987	0	0	1	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
7007	0	0	1	Unsafe Speed No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3766	0	2	3	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
5115	0	0	1	Improper Turning No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc

OBJECT_ID	LIGHTING	CONTROL_DE	CHP_ROAD_T	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
5140	Daylight	-	0					N	HNBD	Passenger Car
5929	Daylight	-	0					N	HNBD	Passenger Car
8257	Dark - No Street	-	0					N	HNBD	Passenger Car
4020	Dark - No Street	Functioning	0					Y		Pickup or Panel T
10601	Dark - No Street	Functioning	0					Y		Passenger Car/S
1161	Dark - No Street	Functioning	0					Y		Pickup or Panel T
1206	Dark - Street Ligt	Functioning	0					Y	Y	Passenger Car/S
2774	Daylight	Functioning	0				Y	Y		Truck or Truck Tr
4631	Daylight	Functioning	0					Y		Passenger Car/S
4922	Daylight	Functioning	0					Y		Pickup or Panel T
9660	Dark - Street Ligt	-	0					N	HNBD	Passenger Car
6514	Daylight	-	0					N	HNBD	Passenger Car
2252	Daylight	None	0					Y		Passenger Car/S
2045	Daylight	None	0					Y		Passenger Car/S
8307	Daylight	-	0					N	HNBD	Pickup Truck
4890	Daylight	None	0					Y		Passenger Car/S
3803	Dark - No Street	None	0					Y		Passenger Car/S
1291	Dusk - Dawn	Functioning	0					Y		Passenger Car/S
1491	Daylight	None	0				Y	Y		Truck or Truck Tr
1672	Daylight	Functioning	0					Y		Passenger Car/S
3103	Daylight	Functioning	0					Y		Pickup or Panel T
5105	Daylight	-	0					N	HBD Under Influe	Passenger Car
6228	Not Stated	-	0					N	HNBD	Passenger Car
8721	Daylight	-	0				Y	N	HNBD	Truck
1219	Daylight	None	0					Y		Passenger Car/S
5984	Daylight	-	0					N	HNBD	Passenger Car
6865	Daylight	-	0				Y	N	HNBD	Truck
2991	Dark - No Street	Functioning	0					Y		Passenger Car/S
3254	Dusk - Dawn	Functioning	0				Y	Y		Truck or Truck Tr
3363	Daylight	None	0					Y		Passenger Car/S
4492	Daylight	Functioning	0					Y		Passenger Car/S
4828	Daylight	Functioning	0					Y		Passenger Car/S
231	Daylight	Functioning	0					Y	Y	Passenger Car/S
425	Dark - Street Ligt	Functioning	0					Y	Y	Passenger Car/S
696	Daylight	None	0					Y		Passenger Car/S
802	Dark - Street Ligt	Not Functioning	0				Y	Y		Passenger Car/S
975	Dark - Street Ligt	None	0					Y		Passenger Car/S
8588	Daylight	-	0					N	HNBD	Pickup Truck
8769	Dark - No Street	-	0					N	Impairment Not K	Passenger Car
8897	Dark - No Street	-	0					N	HNBD	Passenger Car
5987	Daylight	-	0				Y	N	HNBD	Truck
7007	Daylight	-	0					N	HNBD	Pickup Truck
3766	Daylight	Functioning	0					Y		Passenger Car/S
5115	Dark - Street Ligt	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I
5140	1	0	0	0	0	0	0	0	0	0
5929	1	0	0	0	0	0	0	0	0	0
8257	1	0	0	0	0	0	0	0	0	0
4020	22	0	1	1	0	0	0	0	0	0
10601	1	0	0	1	0	0	0	0	0	0
1161	22	1	1	0	0	0	0	0	0	0
1206	7	1	2	0	0	0	0	0	0	0
2774	27	0	1	0	0	0	0	0	0	0
4631	8	0	0	1	0	0	0	0	0	0
4922	22	3	1	0	0	0	0	0	0	0
9660	1	0	0	0	0	0	0	0	0	0
6514	7	0	0	0	0	0	0	0	0	0
2252	1	0	1	1	0	0	0	0	0	0
2045	1	0	0	1	0	0	0	0	0	0
8307	22	0	0	0	0	0	0	0	0	0
4890	8	0	0	1	0	0	0	0	0	0
3803	1	1	0	1	0	0	0	0	0	0
1291	1	2	0	3	0	0	0	0	0	0
1491	25	0	2	0	0	0	0	0	0	0
1672	1	0	2	3	0	0	0	0	0	0
3103	22	0	1	0	0	0	0	0	0	0
5105	7	0	0	0	0	0	0	0	0	0
6228	1	0	0	0	0	0	0	0	0	0
8721	27	0	0	0	0	0	0	0	0	0
1219	1	0	1	0	0	0	0	0	0	0
5984	1	0	0	0	0	0	0	0	0	0
6865	25	0	0	0	0	0	0	0	0	0
2991	7	0	1	1	0	0	0	0	0	0
3254	25	0	1	0	0	0	0	0	0	0
3363	1	0	3	3	0	0	0	0	0	0
4492	1	0	0	2	0	0	0	0	0	0
4828	7	0	0	1	0	0	0	0	0	0
231	1	0	1	3	0	0	0	0	0	0
425	1	0	0	1	0	0	0	0	0	0
696	1	0	0	2	0	0	0	0	0	0
802	1	0	1	0	0	0	0	0	0	0
975	7	0	0	1	0	0	0	0	0	0
8588	22	0	0	0	0	0	0	0	0	0
8769	7	0	0	0	0	0	0	0	0	0
8897	1	0	0	0	0	0	0	0	0	0
5987	25	0	0	0	0	0	0	0	0	0
7007	22	0	0	0	0	0	0	0	0	0
3766	1	0	2	0	0	0	0	0	0	0
5115	7	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2	TJKM_Sourc	TJKM_Juris	TJKM_Point
5140	36.15249794	-119.2862263	TULARE	UNINCORPORA	-119.2862263	36.15249794	Y	Crossroads	UNINCORPORA	-119.2862263
5929	36.15249794	-119.2862263	TULARE	UNINCORPORA	-119.2862263	36.15249794	Y	Crossroads	UNINCORPORA	-119.2862263
8257	36.15249794	-119.2862263	TULARE	UNINCORPORA	-119.2862263	36.15249794	Y	Crossroads	UNINCORPORA	-119.2862263
4020	36.15274048	-119.2953415	TULARE	UNINCORPORA	-119.2953262	36.15272141	Y	TIMS	UNINCORPORA	-119.2953262
10601	36.15275955	-119.2953568	TULARE	UNINCORPORA	-119.2953262	36.15272141	N	TIMS	UNINCORPORA	-119.2953568
1161	36.15282	-119.28635	TULARE	UNINCORPORA	-119.2863	36.15279005	Y	TIMS	UNINCORPORA	-119.2863
1206	36.1528	-119.2863	TULARE	UNINCORPORA	-119.2863	36.15279005	Y	TIMS	UNINCORPORA	-119.2863
2774	36.15281	-119.28637	TULARE	UNINCORPORA	-119.2863	36.15279005	Y	TIMS	UNINCORPORA	-119.2863
4631	36.15280914	-119.2863617	TULARE	UNINCORPORA	-119.2863007	36.15279007	Y	TIMS	UNINCORPORA	-119.2863007
4922	36.15277863	-119.2863007	TULARE	UNINCORPORA	-119.2863007	36.15279007	Y	TIMS	UNINCORPORA	-119.2863007
9660	36.15289227	-119.2773604	TULARE	UNINCORPORA	-119.2773604	36.15289227	Y	Crossroads	UNINCORPORA	-119.2773604
6514	36.19602399	-119.2332045	TULARE	UNINCORPORA	-119.2332045	36.19602399	Y	Crossroads	UNINCORPORA	-119.2332045
2252	36.19619	-119.23319	TULARE	UNINCORPORA	-119.2332077	36.1962436	Y	TIMS	UNINCORPORA	-119.2332077
2045	36.19602	-119.23328	TULARE	UNINCORPORA	-119.2332098	36.19638354	Y	TIMS	UNINCORPORA	-119.2332098
8307	36.19638928	-119.233212	TULARE	UNINCORPORA	-119.233212	36.19638928	Y	Crossroads	UNINCORPORA	-119.233212
4890	36.19630051	-119.2336273	TULARE	UNINCORPORA	-119.2332611	36.19639969	Y	TIMS	UNINCORPORA	-119.2332611
3803	36.19641113	-119.2332382	TULARE	UNINCORPORA	-119.2332077	36.19639969	Y	TIMS	UNINCORPORA	-119.2332077
1291	36.19636	-119.23319	TULARE	UNINCORPORA	-119.2332099	36.19640008	Y	TIMS	UNINCORPORA	-119.2332099
1491	36.1964	-119.23326	TULARE	UNINCORPORA	-119.2332099	36.19640008	Y	TIMS	UNINCORPORA	-119.2332099
1672	36.19629	-119.23345	TULARE	UNINCORPORA	-119.2332099	36.19640008	Y	TIMS	UNINCORPORA	-119.2332099
3103	36.19644165	-119.2422333	TULARE	UNINCORPORA	-119.2422485	36.19641876	Y	TIMS	UNINCORPORA	-119.2422485
5105	36.19641949	-119.2332126	TULARE	UNINCORPORA	-119.2332126	36.19641949	Y	Crossroads	UNINCORPORA	-119.2332126
6228	36.19641949	-119.2332126	TULARE	UNINCORPORA	-119.2332126	36.19641949	Y	Crossroads	UNINCORPORA	-119.2332126
8721	36.19641949	-119.2332126	TULARE	UNINCORPORA	-119.2332126	36.19641949	Y	Crossroads	UNINCORPORA	-119.2332126
1219	36.19636	-119.24248	TULARE	UNINCORPORA	-119.2426732	36.19642051	Y	TIMS	UNINCORPORA	-119.2426732
5984	36.1964548	-119.2414918	TULARE	UNINCORPORA	-119.2414918	36.1964548	Y	Crossroads	UNINCORPORA	-119.2414918
6865	36.21066844	-119.421085	TULARE	UNINCORPORA	-119.421085	36.21066844	Y	Crossroads	UNINCORPORA	-119.421085
2991	36.21080017	-119.421051	TULARE	UNINCORPORA	-119.4211121	36.21081924	Y	TIMS	UNINCORPORA	-119.4211121
3254	36.21075821	-119.4207382	TULARE	UNINCORPORA	-119.4211121	36.21081924	Y	TIMS	UNINCORPORA	-119.4211121
3363	36.21083832	-119.4211273	TULARE	UNINCORPORA	-119.4211121	36.21081924	Y	TIMS	UNINCORPORA	-119.4211121
4492	36.21075821	-119.4208069	TULARE	UNINCORPORA	-119.4211121	36.21081924	Y	TIMS	UNINCORPORA	-119.4211121
4828	36.21083832	-119.4211121	TULARE	UNINCORPORA	-119.4211121	36.21081924	Y	TIMS	UNINCORPORA	-119.4211121
231	36.21076	-119.42013	TULARE	UNINCORPORA	-119.4211099	36.21082009	Y	TIMS	UNINCORPORA	-119.4211099
425	36.21105	-119.42117	TULARE	UNINCORPORA	-119.4211099	36.21082009	Y	TIMS	UNINCORPORA	-119.4211099
696	36.21073	-119.42132	TULARE	UNINCORPORA	-119.4211099	36.21082009	Y	TIMS	UNINCORPORA	-119.4211099
802	36.21086	-119.4211	TULARE	UNINCORPORA	-119.4211099	36.21082009	Y	TIMS	UNINCORPORA	-119.4211099
975	36.21103	-119.42118	TULARE	UNINCORPORA	-119.4211099	36.21082009	Y	TIMS	UNINCORPORA	-119.4211099
8588	36.21083575	-119.4210172	TULARE	UNINCORPORA	-119.4210172	36.21083575	Y	Crossroads	UNINCORPORA	-119.4210172
8769	36.21083578	-119.421024	TULARE	UNINCORPORA	-119.421024	36.21083578	Y	Crossroads	UNINCORPORA	-119.421024
8897	36.21083585	-119.4210443	TULARE	UNINCORPORA	-119.4210443	36.21083585	Y	Crossroads	UNINCORPORA	-119.4210443
5987	36.210836	-119.421085	TULARE	UNINCORPORA	-119.421085	36.210836	Y	Crossroads	UNINCORPORA	-119.421085
7007	36.210836	-119.421085	TULARE	UNINCORPORA	-119.421085	36.210836	Y	Crossroads	UNINCORPORA	-119.421085
3766	36.22571945	-119.2603836	TULARE	UNINCORPORA	-119.260376	36.22570038	Y	TIMS	UNINCORPORA	-119.260376
5115	36.22571757	-119.2603941	TULARE	UNINCORPORA	-119.2603941	36.22571757	Y	Crossroads	UNINCORPORA	-119.2603941

OBJECT_ID	TJKM_Poi_1	TJKM_Not	FATAL	SEVERE	OTHER_VI	COMPLAIN	PDO	EPDO	BROADSID	HITOBJEC	DUI	IMPROPER	NIGHTTIME
5140	36.15249794	0	0	0	0	1	1	1	1	0	0	0	0
5929	36.15249794	0	0	0	0	1	1	1	1	0	0	0	0
8257	36.15249794	0	0	0	0	1	1	1	1	0	0	0	1
4020	36.15272141	0	0	1	0	0	11	1	1	0	0	0	1
10601	36.15275955	0	0	0	1	0	6	0	0	0	0	0	1
1161	36.15279005	0	1	0	0	0	165	1	1	0	0	0	1
1206	36.15279005	1	0	0	0	0	165	1	1	0	1	0	1
2774	36.15279005	0	0	1	0	0	11	1	1	0	0	0	0
4631	36.15279007	0	0	0	1	0	6	1	1	0	0	0	0
4922	36.15279007	0	1	0	0	0	165	1	1	0	0	0	0
9660	36.15289227	0	0	0	0	1	1	1	1	0	0	0	1
6514	36.19602399	0	0	0	0	1	1	0	0	0	0	0	0
2252	36.1962436	0	0	1	0	0	11	0	0	0	0	0	0
2045	36.19638354	0	0	0	1	0	6	0	0	0	0	0	0
8307	36.19638928	0	0	0	0	1	1	0	0	0	0	0	0
4890	36.19639969	0	0	0	1	0	6	0	1	1	0	0	0
3803	36.19639969	0	1	0	0	0	165	0	0	0	0	0	1
1291	36.19640008	0	1	0	0	0	165	0	0	0	0	0	0
1491	36.19640008	0	0	1	0	0	11	0	0	0	0	0	0
1672	36.19640008	0	0	1	0	0	11	1	1	0	0	0	0
3103	36.19641876	0	0	1	0	0	11	1	1	0	0	0	0
5105	36.19641949	0	0	0	0	1	1	0	1	1	1	0	0
6228	36.19641949	0	0	0	0	1	1	0	1	1	0	0	0
8721	36.19641949	0	0	0	0	1	1	0	0	0	1	0	0
1219	36.19642051	0	0	1	0	0	11	0	1	1	0	1	0
5984	36.1964548	0	0	0	0	1	1	0	0	0	0	1	0
6865	36.21066844	0	0	0	0	1	1	0	1	1	0	0	0
2991	36.21081924	0	0	1	0	0	11	0	0	0	0	0	1
3254	36.21081924	0	0	1	0	0	11	1	1	0	0	0	0
3363	36.21081924	0	0	1	0	0	11	0	0	0	0	0	0
4492	36.21081924	0	0	0	1	0	6	1	1	0	0	0	0
4828	36.21081924	0	0	0	1	0	6	1	1	0	0	0	0
231	36.21082009	0	0	1	0	0	11	1	1	0	0	0	0
425	36.21082009	0	0	0	1	0	6	1	1	0	1	0	1
696	36.21082009	0	0	0	1	0	6	1	1	0	0	0	0
802	36.21082009	0	0	1	0	0	11	1	1	0	0	0	1
975	36.21082009	0	0	0	1	0	6	1	1	0	0	0	1
8588	36.21083575	0	0	0	0	1	1	0	0	0	0	0	0
8769	36.21083578	0	0	0	0	1	1	0	1	1	0	1	1
8897	36.21083585	0	0	0	0	1	1	0	1	1	0	0	1
5987	36.210836	0	0	0	0	1	1	1	1	0	0	0	0
7007	36.210836	0	0	0	0	1	1	1	1	0	0	0	0
3766	36.22570038	0	0	1	0	0	11	0	0	0	0	0	0
5115	36.22571757	0	0	0	0	1	1	1	0	0	0	1	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION	COLLISION1	DAY_OF_WEEK	GENDER	AGE	AGE_CAT	MOVEMENT	Hour
6242	1.32E+13	2016	2016-02-22	10:10	Monday	Male	52	50	Stopped In Road	10
6967	1.35E+13	2016	2016-12-09	18:50	Friday	Female	22	20	Proceeding Straight	18
5132	1.28E+13	2015	2015-02-09	18:02	Monday	Male	17	10	Proceeding Straight	18
9780	1.46E+13	2019	2019-12-18	16:50	Wednesday	Not Stated	0	0	Not Stated	16
414	6970402	2015	2015-06-30	1553	Tuesday	Male	20	20	Making Left Turn	15
1095	90139219	2016	2016-02-20	120	Saturday	Male	23	20	Proceeding Straight	1
1616	90281919	2016	2016-09-17	2200	Saturday	Female	17	10	Proceeding Straight	22
1886	90359657	2016	2016-12-24	1243	Saturday	Female	29	20	Proceeding Straight	12
1917	90368513	2017	2017-01-11	1550	Wednesday	Male	56	50	Making Left Turn	15
2330	90480550	2017	2017-05-20	1910	Saturday	Male	0	0	Making Left Turn	19
2616	90559710	2017	2017-09-15	1535	Friday	Male	44	40	Proceeding Straight	15
2811	90605058	2017	2017-11-27	655	Monday	Male	35	30	Making Left Turn	6
9872	91177113	2020	2020-01-29	1725	Wednesday	Female	27	20	Proceeding Straight	17
10109	91241483	2020	2020-05-14	1548	Thursday	Female	25	20	Stopped In Road	15
7294	1.36E+13	2017	2017-03-28	0:53	Tuesday	Not Stated	0	0	Ran Off Road	0
1189	90167702	2016	2016-04-23	1355	Saturday	Male	18	10	Changing Lanes	13
10002	91217859	2020	2020-03-22	1000	Sunday	Female	33	30	Ran Off Road	10
2642	90562356	2017	2017-09-26	1430	Tuesday	Female	55	50	Stopped	14
3627	90824426	2018	2018-09-25	1130	Tuesday	Female	63	60	Proceeding Straight	11
233	6884457	2015	2015-04-03	745	Friday	Male	18	10	Proceeding Straight	7
2853	90614250	2017	2017-12-06	1425	Wednesday	Male	36	30	Proceeding Straight	14
3322	90750288	2018	2018-06-15	1142	Friday	Male	33	30	Crossed Into Opposing Lane	11
3335	90752126	2018	2018-06-13	1720	Wednesday	Male	20	20	Proceeding Straight	17
3870	90883044	2018	2018-12-06	1645	Thursday	Male	24	20	Proceeding Straight	16
5923	1.31E+13	2015	2015-11-01	14:10	Sunday	Male	44	40	Making Right Turn	14
1065	90127579	2016	2016-02-23	1420	Tuesday	Male	27	20	Proceeding Straight	14
1859	90348306	2016	2016-12-02	737	Friday	Male	30	30	Proceeding Straight	7
7474	1.37E+13	2017	2017-05-21	14:45	Sunday	Not Stated	0	0	Passing Other Vehicle	14
9452	1.45E+13	2019	2019-08-08	20:05	Thursday	Not Stated	0	0	Making Left Turn	20
1711	90309399	2016	2016-10-20	2145	Thursday	Male	38	30	Passing Other Vehicle	21
6181	1.32E+13	2016	2016-02-05	7:20	Friday	Male	18	10	Making Left Turn	7
9702	1.46E+13	2019	2019-11-19	9:30	Tuesday	Female	41	40	Entering Traffic	9
10842	1.46702E+13	2020	2020-03-01	15:00	Sunday	Male	40	40	Proceeding Straight	15
10859	1.46791E+13	2020	2020-03-10	07:45	Tuesday	Female	28	20	Stopped In Road	7
4198	90965203	2019	2019-03-29	2020	Friday	Female	23	20	Proceeding Straight	20
7547	1.37E+13	2017	2017-06-17	11:05	Saturday	Male	33	30	Proceeding Straight	11
7848	1.38E+13	2017	2017-10-06	12:30	Friday	Female	70	70	Making U Turn	12
7451	1.36E+13	2017	2017-05-13	11:45	Saturday	Female	19	10	Slowing/Stopping	11
1224	90176666	2016	2016-05-09	814	Monday	Male	40	40	Stopped	8
8978	1.43E+13	2019	2019-01-25	8:50	Friday	Female	55	50	Slowing/Stopping	8
2179	90440583	2017	2017-04-13	1140	Thursday	Male	64	60	Proceeding Straight	11
2197	90445217	2017	2017-04-24	808	Monday	Female	32	30	Proceeding Straight	8
2438	90508165	2017	2017-07-20	1525	Thursday	Male	19	10	Proceeding Straight	15
3298	90742452	2018	2018-05-31	655	Thursday	Male	57	50	Making Left Turn	6

OBJECT_ID	PRIMARY_RD	SECONDARY	DISTANCE	DIRECTION	INTERSECTI	WEATHER_1	STATE_HWY	SIDE_OF_HW	TOW_AWAY	COLLISIO_1
6242	AVENUE 240	ROAD 140	0	Not Stated	Y	Clear	N			Property Damage
6967	ROAD 140	AVENUE 240	0	Not Stated	Y	Cloudy	N			Property Damage
5132	AVENUE 240	ROAD 140	33	W	N	Clear	N			Property Damage
9780	ROAD 140	AVENUE 240	6	N	N	Clear	N			Property Damage
414	AVENUE 240	ROAD 140	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
1095	AVENUE 240	ROAD 140	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
1616	AVENUE 240	ROAD 140	0	Not Stated	Y	Clear	N		Y	Severe Injury
1886	AVENUE 240	ROAD 140	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
1917	ROAD 140	AVENUE 240	0	Not Stated	Y	Cloudy	N		Y	Complaint of Pair
2330	ROAD 140	AVE 240	0	Not Stated	Y	Clear	N		Y	Severe Injury
2616	ROAD 140	AVENUE 240	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
2811	ROAD 140	AVENUE 240	0	Not Stated	Y	Cloudy	N		Y	Fatal
9872	ROAD 140	AVENUE 240	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
10109	ROAD 140	AVENUE 240	0	Not Stated	Y	Clear	N		N	Complaint of Pair
7294	ROAD 140	AVENUE 240	104	N	N	Clear	N			Property Damage
1189	ROAD 108	CARTMILL AVEN	80	N	N	Clear	N		N	Complaint of Pair
10002	HILLMAN ST. (R)	E. PACIFIC AVE.	179	N	N	Clear	N		Y	Other Visible Inju
2642	ROAD 164	AVENUE 256	40	S	N	Clear	N		Y	Complaint of Pair
3627	AVENUE 256 W/	ROAD 164	75	E	N	Clear	N		Y	Other Visible Inju
233	AVE 256	RD 164	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
2853	ROAD 164	AVENUE 256	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
3322	ROAD 164	AVENUE 256	0	Not Stated	Y	Clear	N		Y	Severe Injury
3335	ROAD 164	AVENUE 256	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
3870	ROAD 164	AVENUE 256	0	Not Stated	Y	Cloudy	N		Y	Severe Injury
5923	ROAD 164	AVENUE 256	10	N	N	Clear	N			Property Damage
1065	AVE 256	RD 164	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
1859	AVENUE 256	ROAD 164	0	Not Stated	Y	Cloudy	N		Y	Fatal
7474	AVENUE 256	HYPERICUM ST	225	E	N	Clear	N			Property Damage
9452	AVENUE 256	HYPERICUM ST	20	E	N	Clear	N			Property Damage
1711	AVENUE 256	HYPERICUMalef	170	E	N	Clear	N		Y	Other Visible Inju
6181	ROAD 108	OAKDALE AVE	0	Not Stated	Y	Clear	N			Property Damage
9702	ROAD 108	OAKDALE AVE	0	Not Stated	Y	Clear	N			Property Damage
10842	OAKDALE AVE	ROAD 108	0	Not Stated	N	Clear	N		N	Property Damage
10859	OAKDALE AVE	ROAD 108	23	E	N	Cloudy	N		N	Property Damage
4198	ROAD 108	OAKDALE AVEN	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
7547	ROAD 108	AVENUE 264	200	S	N	Clear	N			Property Damage
7848	ROAD 108	AVENUE 264	108	S	N	Clear	N			Property Damage
7451	ROAD 108	AVENUE 264	62	S	N	Clear	N			Property Damage
1224	ROAD 108	AVENUE 264	50	S	N	Cloudy	N		N	Complaint of Pair
8978	ROAD 108	AVENUE 264	45	S	N	Clear	N			Property Damage
2179	AVENUE 264	ROAD 108	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
2197	ROAD 108 N/B	AVENUE 264	0	Not Stated	N	Clear	N		Y	Other Visible Inju
2438	ROAD 108	AVENUE 264	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
3298	ROAD 108	AVENUE 264	0	Not Stated	Y	Clear	N		Y	Severe Injury

OBJECT_ID	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_
6242	0	0	1	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
6967	0	0	1	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
5132	0	0	1	Driving Under Infl No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
9780	0	0	1	Improper Turning No		Other	Other Object No	Pedestrian In\ Dry		No Unusual Conc
414	0	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1095	0	1	2	Driving Under Infl No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1616	0	7	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1886	0	1	3	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1917	0	2	2	Auto R/W Violatic No		Head-On	Other Motor Vehi No	Pedestrian In\ Wet		No Unusual Conc
2330	0	1	3	Auto R/W Violatic Felony		Head-On	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2616	0	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2811	1	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Wet		No Unusual Conc
9872	0	2	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
10109	0	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
7294	0	0	1	Driving Under Infl No		Hit Object	Other Object No	Pedestrian In\ Dry		No Unusual Conc
1189	0	1	2	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
10002	0	2	1	Improper Turning No		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
2642	0	2	2	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3627	0	1	2	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		Other
233	0	2	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2853	0	2	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3322	0	1	2	Wrong Side of Rc No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3335	0	2	3	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3870	0	2	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Wet		No Unusual Conc
5923	0	0	1	Driving Under Infl No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1065	0	1	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1859	1	0	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
7474	0	0	1	Improper Turning No		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
9452	0	0	1	Unsafe Speed No		Hit Object	Fixed Object No	Pedestrian In\ Dry		No Unusual Conc
1711	0	2	2	Improper Passinç No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
6181	0	0	1	Auto R/W Violatic No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
9702	0	0	1	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
10842	0	0	0	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
10859	0	0	0	Improper Passinç No		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4198	0	1	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
7547	0	0	1	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
7848	0	0	1	Improper Turning No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
7451	0	0	1	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1224	0	1	2	Unsafe Starting c No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
8978	0	0	1	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2179	0	1	2	Traffic Signals an Misdemeanor		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2197	0	3	2	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2438	0	2	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3298	0	3	2	Driving Under Infl No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc

OBJECT_ID	LIGHTING	CONTROL_DE	CHP_ROAD_T	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6242	Daylight	-	0					N	HNBD	Passenger Car
6967	Dark - Street Ligt	-	0					N	HNBD	Passenger Car
5132	Dusk - Dawn	-	0					N	Under Drug Influe	Passenger Car
9780	Dark - Street Ligt	-	0					N		Passenger Car
414	Daylight	Functioning	0					Y		Passenger Car/S
1095	Dark - Street Ligt	Functioning	0					Y	Y	Pickup or Panel T
1616	Dark - Street Ligt	Functioning	0					Y		Pickup or Panel T
1886	Daylight	Functioning	0					Y		Passenger Car/S
1917	Daylight	None	0					Y		Pickup or Panel T
2330	Daylight	None	0					Y	Y	Pickup or Panel T
2616	Daylight	Functioning	0					Y		Passenger Car/S
2811	Daylight	Functioning	0					Y		Passenger Car/S
9872	Daylight	Functioning	0					Y		Passenger Car/S
10109	Daylight	None	0					Y		Pickup or Panel T
7294	Dark - No Street	-	0					N	Under Drug Influe	Passenger Car
1189	Daylight	Functioning	0					Y		Passenger Car/S
10002	Daylight	None	0					Y		Passenger Car/S
2642	Daylight	Functioning	0					Y		Pickup or Panel T
3627	Daylight	Functioning	0					Y		Passenger Car/S
233	Daylight	Functioning	0					Y		Pickup or Panel T
2853	Daylight	Functioning	0				Y	Y		Truck or Truck Tr
3322	Daylight	Functioning	0					Y		Passenger Car/S
3335	Daylight	Functioning	0					Y		Passenger Car/S
3870	Dark - No Street	Functioning	0					Y		Pickup or Panel T
5923	Daylight	-	0					N	HBD Under Influe	Pickup Truck
1065	Daylight	Functioning	0					Y		Pickup or Panel T
1859	Daylight	Functioning	0				Y	Y		Truck or Truck Tr
7474	Daylight	-	0					N	HNBD	Passenger Car
9452	Dusk - Dawn	-	0					N	Impairment Not K	Passenger Car
1711	Dark - No Street	None	0					Y		Passenger Car/S
6181	Daylight	-	0					N	HNBD	Passenger Car
9702	Daylight	-	0				Y	N	HNBD	Truck
10842	Daylight	Functioning	0					N		Passenger Car
10859	Daylight	Functioning	0					N		Passenger Car
4198	Dark - No Street	Functioning	0					Y		Pickup or Panel T
7547	Daylight	-	0					N	HNBD	Passenger Car
7848	Daylight	-	0					N	HNBD	Passenger Car
7451	Daylight	-	0					N	HNBD	Passenger Car
1224	Daylight	Functioning	0					Y		Passenger Car/S
8978	Daylight	-	0					N	HNBD	Passenger Car
2179	Daylight	Functioning	0					Y		Passenger Car/S
2197	Daylight	Functioning	0					Y		Passenger Car/S
2438	Daylight	Functioning	0					Y		Pickup or Panel T
3298	Daylight	Functioning	0					Y	Y	Passenger Car/S

OBJECT_ID	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I
6242	7	0	0	0	0	0	0	0	0	0
6967	1	0	0	0	0	0	0	0	0	0
5132	8	0	0	0	0	0	0	0	0	0
9780	1	0	0	0	0	0	0	0	0	0
414	7	0	0	2	0	0	0	0	0	0
1095	22	0	0	1	0	0	0	0	0	0
1616	22	1	4	2	0	0	0	0	0	0
1886	1	0	1	0	0	0	0	0	0	0
1917	22	0	0	2	0	0	0	0	0	0
2330	22	1	0	0	0	0	0	0	0	0
2616	7	0	0	2	0	0	0	0	0	0
2811	7	0	1	1	0	0	0	0	0	0
9872	1	0	1	1	0	0	0	0	0	0
10109	22	0	0	2	0	0	0	0	0	0
7294	1	0	0	0	0	0	0	0	0	0
1189	1	0	0	1	0	0	0	0	0	0
10002	7	0	1	1	0	0	0	0	0	0
2642	22	0	0	2	0	0	0	0	0	0
3627	1	0	1	0	0	0	0	0	0	0
233	22	0	0	2	0	0	0	0	0	0
2853	26	0	1	1	0	0	0	0	0	0
3322	1	1	0	0	0	0	0	0	0	0
3335	1	0	0	2	0	0	0	0	0	0
3870	22	1	1	0	0	0	0	0	0	0
5923	22	0	0	0	0	0	0	0	0	0
1065	22	0	0	1	0	0	0	0	0	0
1859	25	0	0	0	0	0	0	0	0	0
7474	1	0	0	0	0	0	0	0	0	0
9452	7	0	0	0	0	0	0	0	0	0
1711	7	0	1	1	0	0	0	0	0	0
6181	1	0	0	0	0	0	0	0	0	0
9702	26	0	0	0	0	0	0	0	0	0
10842	0	0	0	0	0	0	0	0	0	0
10859	0	0	0	0	0	0	0	0	0	0
4198	22	0	0	1	0	0	0	0	0	0
7547	1	0	0	0	0	0	0	0	0	0
7848	1	0	0	0	0	0	0	0	0	0
7451	1	0	0	0	0	0	0	0	0	0
1224	1	0	0	1	0	0	0	0	0	0
8978	1	0	0	0	0	0	0	0	0	0
2179	1	0	0	1	0	0	0	0	0	0
2197	8	0	2	1	0	0	0	0	0	0
2438	22	0	1	1	0	0	0	0	0	0
3298	1	3	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2	TJKM_Sourc	TJKM_Juris	TJKM_Point
6242	36.22571757	-119.2603941	TULARE	UNINCORPORA	-119.2603941	36.22571757	Y	Crossroads	UNINCORPORA	-119.2603941
6967	36.22571757	-119.2603941	TULARE	UNINCORPORA	-119.2603941	36.22571757	Y	Crossroads	UNINCORPORA	-119.2603941
5132	36.22571877	-119.2605059	TULARE	UNINCORPORA	-119.2605059	36.22571877	Y	Crossroads	UNINCORPORA	-119.2605059
9780	36.22573405	-119.2603941	TULARE	UNINCORPORA	-119.2603941	36.22573405	Y	Crossroads	UNINCORPORA	-119.2603941
414	36.22582	-119.26041	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
1095	36.22579	-119.26034	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
1616	36.22558	-119.26055	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
1886	36.22576	-119.26076	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
1917	36.22579	-119.2604	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
2330	36.22579	-119.26038	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
2616	36.22571	-119.26032	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
2811	36.22576	-119.26075	TULARE	UNINCORPORA	-119.2603799	36.22579006	Y	TIMS	UNINCORPORA	-119.2603799
9872	36.225811	-119.2604065	TULARE	UNINCORPORA	-119.2603836	36.22579193	N	TIMS	UNINCORPORA	-119.2604065
10109	36.22581863	-119.260437	TULARE	UNINCORPORA	-119.2603836	36.22579193	N	TIMS	UNINCORPORA	-119.260437
7294	36.22600324	-119.2603941	TULARE	UNINCORPORA	-119.2603941	36.22600324	Y	Crossroads	UNINCORPORA	-119.2603941
1189	36.2404	-119.33112	TULARE	UNINCORPORA	-119.3310857	36.24056247	Y	TIMS	UNINCORPORA	-119.3310857
10002	36.24806976	-119.3308792	TULARE	UNINCORPORA	-119.3310089	36.24802017	N	TIMS	UNINCORPORA	-119.3308792
2642	36.25405	-119.20688	TULARE	UNINCORPORA	-119.2069227	36.25406327	Y	TIMS	UNINCORPORA	-119.2069227
3627	36.25423813	-119.2068863	TULARE	UNINCORPORA	-119.206665	36.25419998	Y	TIMS	UNINCORPORA	-119.206665
233	36.25417	-119.20677	TULARE	UNINCORPORA	-119.20692	36.25420097	Y	TIMS	UNINCORPORA	-119.20692
2853	36.2542	-119.20695	TULARE	UNINCORPORA	-119.2069155	36.25420818	Y	TIMS	UNINCORPORA	-119.2069155
3322	36.25421906	-119.2069092	TULARE	UNINCORPORA	-119.2069199	36.25421006	Y	TIMS	UNINCORPORA	-119.2069199
3335	36.25418091	-119.2068863	TULARE	UNINCORPORA	-119.2069199	36.25421006	Y	TIMS	UNINCORPORA	-119.2069199
3870	36.2542305	-119.2069702	TULARE	UNINCORPORA	-119.2069199	36.25421006	Y	TIMS	UNINCORPORA	-119.2069199
5923	36.25421063	-119.2069424	TULARE	UNINCORPORA	-119.2069424	36.25421063	Y	Crossroads	UNINCORPORA	-119.2069424
1065	36.25741	-119.20697	TULARE	UNINCORPORA	-119.2069215	36.254214	Y	TIMS	UNINCORPORA	-119.2069215
1859	36.25426	-119.20692	TULARE	UNINCORPORA	-119.2069215	36.254214	Y	TIMS	UNINCORPORA	-119.2069215
7474	36.2542594	-119.2159084	TULARE	UNINCORPORA	-119.2159084	36.2542594	Y	Crossroads	UNINCORPORA	-119.2159084
9452	36.25426503	-119.2166036	TULARE	UNINCORPORA	-119.2166036	36.25426503	Y	Crossroads	UNINCORPORA	-119.2166036
1711	36.2543	-119.21599	TULARE	UNINCORPORA	-119.2160241	36.25429467	Y	TIMS	UNINCORPORA	-119.2160241
6181	36.25472076	-119.3312892	TULARE	UNINCORPORA	-119.3312892	36.25472076	Y	Crossroads	UNINCORPORA	-119.3312892
9702	36.25472076	-119.3312892	TULARE	UNINCORPORA	-119.3312892	36.25472076	Y	Crossroads	UNINCORPORA	-119.3312892
10842	36.25472076	-119.3312892	TULARE	UNINCORPORA	-119.3312892	36.25472076	Y	Crossroads	UNINCORPORA	-119.3312892
10859	36.25472164	-119.3312105	TULARE	UNINCORPORA	-119.3312105	36.25472164	Y	Crossroads	UNINCORPORA	-119.3312105
4198	36.25474167	-119.3311005	TULARE	UNINCORPORA	-119.3311081	36.25476074	Y	TIMS	UNINCORPORA	-119.3311081
7547	36.26875163	-119.3312794	TULARE	UNINCORPORA	-119.3312794	36.26875163	Y	Crossroads	UNINCORPORA	-119.3312794
7848	36.26900434	-119.3312792	TULARE	UNINCORPORA	-119.3312792	36.26900434	Y	Crossroads	UNINCORPORA	-119.3312792
7451	36.2691307	-119.3312791	TULARE	UNINCORPORA	-119.3312791	36.2691307	Y	Crossroads	UNINCORPORA	-119.3312791
1224	36.26903	-119.33109	TULARE	UNINCORPORA	-119.3312487	36.26915279	Y	TIMS	UNINCORPORA	-119.3312487
8978	36.26917739	-119.3312791	TULARE	UNINCORPORA	-119.3312791	36.26917739	Y	Crossroads	UNINCORPORA	-119.3312791
2179	36.26923	-119.33133	TULARE	UNINCORPORA	-119.3312499	36.26929007	Y	TIMS	UNINCORPORA	-119.3312499
2197	0	0	TULARE	UNINCORPORA	-119.3312499	36.26929007	Y	TIMS	UNINCORPORA	-119.3312499
2438	36.26937	-119.33168	TULARE	UNINCORPORA	-119.3312499	36.26929007	Y	TIMS	UNINCORPORA	-119.3312499
3298	36.26929092	-119.3312912	TULARE	UNINCORPORA	-119.3312531	36.26929092	Y	TIMS	UNINCORPORA	-119.3312531

OBJECT_ID	TJKM_Poi_1	TJKM_Not	FATAL	SEVERE	OTHER_VI	COMPLAIN	PDO	EPDO	BROADSIDE	HITOBJEC	DUI	IMPROPER	NIGHTTIME
6242	36.22571757	0	0	0	0	1	1	1	0	0	0	0	0
6967	36.22571757	0	0	0	0	1	1	1	0	0	0	0	1
5132	36.22571877	0	0	0	0	1	1	0	0	1	0	0	0
9780	36.22573405	0	0	0	0	1	1	0	0	0	1	1	1
414	36.22579006	0	0	0	1	0	6	1	0	0	0	0	0
1095	36.22579006	0	0	0	1	0	6	1	0	1	0	0	1
1616	36.22579006	0	1	0	0	0	165	1	0	0	0	0	1
1886	36.22579006	0	0	1	0	0	11	1	0	0	0	0	0
1917	36.22579006	0	0	0	1	0	6	0	0	0	0	0	0
2330	36.22579006	0	1	0	0	0	165	0	0	0	0	0	0
2616	36.22579006	0	0	0	1	0	6	1	0	0	0	0	0
2811	36.22579006	1	0	0	0	0	165	1	0	0	0	0	0
9872	36.225811	0	0	1	0	0	11	1	0	0	0	0	0
10109	36.22581863	0	0	0	1	0	6	1	0	0	0	0	0
7294	36.22600324	0	0	0	0	1	1	0	1	1	0	0	1
1189	36.24056247	0	0	0	1	0	6	0	0	0	0	0	0
10002	36.24806976	0	0	1	0	0	11	0	1	0	1	0	0
2642	36.25406327	0	0	0	1	0	6	0	0	0	0	0	0
3627	36.25419998	0	0	1	0	0	11	0	0	0	0	0	0
233	36.25420097	0	0	0	1	0	6	1	0	0	0	0	0
2853	36.25420818	0	0	1	0	0	11	1	0	0	0	0	0
3322	36.25421006	0	1	0	0	0	165	1	0	0	0	0	0
3335	36.25421006	0	0	0	1	0	6	1	0	0	0	0	0
3870	36.25421006	0	1	0	0	0	165	1	0	0	0	0	1
5923	36.25421063	0	0	0	0	1	1	0	0	1	0	0	0
1065	36.254214	0	0	0	1	0	6	1	0	0	0	0	0
1859	36.254214	1	0	0	0	0	165	1	0	0	0	0	0
7474	36.2542594	0	0	0	0	1	1	0	1	0	1	0	0
9452	36.25426503	0	0	0	0	1	1	0	1	0	0	0	0
1711	36.25429467	0	0	1	0	0	11	0	0	0	0	0	1
6181	36.25472076	0	0	0	0	1	1	0	0	0	0	0	0
9702	36.25472076	0	0	0	0	1	1	1	0	0	0	0	0
10842	36.25472076	0	0	0	0	1	1	1	0	0	0	0	0
10859	36.25472164	0	0	0	0	1	1	0	0	0	0	0	0
4198	36.25476074	0	0	0	1	0	6	1	0	0	0	0	1
7547	36.26875163	0	0	0	0	1	1	0	0	0	0	0	0
7848	36.26900434	0	0	0	0	1	1	1	0	0	1	0	0
7451	36.2691307	0	0	0	0	1	1	0	0	0	0	0	0
1224	36.26915279	0	0	0	1	0	6	0	0	0	0	0	0
8978	36.26917739	0	0	0	0	1	1	0	0	0	0	0	0
2179	36.26929007	0	0	0	1	0	6	1	0	0	0	0	0
2197	36.26929007	0	0	1	0	0	11	0	0	0	0	0	0
2438	36.26929007	0	0	1	0	0	11	1	0	0	0	0	0
3298	36.26929092	0	1	0	0	0	165	1	0	1	0	0	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION	COLLISION1	DAY_OF_WEEK	GENDER	AGE	AGE_CAT	MOVEMENT	Hour
3512	90796153	2018	2018-08-10	1958	Friday	Male	21	20	Making Right Turn	19
4867	91122544	2019	2019-11-04	1242	Monday	Female	91	90	Proceeding Straight	12
4935	91141921	2019	2019-12-05	1105	Thursday	Female	28	20	Proceeding Straight	11
210	6878300	2015	2015-03-30	835	Monday	Male	71	70	Proceeding Straight	8
9216	1.44E+13	2019	2019-05-08	12:47	Wednesday	Female	36	30	Backing	12
9043	1.43E+13	2019	2019-03-05	8:32	Tuesday	Female	38	30	Proceeding Straight	8
9037	1.43E+13	2019	2019-02-28	15:45	Thursday	Female	16	10	Slowing/Stopping	15
9013	1.43E+13	2019	2019-02-14	22:45	Thursday	Female	20	20	Proceeding Straight	22
1528	90261023	2016	2016-08-26	1040	Friday	Male	45	40	Traveling Wrong Way	10
1207	90173129	2016	2016-05-03	1335	Tuesday	Female	26	20	Proceeding Straight	13
9679	1.46E+13	2019	2019-11-11	14:05	Monday	Male	33	30	Changing Lanes	14
7557	1.37E+13	2017	2017-06-19	17:55	Monday	Male	46	40	Proceeding Straight	17
127	6836111	2015	2015-02-09	1630	Monday	Male	44	40	Stopped	16
1187	90167125	2016	2016-04-23	1433	Saturday	Male	19	10	Proceeding Straight	14
1861	90349126	2016	2016-12-19	623	Monday	Male	29	20	Making Left Turn	6
1883	90359222	2016	2016-11-26	2028	Saturday	Not Stated	0	0	Passing Other Vehicle	20
2030	90404382	2017	2017-02-21	1355	Tuesday	Male	66	60	Making Left Turn	13
2407	90501158	2017	2017-07-06	1330	Thursday	Female	39	30	Entering Traffic	13
4413	91008814	2019	2019-06-02	1505	Sunday	Female	45	40	Proceeding Straight	15
10489	91323871	2020	2020-10-02	1555	Friday	Female	74	70	Proceeding Straight	15
2023	90400866	2017	2017-02-16	715	Thursday	Male	36	30	Passing Other Vehicle	7
5705	1.3E+13	2015	2015-08-21	12:20	Friday	Male	19	10	Making Left Turn	12
5764	1.3E+13	2015	2015-09-12	11:15	Saturday	Male	58	50	Making Left Turn	11
6285	1.32E+13	2016	2016-03-08	15:00	Tuesday	Female	34	30	Ran Off Road	15
6610	1.33E+13	2016	2016-07-08	19:25	Friday	Male	17	10	Proceeding Straight	19
6999	1.35E+13	2016	2016-12-19	6:24	Monday	Male	43	40	Proceeding Straight	6
7524	1.37E+13	2017	2017-06-08	16:29	Thursday	Male	42	40	Proceeding Straight	16
7826	1.38E+13	2017	2017-09-29	17:39	Friday	Male	65	60	Proceeding Straight	17
7880	1.38E+13	2017	2017-10-17	11:13	Tuesday	Male	28	20	Proceeding Straight	11
7677	1.37E+13	2017	2017-08-02	16:50	Wednesday	Male	59	50	Proceeding Straight	16
9770	1.46E+13	2019	2019-12-14	0:38	Saturday	Female	19	10	Proceeding Straight	0
3086	90688247	2018	2018-03-20	645	Tuesday	Male	28	20	Slowing/Stopping	6
8641	1.41E+13	2018	2018-08-10	4:49	Friday	Male	33	30	Crossed Into Opposing Lane	4
9249	1.44E+13	2019	2019-05-18		Saturday	Not Stated	0	0	Ran Off Road	0
3671	90834203	2018	2018-10-04	910	Thursday	Male	19	10	Proceeding Straight	9
5288	1.29E+13	2015	2015-04-04	19:00	Saturday	Female	36	30	Proceeding Straight	19
5760	1.3E+13	2015	2015-09-11	15:59	Friday	Not Stated	0	0	Ran Off Road	15
5273	1.29E+13	2015	2015-03-30	6:40	Monday	Male	59	50	Making Left Turn	6
5924	1.31E+13	2015	2015-11-01	19:15	Sunday	Male	33	30	Making Left Turn	19
7850	1.38E+13	2017	2017-10-06	17:20	Friday	Female	52	50	Proceeding Straight	17
3769	90860247	2018	2018-11-08	1758	Thursday	Female	36	30	Proceeding Straight	17
4220	90968028	2019	2019-04-12	1335	Friday	Female	26	20	Proceeding Straight	13
9878	91180689	2020	2020-02-01	1341	Saturday	Female	23	20	Making Left Turn	13
10039	91228993	2020	2020-04-21	803	Tuesday	Female	62	60	Stopped In Road	8

OBJECT_ID	PRIMARY_RD	SECONDARY	DISTANCE	DIRECTION	INTERSECTI	WEATHER_1	STATE_HWY	SIDE_OF_HW	TOW_AWAY	COLLISIO_1
3512	AVENUE 264	ROAD 108	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
4867	RD. 108	AVE. 264	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
4935	ROAD 108	AVENUE 264	0	Not Stated	Y	Clear	N		Y	Severe Injury
210	ROAD 108	AVE 164	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
9216	AVENUE 264	ROAD 108	92	W	N	Clear	N			Property Damage
9043	AVENUE 264	ROAD 108	70	W	N	Cloudy	N			Property Damage
9037	AVENUE 264	ROAD 108	30	W	N	Cloudy	N			Property Damage
9013	AVENUE 264	ROAD 108	15	W	N	Cloudy	N			Property Damage
1528	ROAD 108	AVENUE 264	20	N	N	Clear	N		N	Other Visible Inju
1207	ROAD 108 SB	AVENUE 264	26	N	N	Cloudy	N		Y	Complaint of Pair
9679	ROAD 108	AVENUE 264	100	N	N	Clear	N			Property Damage
7557	ROAD 108	AVENUE 264	110	N	N	Clear	N			Property Damage
127	RD 56	AVENUE 408	0	Not Stated	Y	Not Stated	N		Y	Complaint of Pair
1187	AVENUE 408	ROAD 56	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
1861	ROAD 56	AVENUE 408	0	Not Stated	Y	Fog	N		Y	Complaint of Pair
1883	ROAD 56	AVENUE 408	0	Not Stated	Y	Raining	N		Y	Severe Injury
2030	AVENUE 408	ROAD 56	0	Not Stated	Y	Cloudy	N		N	Complaint of Pair
2407	AVENUE 408	ROAD 56	0	Not Stated	Y	Clear	N		Y	Severe Injury
4413	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
10489	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N		N	Complaint of Pair
2023	ROAD 56	AVENUE 408	4	N	N	Cloudy	N		Y	Other Visible Inju
5705	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N			Property Damage
5764	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N			Property Damage
6285	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N			Property Damage
6610	AVENUE 408	ROAD 56	0	Not Stated	Y	Clear	N			Property Damage
6999	ROAD 56	AVENUE 408	0	Not Stated	Y	Fog	N			Property Damage
7524	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N			Property Damage
7826	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N			Property Damage
7880	ROAD 56	AVENUE 408	0	Not Stated	Y	Clear	N			Property Damage
7677	AVENUE 408	ROAD 56	25	W	N	Cloudy	N			Property Damage
9770	ROAD 56	AVENUE 408	5	N	N	Raining	N			Property Damage
3086	AVENUE 408	ROAD 52	0	Not Stated	Y	Cloudy	N		Y	Complaint of Pair
8641	ROAD 56	AVENUE 408	62	N	N	Clear	N			Property Damage
9249	ROAD 56	AVENUE 408	192	N	N	Other	N			Property Damage
3671	ROAD 120	AVENUE 424	189	S	N	Clear	N		Y	Complaint of Pair
5288	ROAD 124	AVENUE 424	0	Not Stated	Y	Clear	N			Property Damage
5760	AVENUE 424	ROAD 124	52	W	N	Clear	N			Property Damage
5273	ROAD 120	AVENUE 424	0	Not Stated	Y	Clear	N			Property Damage
5924	AVENUE 424	ROAD 120	0	Not Stated	Y	Clear	N			Property Damage
7850	AVENUE 424	ROAD 120	0	Not Stated	Y	Clear	N			Property Damage
3769	AVENUE 424	ROAD 120	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
4220	AVENUE 424	ROAD 120	0	Not Stated	Y	Clear	N		Y	Other Visible Inju
9878	ROAD 120	AVENUE 424	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
10039	AVENUE 424	ROAD 120	0	Not Stated	Y	Cloudy	N		Y	Complaint of Pair

OBJECT_ID	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_
3512	0	1	2	Improper Turning	Misdemeanor	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
4867	0	2	2	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
4935	0	2	2	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
210	0	2	2	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9216	0	0	1	Improper Turning	No	Other	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9043	0	0	1	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9037	0	0	1	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9013	0	0	1	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Wet	No Unusual Conc
1528	0	1	2	Wrong Side of R	No	Other	Bicycle	No Pedestrian	Inv Dry	No Unusual Conc
1207	0	1	3	Driving Under Infl	No	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9679	0	0	0	Other Than Drive	No	Other	Other Motor Vehi	No Pedestrian	Inv Dry	Loose Material O
7557	0	0	1	Unsafe Starting c	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
127	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv -	-
1187	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1861	0	1	3	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
1883	0	3	2	Wrong Side of R	Felony	Broadside	Other Motor Vehi	No Pedestrian	Inv Wet	No Unusual Conc
2030	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
2407	0	4	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
4413	0	4	3	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
10489	0	1	2	Unknown	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
2023	0	1	3	Improper Passing	No	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5705	0	0	1	Auto R/W Violatic	No	Head-On	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5764	0	0	1	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
6285	0	0	1	Improper Turning	No	Hit Object	Fixed Object	No Pedestrian	Inv Dry	No Unusual Conc
6610	0	0	1	Traffic Signals an	Misdemeanor	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
6999	0	0	1	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7524	0	0	1	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7826	0	0	1	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7880	0	0	1	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7677	0	0	1	Driving Under Infl	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9770	0	0	1	Driving Under Infl	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Wet	No Unusual Conc
3086	0	1	2	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
8641	0	0	1	Wrong Side of R	No	Sideswipe	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9249	0	0	1	Improper Turning	Misdemeanor	Hit Object	Other Object	No Pedestrian	Inv Dry	No Unusual Conc
3671	0	1	2	Unsafe Speed	No	Rear-End	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5288	0	0	1	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5760	0	0	1	Improper Turning	Misdemeanor	Hit Object	Fixed Object	No Pedestrian	Inv Dry	No Unusual Conc
5273	0	0	1	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
5924	0	0	1	Driving Under Infl	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
7850	0	0	1	Traffic Signals an	Misdemeanor	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
3769	0	1	2	Traffic Signals an	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
4220	0	3	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
9878	0	2	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc
10039	0	1	2	Auto R/W Violatic	No	Broadside	Other Motor Vehi	No Pedestrian	Inv Dry	No Unusual Conc

OBJECT_ID	LIGHTING	CONTROL_DE	CHP_ROAD_T	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
3512	Dusk - Dawn	Functioning	0					Y		Passenger Car/S
4867	Daylight	Functioning	0					Y		Passenger Car/S
4935	Daylight	Functioning	0					Y		Passenger Car/S
210	Daylight	Functioning	0					Y		Passenger Car/S
9216	Daylight	-	0				Y	N	HNBD	Truck
9043	Daylight	-	0					N	HNBD	Passenger Car
9037	Daylight	-	0					N	HNBD	Passenger Car
9013	Dark - Street Light	-	0					N	Impairment Not K	Passenger Car
1528	Daylight	None	0		Y			Y		Bicycle
1207	Daylight	Functioning	0					Y	Y	Passenger Car/S
9679	Daylight	-	0					N	HNBD	Passenger Car
7557	Daylight	-	0					N	HNBD	Passenger Car
127	Daylight	Functioning	0					Y		Passenger Car/S
1187	Daylight	Functioning	0					Y		Passenger Car/S
1861	Dark - No Street Light	None	0					Y		Passenger Car/S
1883	Dark - Street Light	None	0					Y		Pickup or Panel Truck
2030	Daylight	Functioning	0					Y		Passenger Car/S
2407	Daylight	Functioning	0					Y		Passenger Car/S
4413	Daylight	Functioning	0					Y		Passenger Car/S
10489	Daylight	Functioning	0					Y		-
2023	Daylight	Functioning	0					Y		Pickup or Panel Truck
5705	Daylight	-	0					N	HNBD	Passenger Car
5764	Daylight	-	0					N	HNBD	Passenger Car
6285	Daylight	-	0					N	HNBD	Passenger Car
6610	Daylight	-	0					N	HNBD	Pickup Truck
6999	Dark - No Street Light	-	0					N	HNBD	Passenger Car
7524	Daylight	-	0					N	HNBD	Passenger Car
7826	Daylight	-	0					N	HNBD	Passenger Car
7880	Daylight	-	0					N	HNBD	Pickup Truck
7677	Daylight	-	0					N	HBD Under Influence	Passenger Car
9770	Dark - No Street Light	-	0					N	HBD Under Influence	Passenger Car
3086	Daylight	Functioning	0					Y		Passenger Car/S
8641	Dusk - Dawn	-	0					N	HNBD	Pickup Truck
9249	Dark - No Street Light	-	0					N	Impairment Not K	Other
3671	Daylight	None	0					Y		Passenger Car/S
5288	Daylight	-	0					N	HNBD	Pickup Truck
5760	Daylight	-	0					N	HNBD	Pickup Truck
5273	Daylight	-	0					N	HNBD	Pickup Truck
5924	Dark - No Street Light	-	0					N	HBD Under Influence	Passenger Car
7850	Daylight	-	0					N	Impairment Not K	Passenger Car
3769	Dark - No Street Light	None	0					Y		Passenger Car/S
4220	Daylight	Functioning	0					Y		Passenger Car/S
9878	Daylight	None	0					Y		Passenger Car/S
10039	Daylight	Functioning	0					Y		Passenger Car/S

OBJECT_ID	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I
3512	1	0	0	1	0	0	0	0	0	0
4867	1	0	0	2	0	0	0	0	0	0
4935	7	1	0	1	0	0	0	0	0	0
210	7	0	0	2	0	0	0	0	0	0
9216	25	0	0	0	0	0	0	0	0	0
9043	7	0	0	0	0	0	0	0	0	0
9037	8	0	0	0	0	0	0	0	0	0
9013	1	0	0	0	0	0	0	0	0	0
1528	4	0	1	0	0	0	0	1	0	0
1207	1	0	0	1	0	0	0	0	0	0
9679	1	0	0	0	0	0	0	0	0	0
7557	1	0	0	0	0	0	0	0	0	0
127	7	0	0	1	0	0	0	0	0	0
1187	1	0	0	1	0	0	0	0	0	0
1861	1	0	0	1	0	0	0	0	0	0
1883	22	2	0	1	0	0	0	0	0	0
2030	1	0	0	1	0	0	0	0	0	0
2407	7	1	2	1	0	0	0	0	0	0
4413	7	0	0	4	0	0	0	0	0	0
10489	-	0	0	1	0	0	0	0	0	0
2023	22	0	1	0	0	0	0	0	0	0
5705	1	0	0	0	0	0	0	0	0	0
5764	7	0	0	0	0	0	0	0	0	0
6285	1	0	0	0	0	0	0	0	0	0
6610	22	0	0	0	0	0	0	0	0	0
6999	1	0	0	0	0	0	0	0	0	0
7524	1	0	0	0	0	0	0	0	0	0
7826	7	0	0	0	0	0	0	0	0	0
7880	22	0	0	0	0	0	0	0	0	0
7677	1	0	0	0	0	0	0	0	0	0
9770	1	0	0	0	0	0	0	0	0	0
3086	1	0	0	1	0	0	0	0	0	0
8641	22	0	0	0	0	0	0	0	0	0
9249	99	0	0	0	0	0	0	0	0	0
3671	1	0	0	1	0	0	0	0	0	0
5288	22	0	0	0	0	0	0	0	0	0
5760	22	0	0	0	0	0	0	0	0	0
5273	22	0	0	0	0	0	0	0	0	0
5924	1	0	0	0	0	0	0	0	0	0
7850	1	0	0	0	0	0	0	0	0	0
3769	1	0	1	0	0	0	0	0	0	0
4220	1	0	2	1	0	0	0	0	0	0
9878	1	0	0	2	0	0	0	0	0	0
10039	7	0	0	1	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2	TJKM_Sourc	TJKM_Juris	TJKM_Point
3512	36.26931	-119.3310089	TULARE	UNINCORPORA	-119.3312531	36.26929092	Y	TIMS	UNINCORPORA	-119.3312531
4867	36.26931	-119.3311996	TULARE	UNINCORPORA	-119.3312531	36.26929092	Y	TIMS	UNINCORPORA	-119.3312531
4935	36.26919937	-119.3311234	TULARE	UNINCORPORA	-119.3312531	36.26929092	Y	TIMS	UNINCORPORA	-119.3312531
210	36.26934	-119.33133	TULARE	UNINCORPORA	-119.3312609	36.26929898	Y	TIMS	UNINCORPORA	-119.3312609
9216	36.26929971	-119.3315911	TULARE	UNINCORPORA	-119.3315911	36.26929971	Y	Crossroads	UNINCORPORA	-119.3315911
9043	36.26930002	-119.3315164	TULARE	UNINCORPORA	-119.3315164	36.26930002	Y	Crossroads	UNINCORPORA	-119.3315164
9037	36.26930058	-119.3313808	TULARE	UNINCORPORA	-119.3313808	36.26930058	Y	Crossroads	UNINCORPORA	-119.3313808
9013	36.26930079	-119.3313299	TULARE	UNINCORPORA	-119.3313299	36.26930079	Y	Crossroads	UNINCORPORA	-119.3313299
1528	36.26936	-119.33127	TULARE	UNINCORPORA	-119.3312507	36.26934488	Y	TIMS	UNINCORPORA	-119.3312507
1207	36.26946	-119.33128	TULARE	UNINCORPORA	-119.3312538	36.26937106	Y	TIMS	UNINCORPORA	-119.3312538
9679	36.26957561	-119.3312867	TULARE	UNINCORPORA	-119.3312867	36.26957561	Y	Crossroads	UNINCORPORA	-119.3312867
7557	36.26960307	-119.3312875	TULARE	UNINCORPORA	-119.3312875	36.26960307	Y	Crossroads	UNINCORPORA	-119.3312875
127	36.53173	-119.44867	TULARE	UNINCORPORA	-119.44864	36.53186011	Y	TIMS	UNINCORPORA	-119.44864
1187	36.53181	-119.44862	TULARE	UNINCORPORA	-119.44864	36.53186011	Y	TIMS	UNINCORPORA	-119.44864
1861	36.53183	-119.44858	TULARE	UNINCORPORA	-119.44864	36.53186011	Y	TIMS	UNINCORPORA	-119.44864
1883	36.5321	-119.4492	TULARE	UNINCORPORA	-119.44864	36.53186011	Y	TIMS	UNINCORPORA	-119.44864
2030	36.5318	-119.4486	TULARE	UNINCORPORA	-119.44864	36.53186011	Y	TIMS	UNINCORPORA	-119.44864
2407	36.53181	-119.4486	TULARE	UNINCORPORA	-119.44864	36.53186011	Y	TIMS	UNINCORPORA	-119.44864
4413	36.53171158	-119.4487	TULARE	UNINCORPORA	-119.4486389	36.53186035	Y	TIMS	UNINCORPORA	-119.4486389
10489	36.53194046	-119.4484177	TULARE	UNINCORPORA	-119.4486389	36.53186035	N	TIMS	UNINCORPORA	-119.4484177
2023	36.53182	-119.44862	TULARE	UNINCORPORA	-119.44864	36.53187098	Y	TIMS	UNINCORPORA	-119.44864
5705	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
5764	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
6285	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
6610	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
6999	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
7524	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
7826	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
7880	36.531881	-119.448619	TULARE	UNINCORPORA	-119.448619	36.531881	Y	Crossroads	UNINCORPORA	-119.448619
7677	36.5318822	-119.4487041	TULARE	UNINCORPORA	-119.4487041	36.5318822	Y	Crossroads	UNINCORPORA	-119.4487041
9770	36.53189473	-119.4486189	TULARE	UNINCORPORA	-119.4486189	36.53189473	Y	Crossroads	UNINCORPORA	-119.4486189
3086	36.34175873	-119.4574127	TULARE	UNINCORPORA	-119.4577637	36.53192139	Y	TIMS	UNINCORPORA	-119.4577637
8641	36.5320513	-119.4486181	TULARE	UNINCORPORA	-119.4486181	36.5320513	Y	Crossroads	UNINCORPORA	-119.4486181
9249	36.53240837	-119.4486164	TULARE	UNINCORPORA	-119.4486164	36.53240837	Y	Crossroads	UNINCORPORA	-119.4486164
3671	36.55881882	-119.3050613	TULARE	UNINCORPORA	-119.3050003	36.55887985	Y	TIMS	UNINCORPORA	-119.3050003
5288	36.559285	-119.296159	TULARE	UNINCORPORA	-119.296159	36.559285	Y	Crossroads	UNINCORPORA	-119.296159
5760	36.55928704	-119.296336	TULARE	UNINCORPORA	-119.296336	36.55928704	Y	Crossroads	UNINCORPORA	-119.296336
5273	36.55934817	-119.3051339	TULARE	UNINCORPORA	-119.3051339	36.55934817	Y	Crossroads	UNINCORPORA	-119.3051339
5924	36.55934817	-119.3051339	TULARE	UNINCORPORA	-119.3051339	36.55934817	Y	Crossroads	UNINCORPORA	-119.3051339
7850	36.55934817	-119.3051339	TULARE	UNINCORPORA	-119.3051339	36.55934817	Y	Crossroads	UNINCORPORA	-119.3051339
3769	36.5591011	-119.305069	TULARE	UNINCORPORA	-119.3050079	36.55939865	Y	TIMS	UNINCORPORA	-119.3050079
4220	36.55942917	-119.3050003	TULARE	UNINCORPORA	-119.3050079	36.55939865	Y	TIMS	UNINCORPORA	-119.3050079
9878	36.55944061	-119.3050232	TULARE	UNINCORPORA	-119.3050079	36.55939865	N	TIMS	UNINCORPORA	-119.3050232
10039	36.55942917	-119.3049927	TULARE	UNINCORPORA	-119.3050079	36.55939865	N	TIMS	UNINCORPORA	-119.3049927

OBJECT_ID	TJKM_Poi_1	TJKM_Not	FATAL	SEVERE	OTHER_VI	COMPLAIN	PDO	EPDO	BROADSIDE	HIT	OBJEC	DUI	IMPROPER	NIGHTTIME
3512	36.26929092	0	0	0	1	0	6	0	0	0	0	1	0	
4867	36.26929092	0	0	0	1	0	6	1	0	0	0	0	0	
4935	36.26929092	0	1	0	0	0	165	1	0	0	0	0	0	
210	36.26929898	0	0	0	1	0	6	1	0	0	0	0	0	
9216	36.26929971	0	0	0	0	1	1	0	0	0	0	1	0	
9043	36.26930002	0	0	0	0	1	1	0	0	0	0	0	0	
9037	36.26930058	0	0	0	0	1	1	0	0	0	0	0	0	
9013	36.26930079	0	0	0	0	1	1	0	0	0	0	0	1	
1528	36.26934488	0	0	1	0	0	11	0	0	0	0	0	0	
1207	36.26937106	0	0	0	1	0	6	0	0	1	0	0	0	
9679	36.26957561	0	0	0	0	1	1	0	0	0	0	0	0	
7557	36.26960307	0	0	0	0	1	1	0	0	0	0	0	0	
127	36.53186011	0	0	0	1	0	6	1	0	0	0	0	0	
1187	36.53186011	0	0	0	1	0	6	1	0	0	0	0	0	
1861	36.53186011	0	0	0	1	0	6	1	0	0	0	0	1	
1883	36.53186011	0	1	0	0	0	165	1	0	0	0	0	1	
2030	36.53186011	0	0	0	1	0	6	1	0	0	0	0	0	
2407	36.53186011	0	1	0	0	0	165	1	0	0	0	0	0	
4413	36.53186035	0	0	0	1	0	6	1	0	0	0	0	0	
10489	36.53194046	0	0	0	1	0	6	1	0	0	0	0	0	
2023	36.53187098	0	0	1	0	0	11	0	0	0	0	0	0	
5705	36.531881	0	0	0	0	1	1	0	0	0	0	0	0	
5764	36.531881	0	0	0	0	1	1	1	0	0	0	0	0	
6285	36.531881	0	0	0	0	1	1	0	1	0	1	0	0	
6610	36.531881	0	0	0	0	1	1	1	0	0	0	0	0	
6999	36.531881	0	0	0	0	1	1	0	0	0	0	0	1	
7524	36.531881	0	0	0	0	1	1	1	0	0	0	0	0	
7826	36.531881	0	0	0	0	1	1	1	0	0	0	0	0	
7880	36.531881	0	0	0	0	1	1	1	0	0	0	0	0	
7677	36.5318822	0	0	0	0	1	1	0	0	1	0	0	0	
9770	36.53189473	0	0	0	0	1	1	0	0	1	0	0	1	
3086	36.53192139	0	0	0	1	0	6	1	0	0	0	0	0	
8641	36.5320513	0	0	0	0	1	1	0	0	0	0	0	0	
9249	36.53240837	0	0	0	0	1	1	0	1	0	1	1	1	
3671	36.55887985	0	0	0	1	0	6	0	0	0	0	0	0	
5288	36.559285	0	0	0	0	1	1	1	0	0	0	0	0	
5760	36.55928704	0	0	0	0	1	1	0	1	0	1	0	0	
5273	36.55934817	0	0	0	0	1	1	1	0	0	0	0	0	
5924	36.55934817	0	0	0	0	1	1	1	0	1	0	0	1	
7850	36.55934817	0	0	0	0	1	1	1	0	0	0	0	0	
3769	36.55939865	0	0	1	0	0	11	1	0	0	0	0	1	
4220	36.55939865	0	0	1	0	0	11	1	0	0	0	0	0	
9878	36.55944061	0	0	0	1	0	6	1	0	0	0	0	0	
10039	36.55942917	0	0	0	1	0	6	1	0	0	0	0	0	

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT	MOVEMENT	Hour
2192	90443414	2017	2017-04-20	1238	Thursday	Male	31	30	Proceeding Straight	12
2273	90463920	2017	2017-04-22	1144	Saturday	Male	32	30	Proceeding Straight	11
6601	1.33E+13	2016	2016-07-07	8:44	Thursday	Male	19	10	Proceeding Straight	8
10805	1.46542E+13	2020	2020-02-14	17:45	Friday	Male	0	0	Making Left Turn	17
4300	90982792	2019	2019-04-29	1013	Monday	Male	31	30	Ran Off Road	10
705	90038430	2015	2015-09-02	1729	Wednesday	Male	77	70	Proceeding Straight	17
1402	90227456	2016	2016-07-06	1243	Wednesday	Male	24	20	Proceeding Straight	12
3970	90910116	2018	2018-12-21	1345	Friday	Female	74	70	Proceeding Straight	13
3664	90831698	2018	2018-09-29	1550	Saturday	Female	79	70	Stopped	15

OBJECT_ID	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1
2192	ROAD 120	AVENUE 424	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
2273	AVENUE 424	ROAD 120	0	Not Stated	Y	Clear	N		Y	Severe Injury
6601	HILLS VALLEY F	AVENUE 444	0	Not Stated	Y	Clear	N			Property Damage
10805	HILLS VALLEY F	AVENUE 444	0	N	N	Clear	N		N	Property Damage
4300	AVE. 448	RD. 124	3	W	N	Clear	N		N	Complaint of Pair
705	ROAD 120	AVENUE 448	0	Not Stated	Y	Clear	N		Y	Fatal
1402	ROAD 120	AVE 448	0	Not Stated	Y	Clear	N		Y	Complaint of Pair
3970	AVENUE 448	HILLS VALLEY F	0	Not Stated	Y	Cloudy	N		Y	Fatal
3664	ROAD 120 (HILL	AVENUE 448 (M.0		Not Stated	Y	Clear	N		Y	Severe Injury

OBJECT_ID	NUMBER_KIL	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_
2192	0	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
2273	0	5	2	Traffic Signals an Felony		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
6601	0	0	1	Unsafe Speed No		Rear-End	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
10805	0	0	0	Auto R/W Violatic Misdemeanor		Sideswipe	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
4300	0	1	1	Other Improper D No		Overtuned	Non-Collision No	Pedestrian In\ Dry		Construction or R
705	1	3	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
1402	0	2	2	Traffic Signals an No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3970	1	2	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc
3664	0	1	2	Auto R/W Violatic No		Broadside	Other Motor Vehi No	Pedestrian In\ Dry		No Unusual Conc

OBJECT_ID	LIGHTING	CONTROL_DE	CHP_ROAD_T	PEDESTRIAN	BICYCLE_AC	MOTORCYCLE	TRUCK_ACCI	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
2192	Daylight	Functioning	0					Y		Pickup or Panel 1
2273	Daylight	Functioning	0					Y		Passenger Car/S
6601	Daylight	-	0					N	HNBD	Pickup Truck
10805	Dusk - Dawn	None	0					N		Passenger Car
4300	Daylight	Functioning	0		Y			Y		Bicycle
705	Daylight	Functioning	0					Y		Pickup or Panel 1
1402	Daylight	Functioning	0					Y		Passenger Car/S
3970	Daylight	Functioning	0					Y		Pickup or Panel 1
3664	Daylight	Functioning	0					Y		Passenger Car/S

OBJECT_ID	CHP_VEHTYP	COUNT_SEVE	COUNT_VISI	COUNT_COMP	COUNT_PED_	COUNT_PED1	COUNT_BICY	COUNT_BI_1	COUNT_MC_K	COUNT_MC_I
2192	22	0	0	2	0	0	0	0	0	0
2273	7	3	2	0	0	0	0	0	0	0
6601	22	0	0	0	0	0	0	0	0	0
10805	0	0	0	0	0	0	0	0	0	0
4300	4	0	0	1	0	0	0	1	0	0
705	22	0	2	1	0	0	0	0	0	0
1402	8	0	0	2	0	0	0	0	0	0
3970	22	0	0	2	0	0	0	0	0	0
3664	7	1	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2	TJKM_Sourc	TJKM_Juris	TJKM_Point
2192	36.55985	-119.30485	TULARE	UNINCORPORA	-119.30501	36.55940003	Y	TIMS	UNINCORPORA	-119.30501
2273	36.55944	-119.30501	TULARE	UNINCORPORA	-119.30501	36.55940003	Y	TIMS	UNINCORPORA	-119.30501
6601	36.59532457	-119.3047327	TULARE	UNINCORPORA	-119.3047327	36.59532457	Y	Crossroads	UNINCORPORA	-119.3047327
10805	36.59532526	-119.3047327	TULARE	UNINCORPORA	-119.3047327	36.59532526	Y	Crossroads	UNINCORPORA	-119.3047327
4300	36.60266876	-119.2960815	TULARE	UNINCORPORA	-119.2959976	36.60253906	Y	TIMS	UNINCORPORA	-119.2959976
705	36.60242	-119.30477	TULARE	UNINCORPORA	-119.3048465	36.60267237	Y	TIMS	UNINCORPORA	-119.3048465
1402	36.60271	-119.30475	TULARE	UNINCORPORA	-119.3048492	36.60269318	Y	TIMS	UNINCORPORA	-119.3048492
3970	36.60271835	-119.3048477	TULARE	UNINCORPORA	-119.3048477	36.60269928	Y	TIMS	UNINCORPORA	-119.3048477
3664	36.60308075	-119.3049316	TULARE	UNINCORPORA	-119.3048499	36.60270004	Y	TIMS	UNINCORPORA	-119.3048499

OBJECT_ID	TJKM_Poi_1	TJKM_Not	FATAL	SEVERE_I	OTHER_VI	COMPLAIN	PDO	EPDO	BROADSID	HITOBJEC	DUI	IMPROPER	NIGHTTIME
2192	36.55940003	0	0	0	1	0	6	1	0	0	0	0	0
2273	36.55940003	0	1	0	0	0	165	1	0	0	0	0	0
6601	36.59532457	0	0	0	0	1	1	0	0	0	0	0	0
10805	36.59532526	0	0	0	0	1	1	0	0	0	0	0	0
4300	36.60253906	0	0	0	1	0	6	0	0	0	0	0	0
705	36.60267237	1	0	0	0	0	165	1	0	0	0	0	0
1402	36.60269318	0	0	0	1	0	6	1	0	0	0	0	0
3970	36.60269928	1	0	0	0	0	165	1	0	0	0	0	0
3664	36.60270004	0	1	0	0	0	165	1	0	0	0	0	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6258	1.32E+13	2016	2016-02-29	11:00	Monday	Male	60	60
6403	1.33E+13	2016	2016-04-25	14:40	Monday	Male	0	0
6598	1.33E+13	2016	2016-07-04	23:25	Monday	Female	19	10
6599	1.33E+13	2016	2016-07-05	18:55	Tuesday	Male	65	60
6668	1.34E+13	2016	2016-08-01	21:12	Monday	Male	18	10
6888	1.35E+13	2016	2016-11-16	6:20	Wednesday	Not Stated	0	0
7193	1.36E+13	2017	2017-02-21		Tuesday	Not Stated	0	0
7204	1.36E+13	2017	2017-02-24	19:20	Friday	Not Stated	0	0
7225	1.36E+13	2017	2017-03-05		Sunday	Not Stated	0	0
7272	1.36E+13	2017	2017-03-21	22:50	Tuesday	Not Stated	0	0
7421	1.36E+13	2017	2017-05-06	15:25	Saturday	Female	21	20
7661	1.37E+13	2017	2017-07-29	20:10	Saturday	Not Stated	0	0
7691	1.37E+13	2017	2017-08-10	16:15	Thursday	Female	36	30
7768	1.38E+13	2017	2017-09-08	5:25	Friday	Male	57	50
7841	1.38E+13	2017	2017-10-04	7:10	Wednesday	Male	53	50
8034	1.39E+13	2017	2017-12-15	20:30	Friday	Male	27	20
8158	1.39E+13	2018	2018-02-05	17:55	Monday	Male	30	30
8401	1.4E+14	2018	2018-05-01	16:02	Tuesday	Not Stated	0	0
8422	1.4E+13	2018	2018-05-07	3:30	Monday	Not Stated	0	0
8835	1.42E+13	2018	2018-10-28	14:55	Sunday	Not Stated	0	0
9103	1.43E+13	2019	2019-04-02	19:50	Tuesday	Male	39	30
9145	1.44E+13	2019	2019-04-21	12:55	Sunday	Female	34	30
9171	1.44E+13	2019	2019-04-27	12:50	Saturday	Male	52	50
9194	1.44E+13	2019	2019-05-02	18:20	Thursday	Not Stated	0	0
9230	1.44E+13	2019	2019-05-12		Sunday	Not Stated	0	0
9292	1.44E+13	2019	2019-05-31		Friday	Not Stated	0	0
9568	1.45E+13	2019	2019-09-24	18:30	Tuesday	Female	30	30
9785	1.46E+13	2019	2019-12-20	13:50	Friday	Not Stated	0	0
2225	90451121	2017	2017-05-03	1445	Wednesday	Male	22	20
1670	90294800	2016	2016-10-11	1720	Tuesday	Male	29	20
6879	1.35E+13	2016	2016-11-12	6:00	Saturday	Male	69	60
6623	1.33E+13	2016	2016-07-13	5:05	Wednesday	Female	45	40
6106	1.32E+13	2016	2016-01-09		Saturday	Not Stated	0	0
6477	1.33E+13	2016	2016-05-19	5:50	Thursday	Male	17	10
3207	90716763	2018	2018-04-21	2025	Saturday	Not Stated	0	0
7695	1.37E+13	2017	2017-08-12	7:30	Saturday	Male	42	40
2750	90587758	2017	2017-10-26	1630	Thursday	Male	23	20
7566	1.37E+13	2017	2017-06-23	8:00	Friday	Female	34	30
4026	90922859	2019	2019-02-04	820	Monday	Male	41	40

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6258	Proceeding Straight	11	AVENUE 384	ROAD 60	64	E
6403	Making Left Turn	14	HILLCREST AVE	ROBY AVE	30	N
6598	Entering Traffic	23	AVENUE 256	ROAD 108	2112	W
6599	Proceeding Straight	18	AVENUE 424	ROAD 88	93	E
6668	Proceeding Straight	21	AVENUE 416	ROAD 32	1056	E
6888	Other Unsafe Turning	6	WARD AVE	HARPER AVE	50	S
7193	Proceeding Straight	0	WHITTAKER AVE	ROAD 125	232	W
7204	Proceeding Straight	19	ROAD 136	BOBBI AVE	50	N
7225	Ran Off Road	0	INDIAN RESERVATION DR	POT HOLE RD	50	W
7272	Ran Off Road	22	AVENUE 384	ROAD 32	182	W
7421	Making Left Turn	15	SIERRA AVE	STATE ST	180	W
7661	Other Unsafe Turning	20	FLORES AVE	ROAD 210	281	W
7691	Making Left Turn	16	SIERRA AVE	STATE ST	30	E
7768	Making Left Turn	5	AVENUE 56	BRALY RD	240	W
7841	Backing	7	ROAD 32	AVENUE 384	2112	S
8034	Other Unsafe Turning	20	POPLAR AVE	STARKE ST	50	W
8158	Stopped In Road	17	AVENUE 256	STATE ROUTE 65	25	W
8401	Proceeding Straight	16	ROAD 88	UNION DR	105	N
8422	Ran Off Road	3	POPLAR AVE	PIKE ST	1584	E
8835	Other Unsafe Turning	14	ROAD 236	AVENUE 56	133	N
9103	Stopped In Road	19	ROAD 232	AVENUE 56	5808	S
9145	Other Unsafe Turning	12	STATE HWY 190	ROAD 284	7920	W
9171	Stopped In Road	12	ROAD 80	AVNEUE 384	130	S
9194	Ran Off Road	18	AVENUE 256	ROAD 108	2405	E
9230	Ran Off Road	0	AVENUE 196	ROAD 222	20	W
9292	Other Unsafe Turning	0	LA PRIMAVERA CT	SUTTER AVE	200	S
9568	Making U Turn	18	AVENUE 146	ROAD 274	1010	W
9785	Making U Turn	13	ROAD 126	AVENUE 422	300	N
2225	Other Unsafe Turning	14	RICHGROVE DRIVE	FRANCIS DRIVE	91	S
1670	Proceeding Straight	17	RICHGROVE DRIVE	GROVE DRIVE	43	S
6879	Proceeding Straight	6	ROAD 160	AVENUE 8	1584	S
6623	Making Left Turn	5	RICHGROVE DR	GROVE DR	500	N
6106	Other Unsafe Turning	0	ROAD 210	AVENUE 8	1056	S
6477	Proceeding Straight	5	ROAD 192	AVENUE 8	528	S
3207	Making U-Turn	20	RICHGROVE DRIVE	GUERRERO AVENUE	71	N
7695	Backing	7	AVENUE 8	ROAD 152	1056	W
2750	Passing Other Vehicle	16	AVENUE 8	ROAD 148	1584	E
7566	Making Left Turn	8	ROAD 148	COUNTY LINE RD	5280	N
4026	Other Unsafe Turning	8	AVENUE 8	ROAD 152	528	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6258	N	Cloudy	N			Property Damage Only	0
6403	N	Clear	N			Property Damage Only	0
6598	N	Clear	N			Property Damage Only	0
6599	N	Clear	N			Property Damage Only	0
6668	N	Clear	N			Property Damage Only	0
6888	N	Clear	N			Property Damage Only	0
7193	N	Cloudy	N			Property Damage Only	0
7204	N	Clear	N			Property Damage Only	0
7225	N	Cloudy	N			Property Damage Only	0
7272	N	Clear	N			Property Damage Only	0
7421	N	Clear	N			Property Damage Only	0
7661	N	Clear	N			Property Damage Only	0
7691	N	Clear	N			Property Damage Only	0
7768	N	Clear	N			Property Damage Only	0
7841	N	Clear	N			Property Damage Only	0
8034	N	Clear	N			Property Damage Only	0
8158	N	Clear	N			Property Damage Only	0
8401	N	Clear	N			Property Damage Only	0
8422	N	Clear	N			Property Damage Only	0
8835	N	Clear	N			Property Damage Only	0
9103	N	Clear	N			Property Damage Only	0
9145	N	Clear	N			Property Damage Only	0
9171	N	Clear	N			Property Damage Only	0
9194	N	Clear	N			Property Damage Only	0
9230	N	Clear	N			Property Damage Only	0
9292	N	Clear	N			Property Damage Only	0
9568	N	Clear	N			Property Damage Only	0
9785	N	Clear	N			Property Damage Only	0
2225	N	Clear	N		Y	Severe Injury	0
1670	N	Clear	N		Y	Complaint of Pain	0
6879	N	Clear	N			Property Damage Only	0
6623	N	Clear	N			Property Damage Only	0
6106	N	Clear	N			Property Damage Only	0
6477	N	Clear	N			Property Damage Only	0
3207	N	Clear	N		Y	Other Visible Injury	0
7695	N	Clear	N			Property Damage Only	0
2750	N	Clear	N		Y	Other Visible Injury	0
7566	N	Clear	N			Property Damage Only	0
4026	N	Cloudy	N		Y	Complaint of Pain	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6258	0	1	Unsafe Speed	No	Rear-End
6403	0	1	Improper Turning	Misdemeanor	Head-On
6598	0	1	Auto R/W Violation	No	Hit Object
6599	0	1	Driving Under Influence	No	Hit Object
6668	0	1	Driving Under Influence	No	Sideswipe
6888	0	1	Improper Turning	No	Rear-End
7193	0	1	Improper Turning	Misdemeanor	Sideswipe
7204	0	0	Other Than Driver	No	Other
7225	0	1	Improper Turning	Misdemeanor	Hit Object
7272	0	1	Improper Turning	No	Hit Object
7421	0	1	Auto R/W Violation	No	Broadside
7661	0	1	Improper Turning	Misdemeanor	Sideswipe
7691	0	1	Improper Turning	No	Broadside
7768	0	1	Auto R/W Violation	No	Broadside
7841	0	1	Unsafe Starting or Backing	No	Other
8034	0	1	Wrong Side of Road	No	Rear-End
8158	0	2	Driving Under Influence	No	Rear-End
8401	0	2	Improper Passing	No	Hit Object
8422	0	1	Improper Turning	Misdemeanor	Hit Object
8835	0	1	Improper Turning	Misdemeanor	Hit Object
9103	0	2	Improper Passing	No	Sideswipe
9145	0	1	Improper Turning	No	Head-On
9171	0	0	Improper Turning	No	Rear-End
9194	0	1	Improper Turning	No	Hit Object
9230	0	1	Improper Turning	Misdemeanor	Hit Object
9292	0	1	Improper Turning	Misdemeanor	Sideswipe
9568	0	1	Improper Turning	No	Broadside
9785	0	1	Improper Turning	No	Hit Object
2225	1	1	Improper Turning	No	Hit Object
1670	1	2	Unsafe Speed	No	Rear-End
6879	0	1	Unsafe Speed	No	Rear-End
6623	0	1	Auto R/W Violation	No	Head-On
6106	0	1	Improper Turning	Misdemeanor	Broadside
6477	0	1	Unsafe Speed	No	Rear-End
3207	1	2	Auto R/W Violation	Felony	Broadside
7695	0	1	Unsafe Starting or Backing	No	Other
2750	1	2	Improper Turning	No	Sideswipe
7566	0	1	Auto R/W Violation	No	Broadside
4026	1	1	Improper Turning	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6258	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6403	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6598	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6599	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6668	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6888	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7193	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7204	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7225	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7272	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7421	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7661	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7691	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7768	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7841	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8034	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8158	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8401	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8422	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8835	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9103	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9145	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9171	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9194	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9230	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9292	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9568	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
9785	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2225	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1670	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6879	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6623	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6106	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6477	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3207	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7695	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2750	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7566	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4026	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6258	-	0					N	HNBD	Passenger Car
6403	-	0					N	Impairment Not Known	Passenger Car
6598	-	0					N	HNBD	Passenger Car
6599	-	0					N	HBD Under Influence	Pickup Truck
6668	-	0					N	HBD Under Influence	Passenger Car
6888	-	0					N	HNBD	Pickup Truck
7193	-	0					N	HNBD	Other
7204	-	0					N	HNBD	Passenger Car
7225	-	0					N	Impairment Not Known	Passenger Car
7272	-	0					N	HNBD	Passenger Car
7421	-	0					N	HNBD	Passenger Car
7661	-	0					N	Impairment Not Known	Other
7691	-	0					N	HNBD	Passenger Car
7768	-	0					N	HNBD	Passenger Car
7841	-	0				Y	N	HNBD	Truck
8034	-	0					N	HNBD	Passenger Car
8158	-	0					N	HNBD	Passenger Car
8401	-	0					N	HNBD	Passenger Car
8422	-	0					N	Impairment Not Known	Passenger Car
8835	-	0					N	Impairment Not Known	Pickup Truck
9103	-	0					N	HNBD	Other
9145	-	0					N	HNBD	Passenger Car
9171	-	0					N	HNBD	Passenger Car
9194	-	0					N	HNBD	Passenger Car
9230	-	0					N	Impairment Not Known	Passenger Car
9292	-	0					N	Impairment Not Known	Other
9568	-	0					N	HNBD	Pickup Truck
9785	-	0				Y	N	HNBD	Truck
2225	None	0					Y		Passenger Car/Station Wag
1670	None	0					Y		Pickup or Panel Truck
6879	-	0					N	HNBD	Passenger Car
6623	-	0					N	HNBD	Passenger Car
6106	-	0					N	Impairment Not Known	Other
6477	-	0					N	HNBD	Passenger Car
3207	None	0					Y		Passenger Car/Station Wag
7695	-	0					N	HNBD	Pickup Truck
2750	None	0					Y		Pickup or Panel Truck with
7566	-	0					N	HNBD	Passenger Car
4026	None	0					Y		Pickup or Panel Truck

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6258	7	0	0	0	0	0	0	0	0	0
6403	1	0	0	0	0	0	0	0	0	0
6598	1	0	0	0	0	0	0	0	0	0
6599	22	0	0	0	0	0	0	0	0	0
6668	7	0	0	0	0	0	0	0	0	0
6888	22	0	0	0	0	0	0	0	0	0
7193	99	0	0	0	0	0	0	0	0	0
7204	1	0	0	0	0	0	0	0	0	0
7225	1	0	0	0	0	0	0	0	0	0
7272	1	0	0	0	0	0	0	0	0	0
7421	1	0	0	0	0	0	0	0	0	0
7661	99	0	0	0	0	0	0	0	0	0
7691	1	0	0	0	0	0	0	0	0	0
7768	1	0	0	0	0	0	0	0	0	0
7841	26	0	0	0	0	0	0	0	0	0
8034	7	0	0	0	0	0	0	0	0	0
8158	1	0	0	0	0	0	0	0	0	0
8401	7	0	0	0	0	0	0	0	0	0
8422	7	0	0	0	0	0	0	0	0	0
8835	22	0	0	0	0	0	0	0	0	0
9103	46	0	0	0	0	0	0	0	0	0
9145	1	0	0	0	0	0	0	0	0	0
9171	7	0	0	0	0	0	0	0	0	0
9194	1	0	0	0	0	0	0	0	0	0
9230	1	0	0	0	0	0	0	0	0	0
9292	99	0	0	0	0	0	0	0	0	0
9568	22	0	0	0	0	0	0	0	0	0
9785	27	0	0	0	0	0	0	0	0	0
2225	1	1	0	0	0	0	0	0	0	0
1670	22	0	0	1	0	0	0	0	0	0
6879	1	0	0	0	0	0	0	0	0	0
6623	1	0	0	0	0	0	0	0	0	0
6106	99	0	0	0	0	0	0	0	0	0
6477	1	0	0	0	0	0	0	0	0	0
3207	1	0	1	0	0	0	0	0	0	0
7695	22	0	0	0	0	0	0	0	0	0
2750	22	0	1	0	0	0	0	0	0	0
7566	1	0	0	0	0	0	0	0	0	0
4026	22	0	0	1	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6258	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
6403	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
6598	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
6599	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
6668	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
6888	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7193	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7204	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7225	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7272	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7421	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7661	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
7691	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7768	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
7841	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
8034	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
8158	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
8401	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
8422	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
8835	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
9103	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
9145	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
9171	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
9194	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
9230	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
9292	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	Y
9568	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
9785	30.82601639	-139.9322325	TULARE	UNINCORPORATED	-139.9322325	30.82601639	N
2225	35.79912	-119.10916	TULARE	UNINCORPORATED	-119.1091946	35.79926566	Y
1670	35.80046	-119.10848	TULARE	UNINCORPORATED	-119.108541	35.80034635	Y
6879	35.8006421	-119.2146732	TULARE	UNINCORPORATED	-119.2146732	35.8006421	N
6623	35.80135447	-119.1077461	TULARE	UNINCORPORATED	-119.1077461	35.80135447	N
6106	35.802376	-119.1022994	TULARE	UNINCORPORATED	-119.1022994	35.802376	N
6477	35.80358154	-119.1434139	TULARE	UNINCORPORATED	-119.1434139	35.80358154	N
3207	35.80432892	-119.1059418	TULARE	UNINCORPORATED	-119.1063232	35.80388641	Y
7695	35.80489228	-119.2361185	TULARE	UNINCORPORATED	-119.2361185	35.80489228	N
2750	35.8049	-119.2368	TULARE	UNINCORPORATED	-119.235994	35.8049341	N
7566	35.80493547	-119.2414433	TULARE	UNINCORPORATED	-119.2414433	35.80493547	N
4026	35.80493164	-119.2361221	TULARE	UNINCORPORATED	-119.2342072	35.80494308	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6258	Crossroads	UNINCORPORATED	-119.4384999	36.48831003		0	0
6403	Crossroads	UNINCORPORATED	-118.9905899	36.06213003		0	0
6598	Crossroads	UNINCORPORATED	-119.3311399	36.25476003		0	0
6599	Crossroads	UNINCORPORATED	-119.3769699	36.55985004		0	0
6668	Crossroads	UNINCORPORATED	-119.3819999	36.54556002		0	0
6888	Crossroads	UNINCORPORATED	-119.0672599	36.14987003		0	0
7193	Crossroads	UNINCORPORATED	-119.2936499	36.54876002		0	0
7204	Crossroads	UNINCORPORATED	-119.2681499	35.89510003		0	0
7225	Crossroads	UNINCORPORATED	-118.8800799	36.03062002		0	0
7272	Crossroads	UNINCORPORATED	-119.5014499	36.48871006		0	0
7421	Crossroads	UNINCORPORATED	-119.2727999	35.89189005		0	0
7661	Crossroads	UNINCORPORATED	-119.1025	35.80106006		0	0
7691	Crossroads	UNINCORPORATED	-119.2727999	35.89189005		0	0
7768	Crossroads	UNINCORPORATED	-119.0505099	35.89170004		0	0
7841	Crossroads	UNINCORPORATED	-119.5014499	36.48871006		0	0
8034	Crossroads	UNINCORPORATED	-118.9905899	36.05138003		0	0
8158	Crossroads	UNINCORPORATED	-119.1363499	36.25357006		0	0
8401	Crossroads	UNINCORPORATED	-119.3769999	36.56703006		0	0
8422	Crossroads	UNINCORPORATED	-118.9887299	36.05139004		0	0
8835	Crossroads	UNINCORPORATED	-119.0447999	35.89170004		0	0
9103	Crossroads	UNINCORPORATED	-119.0539299	35.89170004		0	0
9145	Crossroads	UNINCORPORATED	-118.9373799	36.04755004		0	0
9171	Crossroads	UNINCORPORATED	-119.39474	36.48792002		0	0
9194	Crossroads	UNINCORPORATED	-119.3311399	36.25476003		0	0
9230	Crossroads	UNINCORPORATED	-119.0762599	36.14553005		0	0
9292	Crossroads	UNINCORPORATED	-119.2660099	35.88873003		0	0
9568	Crossroads	UNINCORPORATED	-118.9610799	36.05507003		0	0
9785	Crossroads	UNINCORPORATED	-119.2914299	36.55559006		0	0
2225	TIMS	UNINCORPORATED	-119.1091946	35.79926566		0	1
1670	TIMS	UNINCORPORATED	-119.108541	35.80034635		0	0
6879	Crossroads	UNINCORPORATED	-119.2146732	35.8006421		0	0
6623	Crossroads	UNINCORPORATED	-119.1077461	35.80135447		0	0
6106	Crossroads	UNINCORPORATED	-119.1022994	35.802376		0	0
6477	Crossroads	UNINCORPORATED	-119.1434139	35.80358154		0	0
3207	TIMS	UNINCORPORATED	-119.1063232	35.80388641		0	0
7695	Crossroads	UNINCORPORATED	-119.2361185	35.80489228		0	0
2750	TIMS	UNINCORPORATED	-119.235994	35.8049341		0	0
7566	Crossroads	UNINCORPORATED	-119.2414433	35.80493547		0	0
4026	TIMS	UNINCORPORATED	-119.2342072	35.80494308		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6258	0	0	1	1	0	0	0	0
6403	0	0	1	1	0	0	0	1
6598	0	0	1	1	0	1	0	0
6599	0	0	1	1	0	1	1	0
6668	0	0	1	1	0	0	1	0
6888	0	0	1	1	0	0	0	1
7193	0	0	1	1	0	0	0	1
7204	0	0	1	1	0	0	0	0
7225	0	0	1	1	0	1	0	1
7272	0	0	1	1	0	1	0	1
7421	0	0	1	1	1	0	0	0
7661	0	0	1	1	0	0	0	1
7691	0	0	1	1	1	0	0	1
7768	0	0	1	1	1	0	0	0
7841	0	0	1	1	0	0	0	0
8034	0	0	1	1	0	0	0	0
8158	0	0	1	1	0	0	1	0
8401	0	0	1	1	0	1	0	0
8422	0	0	1	1	0	1	0	1
8835	0	0	1	1	0	1	0	1
9103	0	0	1	1	0	0	0	0
9145	0	0	1	1	0	0	0	1
9171	0	0	1	1	0	0	0	1
9194	0	0	1	1	0	1	0	1
9230	0	0	1	1	0	1	0	1
9292	0	0	1	1	0	0	0	1
9568	0	0	1	1	1	0	0	1
9785	0	0	1	1	0	1	0	1
2225	0	0	0	165	0	1	0	1
1670	0	1	0	6	0	0	0	0
6879	0	0	1	1	0	0	0	0
6623	0	0	1	1	0	0	0	0
6106	0	0	1	1	1	0	0	1
6477	0	0	1	1	0	0	0	0
3207	1	0	0	11	1	0	0	0
7695	0	0	1	1	0	0	0	0
2750	1	0	0	11	0	0	0	1
7566	0	0	1	1	1	0	0	0
4026	0	1	0	6	0	1	0	1

OBJECT_ID	NIGHTTIME
6258	0
6403	0
6598	1
6599	0
6668	1
6888	0
7193	1
7204	1
7225	0
7272	1
7421	0
7661	1
7691	0
7768	1
7841	0
8034	1
8158	1
8401	0
8422	1
8835	0
9103	1
9145	0
9171	0
9194	0
9230	1
9292	1
9568	0
9785	0
2225	0
1670	0
6879	0
6623	1
6106	0
6477	0
3207	1
7695	0
2750	0
7566	0
4026	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6600	1.33E+13	2016	2016-07-07	5:40	Thursday	Not Stated	0	0
6284	1.32E+13	2016	2016-03-07	16:40	Monday	Male	20	20
7472	1.37E+13	2017	2017-05-20		Saturday	Not Stated	0	0
7111	1.35E+13	2017	2017-01-23	9:30	Monday	Not Stated	0	0
1035	90119704	2016	2016-02-12	1840	Friday	Male	16	10
1652	90289511	2016	2016-10-05	615	Wednesday	Male	18	10
6369	1.33E+13	2016	2016-04-11	2:15	Monday	Male	28	20
1559	90266660	2016	2016-09-12	820	Monday	Female	24	20
1519	90259704	2016	2016-08-25	535	Thursday	Male	0	0
6494	1.33E+13	2016	2016-05-26	15:35	Thursday	Not Stated	0	0
7719	1.37E+13	2017	2017-08-21		Monday	Not Stated	0	0
1280	90194242	2016	2016-06-01	540	Wednesday	Male	26	20
1370	90219209	2016	2016-07-01	1510	Friday	Female	34	30
2314	90472182	2017	2017-05-31	1533	Wednesday	Male	31	30
1654	90289533	2016	2016-10-05	608	Wednesday	Male	63	60
3608	90819580	2018	2018-09-16	2040	Sunday	Female	24	20
3463	90786114	2018	2018-07-31	555	Tuesday	Male	33	30
6487	1.33E+13	2016	2016-05-24		Tuesday	Not Stated	0	0
2263	90461077	2017	2017-05-21	312	Sunday	Male	18	10
4773	91097496	2019	2019-10-04	649	Friday	Male	43	40
4579	91051277	2019	2019-08-10	507	Saturday	Male	26	20
4889	91127460	2019	2019-11-18	1810	Monday	Male	68	60
6506	1.33E+13	2016	2016-05-31	4:50	Tuesday	Male	29	20
4939	91142101	2019	2019-11-24	1915	Sunday	Male	63	60
7969	1.38E+13	2017	2017-11-18	9:15	Saturday	Male	25	20
10461	91317429	2020	2020-10-02	1545	Friday	Female	34	30
9412	1.44E+13	2019	2019-07-21	23:35	Sunday	Not Stated	0	0
4276	90978727	2019	2019-04-17	730	Wednesday	Female	18	10
8096	1.39E+13	2018	2018-01-17		Wednesday	Not Stated	0	0
9492	1.45E+13	2019	2019-08-24	18:30	Saturday	Male	21	20
8832	1.42E+13	2018	2018-10-26	1:28	Friday	Not Stated	0	0
1066	90127598	2016	2016-02-28	2010	Sunday	Male	84	80
4243	90971406	2019	2019-04-14	1942	Sunday	Not Stated	0	0
3430	90776045	2018	2018-07-08	1925	Sunday	Male	11	10
10481	91322720	2020	2020-10-03	1524	Saturday	Male	37	30
7449	1.36E+13	2017	2017-05-13	18:05	Saturday	Female	41	40
8707	1.41E+13	2018	2018-09-06	5:10	Thursday	Not Stated	0	0
6778	1.34E+13	2016	2016-09-25	22:45	Sunday	Not Stated	0	0
7754	1.38E+13	2017	2017-09-03		Sunday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6600	Ran Off Road	5	AVENUE 8	ROAD 156	528	E
6284	Proceeding Straight	16	AVENUE 8	ROAD 172	611	W
7472	Other Unsafe Turning	0	ROAD 188	AVENUE 8	10	S
7111	Other Unsafe Turning	9	AVENUE 8	ROAD 180	1056	E
1035	Ran Off Road	18	AVENUE 8	ROAD 156	1056	E
1652	Other Unsafe Turning	6	AVENUE 8	ROAD 160	1056	W
6369	Ran Off Road	2	AVENUE 8	ROAD 160	48	W
1559	Proceeding Straight	8	ROAD 160	AVENUE 8	20	S
1519	Passing Other Vehicle	5	AVENUE 8	ROAD 160	1056	E
6494	Proceeding Straight	15	AVENUE 8	ROAD 192	1056	E
7719	Ran Off Road	0	AVENUE 8	ROAD 200	1056	E
1280	Proceeding Straight	5	AVENUE 8	ROAD 176	150	W
1370	Other Unsafe Turning	15	AVENUE 8	ROAD 180	1056	E
2314	Entering Traffic	15	AVENUE 8	ROAD 192	1056	E
1654	Entering Traffic	6	AVENUE 8	ROAD 192	1056	E
3608	Entering Traffic	20	AVENUE 8	ROAD 192	2640	E
3463	Other Unsafe Turning	5	AVENUE 8	ROAD 200	528	W
6487	Ran Off Road	0	AVENUE 8	ROAD 212	300	E
2263	Proceeding Straight	3	ROAD 192	AVENUE 8	35	N
4773	Making Left Turn	6	ROAD 160	AVENUE 8	1056	N
4579	Ran Off Road	5	ROAD 192	AVENUE 8	985	N
4889	Proceeding Straight	18	ROAD 192	AVENUE 8	1056	N
6506	Ran Off Road	4	ROAD 192	AVENUE 8	1584	N
4939	Proceeding Straight	19	RICHGROVE DRIVE	AVENUE 8	2112	N
7969	Proceeding Straight	9	RICHGROVE DR	AVENUE 8	2640	N
10461	Slowing/Stopping	15	ROAD 192	AVENUE 56	1690	S
9412	Other Unsafe Turning	23	PARADE AVE	THOMPSON RD	50	W
4276	Ran Off Road	7	HOWARD ROAD	AVENUE 56	1475	S
8096	Parked	0	LA PRIMAVERA RD	PARADE AVE	168	N
9492	Proceeding Straight	18	OWEN AVE	BRALY RD	528	E
8832	Other Unsafe Turning	1	SUTTER AVE	SPRING RD	96	E
1066	Proceeding Straight	20	RICHGROVE DRIVE	ROAD 232	1132	S
4243	Proceeding Straight	19	CHURCH RD	SUTTER AVE	30	S
3430	Stopped	19	VINEYARD RD	SUTTER AVE	90	N
10481	Ran Off Road	15	STATE ST	SUTTER AVE.	199	N
7449	Passing Other Vehicle	18	CHURCH RD	SUTTER AVE	200	N
8707	Ran Off Road	5	DENNIS RD	AVENUE 55 (E)	57	N
6778	Ran Off Road	22	ROAD 176	AVENUE 56	700	S
7754	Backing	0	QUAIL AVE	SPRING RD	60	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6600	N	Clear	N			Property Damage Only	0
6284	N	Raining	N			Property Damage Only	0
7472	N	Clear	N			Property Damage Only	0
7111	N	Cloudy	N			Property Damage Only	0
1035	N	Clear	N		Y	Severe Injury	0
1652	N	Clear	N		Y	Other Visible Injury	0
6369	N	Clear	N			Property Damage Only	0
1559	N	Clear	N		Y	Complaint of Pain	0
1519	N	Clear	N		Y	Other Visible Injury	0
6494	N	Clear	N			Property Damage Only	0
7719	N	Clear	N			Property Damage Only	0
1280	N	Clear	N		Y	Complaint of Pain	0
1370	N	Clear	N		Y	Severe Injury	0
2314	N	Clear	N		Y	Complaint of Pain	0
1654	N	Clear	N		Y	Complaint of Pain	0
3608	N	Clear	N		Y	Complaint of Pain	0
3463	N	Clear	N		Y	Complaint of Pain	0
6487	N	Clear	N			Property Damage Only	0
2263	N	Clear	N		Y	Complaint of Pain	0
4773	N	Clear	N		Y	Other Visible Injury	0
4579	N	Clear	N		N	Complaint of Pain	0
4889	N	Clear	N		Y	Complaint of Pain	0
6506	N	Clear	N			Property Damage Only	0
4939	N	Clear	N		Y	Complaint of Pain	0
7969	N	Cloudy	N			Property Damage Only	0
10461	N	Clear	N		N	Complaint of Pain	0
9412	N	Clear	N			Property Damage Only	0
4276	N	Clear	N		Y	Other Visible Injury	0
8096	N	Clear	N			Property Damage Only	0
9492	N	Clear	N			Property Damage Only	0
8832	N	Clear	N			Property Damage Only	0
1066	N	Clear	N		Y	Other Visible Injury	0
4243	N	Clear	N		N	Complaint of Pain	0
3430	N	Clear	N		N	Severe Injury	0
10481	N	Clear	N		Y	Other Visible Injury	0
7449	N	Clear	N			Property Damage Only	0
8707	N	Clear	N			Property Damage Only	0
6778	N	Clear	N			Property Damage Only	0
7754	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6600	0	1	Improper Turning	Misdemeanor	Hit Object
6284	0	1	Unsafe Speed	No	Hit Object
7472	0	1	Improper Turning	Misdemeanor	Hit Object
7111	0	1	Improper Turning	Misdemeanor	Hit Object
1035	1	1	Improper Turning	No	Hit Object
1652	1	1	Improper Turning	No	Overtuned
6369	0	1	Improper Turning	No	Hit Object
1559	2	2	Unsafe Speed	No	Rear-End
1519	3	3	Improper Passing	Felony	Head-On
6494	0	1	Auto R/W Violation	Misdemeanor	Broadside
7719	0	1	Improper Turning	Misdemeanor	Hit Object
1280	1	2	Unsafe Speed	No	Rear-End
1370	1	1	Driving Under Influence	No	Hit Object
2314	1	3	Auto R/W Violation	No	Broadside
1654	1	2	Auto R/W Violation	No	Broadside
3608	1	2	Auto R/W Violation	No	Broadside
3463	3	2	Improper Turning	No	Broadside
6487	0	1	Improper Turning	Misdemeanor	Hit Object
2263	2	2	Driving Under Influence	No	Rear-End
4773	3	4	Auto R/W Violation	No	Broadside
4579	2	2	Improper Turning	No	Sideswipe
4889	1	2	Unsafe Speed	No	Broadside
6506	0	1	Improper Turning	No	Hit Object
4939	2	2	Unsafe Speed	No	Rear-End
7969	0	1	Other	No	Head-On
10461	2	2	Unsafe Speed	No	Rear-End
9412	0	1	Improper Turning	Misdemeanor	Sideswipe
4276	1	1	Improper Turning	No	Hit Object
8096	0	2	Improper Turning	Misdemeanor	Sideswipe
9492	0	1	Unsafe Speed	No	Broadside
8832	0	1	Improper Turning	Misdemeanor	Sideswipe
1066	1	2	Unsafe Speed	No	Rear-End
4243	1	2	Unsafe Speed	Felony	Rear-End
3430	1	2	Unsafe Speed	No	Vehicle/Pedestrian
10481	1	1	Driving Under Influence	Misdemeanor	Hit Object
7449	0	1	Driving Under Influence	Misdemeanor	Sideswipe
8707	0	1	Improper Turning	No	Sideswipe
6778	0	1	Improper Turning	No	Hit Object
7754	0	1	Unsafe Starting or Backing	Misdemeanor	Rear-End

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6600	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6284	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7472	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7111	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
1035	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1652	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6369	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1559	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1519	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6494	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7719	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1280	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1370	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2314	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1654	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3608	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3463	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6487	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
2263	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
4773	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4579	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
4889	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6506	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4939	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7969	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10461	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9412	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4276	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8096	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
9492	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8832	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1066	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4243	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3430	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Daylight
10481	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7449	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8707	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6778	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7754	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6600	-	0					N	Impairment Not Known	Passenger Car
6284	-	0					N	HNBD	Passenger Car
7472	-	0					N	Impairment Not Known	Other
7111	-	0					N	Impairment Not Known	Pickup Truck
1035	None	0					Y		Pickup or Panel Truck
1652	None	0					Y		Passenger Car/Station Waç
6369	-	0					N	Sleepy - Fatigued	Passenger Car
1559	Functioning	0					Y		Passenger Car/Station Waç
1519	None	0					Y		Passenger Car/Station Waç
6494	-	0					N	HNBD	Passenger Car
7719	-	0					N	Impairment Not Known	Other
1280	None	0					Y		Passenger Car/Station Waç
1370	None	0					Y	Y	Passenger Car/Station Waç
2314	None	0					Y		Passenger Car/Station Waç
1654	None	0					Y		Passenger Car/Station Waç
3608	None	0					Y		Pickup or Panel Truck
3463	None	0					Y		Passenger Car/Station Waç
6487	-	0					N	Impairment Not Known	Passenger Car
2263	Functioning	0					Y	Y	Passenger Car/Station Waç
4773	None	0					Y		Pickup or Panel Truck
4579	None	0					Y		Pickup or Panel Truck
4889	None	0					Y		Passenger Car/Station Waç
6506	-	0					N	Sleepy - Fatigued	Passenger Car
4939	None	0					Y		Passenger Car/Station Waç
7969	-	0					N	HNBD	Pickup Truck
10461	None	0					Y		Passenger Car/Station Waç
9412	-	0					N	Impairment Not Known	Other
4276	None	0					Y		Passenger Car/Station Waç
8096	-	0					N	Not Applicable	Passenger Car
9492	-	0					N	HNBD	Passenger Car
8832	-	0					N	HBD Impairment Unknown	Passenger Car
1066	None	0					Y		Passenger Car/Station Waç
4243	Functioning	0					Y		-
3430	None	0	Y		Y		Y		Motorcycle/Scooter
10481	None	0					Y	Y	Passenger Car/Station Waç
7449	-	0					N	HBD Under Influence	Passenger Car
8707	-	0					N	HNBD	Passenger Car
6778	-	0					N	HNBD	Passenger Car
7754	-	0					N	Impairment Not Known	Other

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6600	1	0	0	0	0	0	0	0	0	0
6284	1	0	0	0	0	0	0	0	0	0
7472	99	0	0	0	0	0	0	0	0	0
7111	22	0	0	0	0	0	0	0	0	0
1035	22	1	0	0	0	0	0	0	0	0
1652	7	0	1	0	0	0	0	0	0	0
6369	1	0	0	0	0	0	0	0	0	0
1559	7	0	0	2	0	0	0	0	0	0
1519	1	0	1	2	0	0	0	0	0	0
6494	1	0	0	0	0	0	0	0	0	0
7719	99	0	0	0	0	0	0	0	0	0
1280	1	0	0	1	0	0	0	0	0	0
1370	1	1	0	0	0	0	0	0	0	0
2314	1	0	0	1	0	0	0	0	0	0
1654	8	0	0	1	0	0	0	0	0	0
3608	22	0	0	1	0	0	0	0	0	0
3463	1	0	0	3	0	0	0	0	0	0
6487	7	0	0	0	0	0	0	0	0	0
2263	7	0	0	2	0	0	0	0	0	0
4773	22	0	2	1	0	0	0	0	0	0
4579	22	0	0	2	0	0	0	0	0	0
4889	1	0	0	1	0	0	0	0	0	0
6506	1	0	0	0	0	0	0	0	0	0
4939	7	0	0	2	0	0	0	0	0	0
7969	22	0	0	0	0	0	0	0	0	0
10461	7	0	0	2	0	0	0	0	0	0
9412	99	0	0	0	0	0	0	0	0	0
4276	1	0	1	0	0	0	0	0	0	0
8096	1	0	0	0	0	0	0	0	0	0
9492	1	0	0	0	0	0	0	0	0	0
8832	1	0	0	0	0	0	0	0	0	0
1066	7	0	1	0	0	0	0	0	0	0
4243	99	0	0	1	0	0	0	0	0	0
3430	6	1	0	0	0	1	0	0	0	0
10481	1	0	1	0	0	0	0	0	0	0
7449	1	0	0	0	0	0	0	0	0	0
8707	7	0	0	0	0	0	0	0	0	0
6778	1	0	0	0	0	0	0	0	0	0
7754	99	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6600	35.80494938	-119.2218607	TULARE	UNINCORPORATED	-119.2218607	35.80494938	N
6284	35.80496592	-119.1898986	TULARE	UNINCORPORATED	-119.1898986	35.80496592	N
7472	35.80497691	-119.1522944	TULARE	UNINCORPORATED	-119.1522944	35.80497691	Y
7111	35.8049802	-119.1664345	TULARE	UNINCORPORATED	-119.1664345	35.8049802	N
1035	35.80496	-119.22038	TULARE	UNINCORPORATED	-119.2199726	35.80498207	N
1652	35.80501	-119.2213	TULARE	UNINCORPORATED	-119.2181873	35.80498809	N
6369	35.80499239	-119.2148531	TULARE	UNINCORPORATED	-119.2148531	35.80499239	Y
1559	35.80507	-119.21441	TULARE	UNINCORPORATED	-119.21463	35.805	Y
1519	35.80503	-119.21092	TULARE	UNINCORPORATED	-119.2110727	35.80500821	N
6494	35.80501783	-119.1398747	TULARE	UNINCORPORATED	-119.1398747	35.80501783	N
7719	35.80502855	-119.1217556	TULARE	UNINCORPORATED	-119.1217556	35.80502855	N
1280	35.8051	-119.17964	TULARE	UNINCORPORATED	-119.1794253	35.8051082	Y
1370	35.80509	-119.16686	TULARE	UNINCORPORATED	-119.1664128	35.80513001	N
2314	35.80521	-119.13868	TULARE	UNINCORPORATED	-119.1386864	35.80513651	N
1654	35.8052	-119.14119	TULARE	UNINCORPORATED	-119.1411862	35.80514449	N
3608	35.80519867	-119.1343002	TULARE	UNINCORPORATED	-119.1343002	35.80516052	N
3463	35.80519867	-119.1276703	TULARE	UNINCORPORATED	-119.1271667	35.80517578	N
6487	35.80527296	-119.0968986	TULARE	UNINCORPORATED	-119.0968986	35.80527296	N
2263	35.80535	-119.14325	TULARE	UNINCORPORATED	-119.1432211	35.80527718	Y
4773	35.80759811	-119.2145996	TULARE	UNINCORPORATED	-119.2146301	35.80789948	N
4579	35.80815125	-119.1431808	TULARE	UNINCORPORATED	-119.1432495	35.80814743	N
4889	35.80926895	-119.1432877	TULARE	UNINCORPORATED	-119.1432877	35.80926895	N
6506	35.80938314	-119.1434479	TULARE	UNINCORPORATED	-119.1434479	35.80938314	N
4939	35.8108902	-119.102211	TULARE	UNINCORPORATED	-119.102478	35.81048203	N
7969	35.81184856	-119.1015661	TULARE	UNINCORPORATED	-119.1015661	35.81184856	N
10461	35.88713074	-119.1436462	TULARE	UNINCORPORATED	-119.1436615	35.88721085	Y
9412	35.88745042	-119.2643936	TULARE	UNINCORPORATED	-119.2643936	35.88745042	Y
4276	35.88771057	-119.285881	TULARE	UNINCORPORATED	-119.2859039	35.88784409	N
8096	35.88790512	-119.2660609	TULARE	UNINCORPORATED	-119.2660609	35.88790512	Y
9492	35.88833836	-119.0486249	TULARE	UNINCORPORATED	-119.0486249	35.88833836	N
8832	35.88850037	-119.2705667	TULARE	UNINCORPORATED	-119.2705667	35.88850037	Y
1066	35.86425	-119.05588	TULARE	UNINCORPORATED	-119.0537095	35.8885894	N
4243	35.88862991	-119.2681122	TULARE	UNINCORPORATED	-119.268158	35.88873672	Y
3430	35.88890076	-119.2651215	TULARE	UNINCORPORATED	-119.2651138	35.88877869	Y
10481	35.88875961	-119.2719879	TULARE	UNINCORPORATED	-119.2720795	35.88880539	N
7449	35.8894105	-119.2682014	TULARE	UNINCORPORATED	-119.2682014	35.8894105	Y
8707	35.88961298	-119.0472651	TULARE	UNINCORPORATED	-119.0472651	35.88961298	Y
6778	35.88981983	-119.1792769	TULARE	UNINCORPORATED	-119.1792769	35.88981983	N
7754	35.88988589	-119.271021	TULARE	UNINCORPORATED	-119.271021	35.88988589	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6600	Crossroads	UNINCORPORATED	-119.2218607	35.80494938		0	0
6284	Crossroads	UNINCORPORATED	-119.1898986	35.80496592		0	0
7472	Crossroads	UNINCORPORATED	-119.1522944	35.80497691		0	0
7111	Crossroads	UNINCORPORATED	-119.1664345	35.8049802		0	0
1035	TIMS	UNINCORPORATED	-119.2199726	35.80498207		0	1
1652	TIMS	UNINCORPORATED	-119.2181873	35.80498809		0	0
6369	Crossroads	UNINCORPORATED	-119.2148531	35.80499239		0	0
1559	TIMS	UNINCORPORATED	-119.21463	35.805		0	0
1519	TIMS	UNINCORPORATED	-119.2110727	35.80500821		0	0
6494	Crossroads	UNINCORPORATED	-119.1398747	35.80501783		0	0
7719	Crossroads	UNINCORPORATED	-119.1217556	35.80502855		0	0
1280	TIMS	UNINCORPORATED	-119.1794253	35.8051082		0	0
1370	TIMS	UNINCORPORATED	-119.1664128	35.80513001		0	1
2314	TIMS	UNINCORPORATED	-119.1386864	35.80513651		0	0
1654	TIMS	UNINCORPORATED	-119.1411862	35.80514449		0	0
3608	TIMS	UNINCORPORATED	-119.1343002	35.80516052		0	0
3463	TIMS	UNINCORPORATED	-119.1271667	35.80517578		0	0
6487	Crossroads	UNINCORPORATED	-119.0968986	35.80527296		0	0
2263	TIMS	UNINCORPORATED	-119.1432211	35.80527718		0	0
4773	TIMS	UNINCORPORATED	-119.2146301	35.80789948		0	0
4579	TIMS	UNINCORPORATED	-119.1432495	35.80814743		0	0
4889	TIMS	UNINCORPORATED	-119.1432877	35.80926895		0	0
6506	Crossroads	UNINCORPORATED	-119.1434479	35.80938314		0	0
4939	TIMS	UNINCORPORATED	-119.102478	35.81048203		0	0
7969	Crossroads	UNINCORPORATED	-119.1015661	35.81184856		0	0
10461	TIMS	UNINCORPORATED	-119.1436462	35.88713074		0	0
9412	Crossroads	UNINCORPORATED	-119.2643936	35.88745042		0	0
4276	TIMS	UNINCORPORATED	-119.2859039	35.88784409		0	0
8096	Crossroads	UNINCORPORATED	-119.2660609	35.88790512		0	0
9492	Crossroads	UNINCORPORATED	-119.0486249	35.88833836		0	0
8832	Crossroads	UNINCORPORATED	-119.2705667	35.88850037		0	0
1066	TIMS	UNINCORPORATED	-119.0537095	35.8885894		0	0
4243	TIMS	UNINCORPORATED	-119.268158	35.88873672		0	0
3430	TIMS	UNINCORPORATED	-119.2651138	35.88877869		0	1
10481	TIMS	UNINCORPORATED	-119.2719879	35.88875961		0	0
7449	Crossroads	UNINCORPORATED	-119.2682014	35.8894105		0	0
8707	Crossroads	UNINCORPORATED	-119.0472651	35.88961298		0	0
6778	Crossroads	UNINCORPORATED	-119.1792769	35.88981983		0	0
7754	Crossroads	UNINCORPORATED	-119.271021	35.88988589		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6600	0	0	1	1	0	1	0	1
6284	0	0	1	1	0	1	0	0
7472	0	0	1	1	0	1	0	1
7111	0	0	1	1	0	1	0	1
1035	0	0	0	165	0	1	0	1
1652	1	0	0	11	0	0	0	1
6369	0	0	1	1	0	1	0	1
1559	0	1	0	6	0	0	0	0
1519	1	0	0	11	0	0	0	0
6494	0	0	1	1	1	0	0	0
7719	0	0	1	1	0	1	0	1
1280	0	1	0	6	0	0	0	0
1370	0	0	0	165	0	1	1	0
2314	0	1	0	6	1	0	0	0
1654	0	1	0	6	1	0	0	0
3608	0	1	0	6	1	0	0	0
3463	0	1	0	6	1	0	0	1
6487	0	0	1	1	0	1	0	1
2263	0	1	0	6	0	0	1	0
4773	1	0	0	11	1	0	0	0
4579	0	1	0	6	0	0	0	1
4889	0	1	0	6	1	0	0	0
6506	0	0	1	1	0	1	0	1
4939	0	1	0	6	0	0	0	0
7969	0	0	1	1	0	0	0	0
10461	0	1	0	6	0	0	0	0
9412	0	0	1	1	0	0	0	1
4276	1	0	0	11	0	1	0	1
8096	0	0	1	1	0	0	0	1
9492	0	0	1	1	1	0	0	0
8832	0	0	1	1	0	0	0	1
1066	1	0	0	11	0	0	0	0
4243	0	1	0	6	0	0	0	0
3430	0	0	0	165	0	0	0	0
10481	1	0	0	11	0	1	1	0
7449	0	0	1	1	0	0	1	0
8707	0	0	1	1	0	0	0	1
6778	0	0	1	1	0	1	0	1
7754	0	0	1	1	0	0	0	0

OBJECT_ID	NIGHTTIME
6600	0
6284	0
7472	1
7111	0
1035	1
1652	1
6369	1
1559	0
1519	1
6494	0
7719	1
1280	0
1370	0
2314	0
1654	1
3608	1
3463	0
6487	0
2263	1
4773	0
4579	0
4889	1
6506	1
4939	1
7969	0
10461	0
9412	1
4276	0
8096	1
9492	0
8832	1
1066	1
4243	1
3430	0
10481	0
7449	0
8707	1
6778	1
7754	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
9053	1.43E+13	2019	2019-03-12	14:54	Tuesday	Not Stated	0	0
3347	90754831	2018	2018-06-21	2120	Thursday	Male	25	20
8474	1.4E+13	2018	2018-05-26	0:50	Saturday	Not Stated	0	0
3776	90860775	2018	2018-11-06	600	Tuesday	Female	29	20
7732	1.38E+13	2017	2017-08-26	22:45	Saturday	Not Stated	0	0
7904	1.38E+13	2017	2017-10-27	14:15	Friday	Not Stated	0	0
6458	1.33E+13	2016	2016-05-12	21:10	Thursday	Not Stated	0	0
9807	1.46E+13	2019	2019-12-31	22:00	Tuesday	Not Stated	0	0
6210	1.32E+13	2016	2016-02-10	18:05	Wednesday	Male	39	30
9279	1.44E+13	2019	2019-05-28	5:30	Tuesday	Female	49	40
7521	1.37E+13	2017	2017-06-08	12:00	Thursday	Female	69	60
9787	1.46E+13	2019	2019-12-21	14:35	Saturday	Not Stated	0	0
4685	91075466	2019	2019-09-04	835	Wednesday	Female	53	50
3364	90758107	2018	2018-06-15	215	Friday	Female	36	30
1608	90279228	2016	2016-09-26	1500	Monday	Female	42	40
4645	91066199	2019	2019-08-30	1535	Friday	Male	71	70
6565	1.33E+14	2016	2016-06-22	6:40	Wednesday	Male	28	20
6825	1.34E+13	2016	2016-10-15	14:45	Saturday	Not Stated	0	0
2544	90541187	2017	2017-08-29	600	Tuesday	Male	23	20
6680	1.34E+13	2016	2016-08-07	1:50	Sunday	Not Stated	0	0
6133	1.32E+13	2016	2016-01-15	7:00	Friday	Not Stated	0	0
3050	90680024	2018	2018-03-10	1842	Saturday	Male	51	50
7129	1.35E+13	2017	2017-01-28	5:35	Saturday	Not Stated	0	0
8402	1.4E+14	2018	2018-05-01	2:50	Tuesday	Not Stated	0	0
11148	1.48152E+13	2020	2020-07-24	16:50	Friday	Female	20	20
9309	1.44E+13	2019	2019-06-05	18:55	Wednesday	Not Stated	0	0
9404	1.44E+13	2019	2019-07-17	19:45	Wednesday	Female	47	40
11034	1.47582E+13	2020	2020-05-28	20:40	Thursday	Female	39	30
8793	1.42E+13	2018	2018-10-09	6:15	Tuesday	Male	53	50
8450	1.4E+13	2018	2018-05-17	22:35	Thursday	Not Stated	0	0
3763	90858626	2018	2018-10-25	620	Thursday	Female	14	10
3067	90683088	2018	2018-03-05	1505	Monday	Female	21	20
4782	91098592	2019	2019-10-05	2128	Saturday	Male	45	40
6548	1.33E+13	2016	2016-06-14	12:33	Tuesday	Male	26	20
11131	1.48091E+13	2020	2020-07-18	12:10	Saturday	Male	20	20
10697	91374016	2020	2020-11-06	1940	Friday	Female	30	30
10375	91300542	2020	2020-08-31	1543	Monday	Male	52	50
2926	90640975	2018	2018-01-08	410	Monday	Male	18	10
10191	91256898	2020	2020-01-23	700	Thursday	Male	32	30

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
9053	Proceeding Straight	14	ROAD 148	AVENUE 56	712	S
3347	Not Stated	21	FRONT STREET	KELLY AVENUE	100	S
8474	Ran Off Road	0	KELLY AVE	MARKET RD	40	W
3776	Proceeding Straight	6	CHURCH ROAD	KOVACEVICH ST	6	S
7732	Other Unsafe Turning	22	KOVACEVICH ST	ALILA ST	75	E
7904	Proceeding Straight	14	ALILA ST	KOVACEVICH ST	40	N
6458	Proceeding Straight	21	CARDINAL AVE	THOMPSON RD	108	W
9807	Proceeding Straight	22	CARDINAL AVE	THOMPSON RD	100	W
6210	Not Stated	18	FOUNTAIN SPRINGS AVE	STATE HWY 65	550	E
9279	Making Left Turn	5	FOUNTAIN SPRINGS AVE	BRALY RD	190	W
7521	Proceeding Straight	12	FOUNTAIN SPRINGS AVE	BRALY RD	50	W
9787	Ran Off Road	14	ROAD 240	AVENUE 56	25	N
4685	Other Unsafe Turning	8	AVENUE 56	ROAD 240	534	E
3364	Other Unsafe Turning	2	AVENUE 56	ROAD 240	528	W
1608	Making U-Turn	15	AVENUE 56	ROAD 236	1056	E
4645	Entering Traffic	15	AVENUE 56	ROAD 224	150	E
6565	Passing Other Vehicle	6	AVENUE 56	ROAD 168	20	W
6825	Ran Off Road	14	AVENUE 56	ROAD 168	300	W
2544	Making Left Turn	6	AVENUE 56	ROAD 200	27	W
6680	Ran Off Road	1	AVENUE 56	ROAD 164	1520	E
6133	Making U Turn	7	AVENUE 56	ROAD 160	530	W
3050	Crossed Into Opposing Lane	18	SIERRA AVENUE	DOVE ROAD	107	W
7129	Ran Off Road	5	AVENUE 56	ROAD 152	528	W
8402	Other Unsafe Turning	2	AVENUE 56	ROAD 160	1584	W
11148	Making Right Turn	16	AVENUE 56	EARLIMART AVE	675	W
9309	Backing	18	AVENUE 56	EARLIMART AVE	300	W
9404	Proceeding Straight	19	AVENUE 56	EARLIMART AVE	35	W
11034	Proceeding Straight	20	AVENUE 56	EARLIMART AVE	10	W
8793	Proceeding Straight	6	AVENUE 56	EARLIMART AVE	5	E
8450	Other Unsafe Turning	22	AVENUE 56	CHURCH RD	27	W
3763	Not Stated	6	W. SIERRA AVENUE	N. STATE STREET	320	E
3067	Proceeding Straight	15	SIERRA AVENUE	EARLIMART AVENUE	222	W
4782	Making Left Turn	21	AVENUE 56	ROAD 128	1900	W
6548	Proceeding Straight	12	AVENUE 56	ROAD 144	660	W
11131	Ran Off Road	12	AVENUE 56	DIETZ RD	205	E
10697	Other Unsafe Turning	19	AVENUE 56 (SIERRA AVENUE	ROAD 144	275	E
10375	Proceeding Straight	15	AVE. 56	ROAD 148	146	E
2926	Ran Off Road	4	AVENUE 56	ROAD 180	1056	W
10191	Passing Other Vehicle	7	AVENUE 56	ROAD 176	500	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
9053	N	Clear	N			Property Damage Only	0
3347	N	Clear	N		N	Other Visible Injury	0
8474	N	Clear	N			Property Damage Only	0
3776	N	Clear	N		Y	Other Visible Injury	0
7732	N	Clear	N			Property Damage Only	0
7904	N	Clear	N			Property Damage Only	0
6458	N	Clear	N			Property Damage Only	0
9807	N	Clear	N			Property Damage Only	0
6210	N	Clear	N			Property Damage Only	0
9279	N	Clear	N			Property Damage Only	0
7521	N	Clear	N			Property Damage Only	0
9787	N	Cloudy	N			Property Damage Only	0
4685	N	Clear	N		Y	Severe Injury	0
3364	N	Clear	N		Y	Other Visible Injury	0
1608	N	Clear	N		Y	Complaint of Pain	0
4645	N	Clear	N		Y	Complaint of Pain	0
6565	N	Clear	N			Property Damage Only	0
6825	N	Clear	N			Property Damage Only	0
2544	N	Clear	N		Y	Complaint of Pain	0
6680	N	Clear	N			Property Damage Only	0
6133	N	Cloudy	N			Property Damage Only	0
3050	N	Cloudy	N		Y	Other Visible Injury	0
7129	N	Clear	N			Property Damage Only	0
8402	N	Clear	N			Property Damage Only	0
11148	N	Clear	N		N	Property Damage Only	0
9309	N	Clear	N			Property Damage Only	0
9404	N	Clear	N			Property Damage Only	0
11034	N	Clear	N		N	Property Damage Only	0
8793	N	Clear	N			Property Damage Only	0
8450	N	Clear	N			Property Damage Only	0
3763	N	Clear	N		Y	Other Visible Injury	0
3067	N	Clear	N		N	Other Visible Injury	0
4782	N	Clear	N		Y	Other Visible Injury	0
6548	N	Clear	N			Property Damage Only	0
11131	N	Clear	N		N	Property Damage Only	0
10697	N	Clear	N		Y	Fatal	1
10375	N	Clear	N		N	Complaint of Pain	0
2926	N	Raining	N		Y	Other Visible Injury	0
10191	N	Fog	N		Y	Fatal	1

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
9053	0	0	Other Than Driver	No	Other
3347	1	2	Unknown	No	Vehicle/Pedestrian
8474	0	1	Driving Under Influence	Misdemeanor	Hit Object
3776	1	2	Unsafe Speed	No	Rear-End
7732	0	1	Driving Under Influence	Misdemeanor	Rear-End
7904	0	1	Improper Turning	No	Hit Object
6458	0	1	Improper Turning	Misdemeanor	Rear-End
9807	0	1	Improper Turning	Misdemeanor	Sideswipe
6210	0	1	Pedestrian Violation	No	Vehicle/Pedestrian
9279	0	1	Auto R/W Violation	No	Broadside
7521	0	1	Unsafe Speed	No	Rear-End
9787	0	1	Improper Turning	Misdemeanor	Hit Object
4685	4	1	Improper Turning	No	Hit Object
3364	1	1	Improper Turning	Misdemeanor	Hit Object
1608	1	2	Unsafe Starting or Backing	No	Broadside
4645	1	2	Auto R/W Violation	No	Broadside
6565	0	1	Wrong Side of Road	No	Sideswipe
6825	0	1	Improper Turning	Misdemeanor	Hit Object
2544	1	2	Auto R/W Violation	No	Sideswipe
6680	0	1	Improper Turning	No	Hit Object
6133	0	1	Auto R/W Violation	Misdemeanor	Rear-End
3050	2	2	Driving Under Influence	No	Head-On
7129	0	1	Improper Turning	No	Hit Object
8402	0	1	Driving Under Influence	No	Hit Object
11148	0	0	Improper Turning	No	Hit Object
9309	0	1	Other Improper Driving	No	Other
9404	0	1	Unsafe Speed	No	Rear-End
11034	0	0	Unsafe Speed	No	Rear-End
8793	0	1	Unsafe Speed	No	Rear-End
8450	0	1	Driving Under Influence	No	Hit Object
3763	1	2	Pedestrian Violation	No	Vehicle/Pedestrian
3067	1	2	Unsafe Speed	No	Rear-End
4782	2	2	Driving Under Influence	No	Head-On
6548	0	0	Other Than Driver	No	Hit Object
11131	0	0	Improper Turning	No	Hit Object
10697	0	1	Driving Under Influence	No	Hit Object
10375	1	2	Unsafe Speed	No	Rear-End
2926	1	1	Improper Turning	No	Hit Object
10191	3	4	Driving Under Influence	Felony	Head-On

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
9053	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3347	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Dark - No Street Lights
8474	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
3776	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7732	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7904	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6458	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9807	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6210	Pedestrian	Crossing Not In Crosswalk	Dry	No Unusual Condition	Dark - No Street Lights
9279	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7521	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9787	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4685	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3364	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1608	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4645	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6565	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6825	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2544	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6680	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6133	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3050	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7129	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8402	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
11148	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9309	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9404	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
11034	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8793	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8450	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
3763	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dusk - Dawn
3067	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4782	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6548	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
11131	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10697	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10375	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2926	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
10191	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
9053	-	0					N	HNBD	School Bus
3347	None	0	Y				Y		-
8474	-	0					N	HBD Under Influence	Pickup Truck
3776	None	0					Y		Passenger Car/Station Waç
7732	-	0					N	HBD Under Influence	Passenger Car
7904	-	0					N	HNBD	Passenger Car
6458	-	0					N	Impairment Not Known	Passenger Car
9807	-	0					N	Impairment Not Known	Other
6210	-	0	Y				N	HNBD	Pedestrian
9279	-	0					N	HNBD	Passenger Car
7521	-	0					N	HNBD	Pickup Truck
9787	-	0					N	Impairment Not Known	Other
4685	None	0					Y		Emergency Vehicle
3364	None	0					Y		Passenger Car/Station Waç
1608	None	0					Y		Passenger Car/Station Waç
4645	None	0					Y		Passenger Car/Station Waç
6565	-	0					N	HNBD	Passenger Car
6825	-	0					N	Impairment Not Known	Passenger Car
2544	None	0					Y		Pickup or Panel Truck
6680	-	0					N	Sleepy - Fatigued	Passenger Car
6133	-	0					N	Impairment Not Known	Other
3050	None	0					Y	Y	Pickup or Panel Truck
7129	-	0					N	HNBD	Passenger Car
8402	-	0					N	HBD Under Influence	Passenger Car
11148	None	0					N		Passenger Car
9309	-	0					Y	Impairment Not Known	Other
9404	-	0					N	HNBD	Passenger Car
11034	None	0					N		Passenger Car
8793	-	0					N	Impairment Not Known	Passenger Car
8450	-	0					N	HBD Under Influence	Passenger Car
3763	None	0	Y				Y		Pedestrian
3067	None	0					Y		Passenger Car/Station Waç
4782	None	0					Y	Y	Pickup or Panel Truck
6548	-	0					N	Impairment Not Known	Pickup Truck
11131	None	0					N		Passenger Car
10697	None	0					Y	Y	Passenger Car/Station Waç
10375	None	0					Y		Passenger Car/Station Waç
2926	None	0					Y		Passenger Car/Station Waç
10191	None	0					Y		Passenger Car/Station Waç

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
9053	13	0	0	0	0	0	0	0	0	0
3347	-	0	1	0	0	1	0	0	0	0
8474	22	0	0	0	0	0	0	0	0	0
3776	1	0	1	0	0	0	0	0	0	0
7732	7	0	0	0	0	0	0	0	0	0
7904	7	0	0	0	0	0	0	0	0	0
6458	1	0	0	0	0	0	0	0	0	0
9807	99	0	0	0	0	0	0	0	0	0
6210	60	0	0	0	0	0	0	0	0	0
9279	1	0	0	0	0	0	0	0	0	0
7521	22	0	0	0	0	0	0	0	0	0
9787	99	0	0	0	0	0	0	0	0	0
4685	43	1	3	0	0	0	0	0	0	0
3364	1	0	1	0	0	0	0	0	0	0
1608	8	0	0	1	0	0	0	0	0	0
4645	1	0	0	1	0	0	0	0	0	0
6565	1	0	0	0	0	0	0	0	0	0
6825	1	0	0	0	0	0	0	0	0	0
2544	22	0	0	1	0	0	0	0	0	0
6680	1	0	0	0	0	0	0	0	0	0
6133	99	0	0	0	0	0	0	0	0	0
3050	22	0	1	1	0	0	0	0	0	0
7129	1	0	0	0	0	0	0	0	0	0
8402	1	0	0	0	0	0	0	0	0	0
11148	0	0	0	0	0	0	0	0	0	0
9309	99	0	0	0	0	0	0	0	0	0
9404	1	0	0	0	0	0	0	0	0	0
11034	0	0	0	0	0	0	0	0	0	0
8793	1	0	0	0	0	0	0	0	0	0
8450	1	0	0	0	0	0	0	0	0	0
3763	60	0	1	0	0	1	0	0	0	0
3067	1	0	1	0	0	0	0	0	0	0
4782	22	0	1	1	0	0	0	0	0	0
6548	22	0	0	0	0	0	0	0	0	0
11131	0	0	0	0	0	0	0	0	0	0
10697	1	0	0	0	0	0	0	0	0	0
10375	1	0	0	1	0	0	0	0	0	0
2926	1	0	1	0	0	0	0	0	0	0
10191	1	2	1	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
9053	35.88993518	-119.2415525	TULARE	UNINCORPORATED	-119.2415525	35.88993518	N
3347	35.89060974	-119.2751465	TULARE	UNINCORPORATED	-119.275238	35.89056015	Y
8474	35.89082643	-119.2741555	TULARE	UNINCORPORATED	-119.2741555	35.89082643	Y
3776	35.89107895	-119.2681274	TULARE	UNINCORPORATED	-119.268158	35.89112473	Y
7732	35.89114387	-119.2698725	TULARE	UNINCORPORATED	-119.2698725	35.89114387	Y
7904	35.89125375	-119.2701252	TULARE	UNINCORPORATED	-119.2701252	35.89125375	Y
6458	35.89142473	-119.2645926	TULARE	UNINCORPORATED	-119.2645926	35.89142473	Y
9807	35.89142489	-119.2645656	TULARE	UNINCORPORATED	-119.2645656	35.89142489	Y
6210	35.89159358	-119.0512633	TULARE	UNINCORPORATED	-119.0512633	35.89159358	N
9279	35.89159358	-119.0510101	TULARE	UNINCORPORATED	-119.0510101	35.89159358	Y
7521	35.89159358	-119.0505375	TULARE	UNINCORPORATED	-119.0505375	35.89159358	Y
9787	35.89162929	-119.035805	TULARE	UNINCORPORATED	-119.035805	35.89162929	Y
4685	35.89165115	-119.0364075	TULARE	UNINCORPORATED	-119.0340805	35.89163589	N
3364	35.89176178	-119.0382004	TULARE	UNINCORPORATED	-119.0376587	35.89165497	N
1608	35.89174	-119.04104	TULARE	UNINCORPORATED	-119.0412393	35.89167889	N
4645	35.8916893	-119.0701675	TULARE	UNINCORPORATED	-119.0710449	35.89173889	Y
6565	35.89179527	-119.1971417	TULARE	UNINCORPORATED	-119.1971417	35.89179527	Y
6825	35.89180023	-119.1980869	TULARE	UNINCORPORATED	-119.1980869	35.89180023	N
2544	35.89178	-119.12613	TULARE	UNINCORPORATED	-119.1260411	35.89180026	Y
6680	35.89181471	-119.2008485	TULARE	UNINCORPORATED	-119.2008485	35.89181471	N
6133	35.89187126	-119.2165903	TULARE	UNINCORPORATED	-119.2165903	35.89187126	N
3050	35.89191055	-119.2695007	TULARE	UNINCORPORATED	-119.2694778	35.89188004	Y
7129	35.89188098	-119.2344388	TULARE	UNINCORPORATED	-119.2344388	35.89188098	N
8402	35.89188106	-119.2201485	TULARE	UNINCORPORATED	-119.2201485	35.89188106	N
11148	35.89188282	-119.273272	TULARE	UNINCORPORATED	-119.273272	35.89188282	N
9309	35.89188529	-119.2720061	TULARE	UNINCORPORATED	-119.2720061	35.89188529	N
9404	35.89188796	-119.2711115	TULARE	UNINCORPORATED	-119.2711115	35.89188796	Y
11034	35.89188822	-119.2710271	TULARE	UNINCORPORATED	-119.2710271	35.89188822	Y
8793	35.89188837	-119.2709764	TULARE	UNINCORPORATED	-119.2709764	35.89188837	Y
8450	35.89189106	-119.2683162	TULARE	UNINCORPORATED	-119.2683162	35.89189106	Y
3763	35.89184189	-119.271698	TULARE	UNINCORPORATED	-119.2717209	35.89189148	N
3067	35.89189148	-119.2717209	TULARE	UNINCORPORATED	-119.2717056	35.89189148	Y
4782	35.89199066	-119.292511	TULARE	UNINCORPORATED	-119.292511	35.89189529	N
6548	35.89190575	-119.2526822	TULARE	UNINCORPORATED	-119.2526822	35.89190575	N
11131	35.89190982	-119.2586374	TULARE	UNINCORPORATED	-119.2586374	35.89190982	Y
10697	35.89202881	-119.25	TULARE	UNINCORPORATED	-119.2494888	35.89191055	Y
10375	35.89197922	-119.2409668	TULARE	UNINCORPORATED	-119.2410049	35.89191055	N
2926	35.89181137	-119.1667862	TULARE	UNINCORPORATED	-119.1739883	35.89191055	N
10191	35.891819	-119.1831207	TULARE	UNINCORPORATED	-119.1810074	35.89191437	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
9053	Crossroads	UNINCORPORATED	-119.2415525	35.88993518		0	0
3347	TIMS	UNINCORPORATED	-119.275238	35.89056015		0	0
8474	Crossroads	UNINCORPORATED	-119.2741555	35.89082643		0	0
3776	TIMS	UNINCORPORATED	-119.268158	35.89112473		0	0
7732	Crossroads	UNINCORPORATED	-119.2698725	35.89114387		0	0
7904	Crossroads	UNINCORPORATED	-119.2701252	35.89125375		0	0
6458	Crossroads	UNINCORPORATED	-119.2645926	35.89142473		0	0
9807	Crossroads	UNINCORPORATED	-119.2645656	35.89142489		0	0
6210	Crossroads	UNINCORPORATED	-119.0512633	35.89159358		0	0
9279	Crossroads	UNINCORPORATED	-119.0510101	35.89159358		0	0
7521	Crossroads	UNINCORPORATED	-119.0505375	35.89159358		0	0
9787	Crossroads	UNINCORPORATED	-119.035805	35.89162929		0	0
4685	TIMS	UNINCORPORATED	-119.0340805	35.89163589		0	1
3364	TIMS	UNINCORPORATED	-119.0376587	35.89165497		0	0
1608	TIMS	UNINCORPORATED	-119.0412393	35.89167889		0	0
4645	TIMS	UNINCORPORATED	-119.0710449	35.89173889		0	0
6565	Crossroads	UNINCORPORATED	-119.1971417	35.89179527		0	0
6825	Crossroads	UNINCORPORATED	-119.1980869	35.89180023		0	0
2544	TIMS	UNINCORPORATED	-119.1260411	35.89180026		0	0
6680	Crossroads	UNINCORPORATED	-119.2008485	35.89181471		0	0
6133	Crossroads	UNINCORPORATED	-119.2165903	35.89187126		0	0
3050	TIMS	UNINCORPORATED	-119.2694778	35.89188004		0	0
7129	Crossroads	UNINCORPORATED	-119.2344388	35.89188098		0	0
8402	Crossroads	UNINCORPORATED	-119.2201485	35.89188106		0	0
11148	Crossroads	UNINCORPORATED	-119.273272	35.89188282		0	0
9309	Crossroads	UNINCORPORATED	-119.2720061	35.89188529		0	0
9404	Crossroads	UNINCORPORATED	-119.2711115	35.89188796		0	0
11034	Crossroads	UNINCORPORATED	-119.2710271	35.89188822		0	0
8793	Crossroads	UNINCORPORATED	-119.2709764	35.89188837		0	0
8450	Crossroads	UNINCORPORATED	-119.2683162	35.89189106		0	0
3763	TIMS	UNINCORPORATED	-119.2717209	35.89189148		0	0
3067	TIMS	UNINCORPORATED	-119.2717056	35.89189148		0	0
4782	TIMS	UNINCORPORATED	-119.292511	35.89189529		0	0
6548	Crossroads	UNINCORPORATED	-119.2526822	35.89190575		0	0
11131	Crossroads	UNINCORPORATED	-119.2586374	35.89190982		0	0
10697	TIMS	UNINCORPORATED	-119.25	35.89202881		1	0
10375	TIMS	UNINCORPORATED	-119.2409668	35.89197922		0	0
2926	TIMS	UNINCORPORATED	-119.1739883	35.89191055		0	0
10191	TIMS	UNINCORPORATED	-119.1831207	35.891819		1	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
9053	0	0	1	1	0	0	0	0
3347	1	0	0	11	0	0	0	0
8474	0	0	1	1	0	1	1	0
3776	1	0	0	11	0	0	0	0
7732	0	0	1	1	0	0	1	0
7904	0	0	1	1	0	1	0	1
6458	0	0	1	1	0	0	0	1
9807	0	0	1	1	0	0	0	1
6210	0	0	1	1	0	0	0	0
9279	0	0	1	1	1	0	0	0
7521	0	0	1	1	0	0	0	0
9787	0	0	1	1	0	1	0	1
4685	0	0	0	165	0	1	0	1
3364	1	0	0	11	0	1	0	1
1608	0	1	0	6	1	0	0	0
4645	0	1	0	6	1	0	0	0
6565	0	0	1	1	0	0	0	0
6825	0	0	1	1	0	1	0	1
2544	0	1	0	6	0	0	0	0
6680	0	0	1	1	0	1	0	1
6133	0	0	1	1	0	0	0	0
3050	1	0	0	11	0	0	1	0
7129	0	0	1	1	0	1	0	1
8402	0	0	1	1	0	1	1	0
11148	0	0	1	1	0	1	0	1
9309	0	0	1	1	0	0	0	0
9404	0	0	1	1	0	0	0	0
11034	0	0	1	1	0	0	0	0
8793	0	0	1	1	0	0	0	0
8450	0	0	1	1	0	1	1	0
3763	1	0	0	11	0	0	0	0
3067	1	0	0	11	0	0	0	0
4782	1	0	0	11	0	0	1	0
6548	0	0	1	1	0	1	0	0
11131	0	0	1	1	0	1	0	1
10697	0	0	0	165	0	1	1	0
10375	0	1	0	6	0	0	0	0
2926	1	0	0	11	0	1	0	1
10191	0	0	0	165	0	0	1	0

OBJECT_ID	NIGHTTIME
9053	0
3347	1
8474	1
3776	0
7732	1
7904	0
6458	1
9807	1
6210	1
9279	0
7521	0
9787	0
4685	0
3364	1
1608	0
4645	0
6565	0
6825	0
2544	0
6680	1
6133	0
3050	1
7129	1
8402	1
11148	0
9309	0
9404	0
11034	1
8793	1
8450	1
3763	0
3067	0
4782	1
6548	0
11131	0
10697	1
10375	0
2926	1
10191	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
1344	90210118	2016	2016-06-12	1440	Sunday	Male	35	30
4961	91146520	2019	2019-12-13	1730	Friday	Not Stated	0	0
9251	1.44E+13	2019	2019-05-20	18:52	Monday	Not Stated	0	0
8002	1.38E+13	2017	2017-11-30	5:20	Thursday	Female	20	20
6482	1.33E+13	2016	2016-05-21	11:39	Saturday	Male	22	20
3648	90826814	2018	2018-09-28	2125	Friday	Male	0	0
4757	91092788	2019	2019-10-02	1050	Wednesday	Female	17	10
4259	90973700	2019	2019-04-11	2355	Thursday	Male	36	30
967	90102040	2016	2016-01-22	625	Friday	Male	32	30
10573	91342986	2020	2020-11-09	820	Monday	Male	24	20
2666	90568165	2017	2017-10-04	551	Wednesday	Female	28	20
8075	1.39E+13	2018	2018-01-07	18:15	Sunday	Not Stated	0	0
8057	1.39E+13	2017	2017-12-26	7:45	Tuesday	Not Stated	0	0
10280	91279503	2020	2020-07-23	1300	Thursday	Male	28	20
2890	90629733	2017	2017-12-23	2140	Saturday	Male	23	20
10166	91251849	2020	2020-06-02	1942	Tuesday	Male	19	10
6094	1.32E+13	2016	2016-01-03	7:00	Sunday	Not Stated	0	0
4189	90963912	2019	2019-03-15	1915	Friday	Male	29	20
3452	90783708	2018	2018-07-26	855	Thursday	Male	57	50
7400	1.36E+13	2017	2017-05-01	10:10	Monday	Male	58	50
6243	1.32E+13	2016	2016-02-22	10:55	Monday	Female	19	10
10661	91361842	2020	2020-11-24	620	Tuesday	Male	47	40
2942	90647442	2018	2018-01-19	1415	Friday	Male	32	30
3033	90675686	2018	2018-03-02	825	Friday	Male	47	40
2929	90642631	2018	2018-01-08	1720	Monday	Female	42	40
2932	90643434	2018	2018-01-11	350	Thursday	Female	29	20
4010	90920026	2019	2019-01-31	805	Thursday	Female	58	50
4357	90995456	2019	2019-05-16	1100	Thursday	Male	54	50
8409	1.4E+13	2018	2018-05-03	3:15	Thursday	Female	53	50
2800	90602421	2017	2017-11-17	1210	Friday	Female	78	70
2949	90650233	2018	2018-01-20	1405	Saturday	Female	22	20
7343	1.36E+13	2017	2017-04-10	19:05	Monday	Not Stated	0	0
6365	1.32E+13	2016	2016-04-09	2:00	Saturday	Male	21	20
8372	1.4E+13	2018	2018-04-21	23:15	Saturday	Male	68	60
2202	90446306	2017	2017-04-23	2240	Sunday	Female	37	30
7424	1.36E+13	2017	2017-05-07	20:40	Sunday	Not Stated	0	0
8134	1.39E+13	2018	2018-01-27	11:30	Saturday	Not Stated	0	0
3094	90691163	2018	2018-03-19	1135	Monday	Male	48	40
1728	90313396	2016	2016-11-04	205	Friday	Male	22	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
1344	Ran Off Road	14	AVE. 56	ROAD 148	900	E
4961	Other Unsafe Turning	17	AVENUE 56	ROAD 152	1056	W
9251	Proceeding Straight	18	AVENUE 56	HOWARD RD	30	W
8002	Stopped In Road	5	AVENUE 56	HOWARD RD	800	W
6482	Ran Off Road	11	AVENUE 56	HOWARD RD	2112	W
3648	Proceeding Straight	21	FRONT ST	AVENUE 56	29	N
4757	Other Unsafe Turning	10	AVENUE 56	ROAD 160	1584	W
4259	Crossed Into Opposing Lane	23	AVENUE 56	ROAD 164	795	W
967	Proceeding Straight	6	AVENUE 56	ROAD 160	162	W
10573	Other Unsafe Turning	8	AVENUE 56	ROAD 160	21	E
2666	Proceeding Straight	5	AVENUE 56	ROAD 160	30	E
8075	Backing	18	EARLIMART AVE	AVENUE 56	292	N
8057	Backing	7	EARLIMART AVE	MARIN AVE	275	S
10280	Ran Off Road	13	ROAD 224	AVE 56	500	N
2890	Ran Off Road	21	CHURCH RD	ANDREA AVE	4	S
10166	Proceeding Straight	19	BOBBI AVENUE	EARLIMART AVENUE	300	E
6094	Proceeding Straight	7	BOBBY AVE	DIANE ST	40	W
4189	Other Unsafe Turning	19	BOBBI AVE	DIANE ST	15	E
3452	Making U-Turn	8	N FRONT STREET	W SIERRA AVE	1056	N
7400	Passing Other Vehicle	10	ROAD 176	AVENUE 56	1584	N
6243	Ran Off Road	10	ROAD 192	AVENUE 56	2640	N
10661	Proceeding Straight	6	ROAD 108	AVENUE 256	400	N
2942	Proceeding Straight	14	RESERVATION ROAD (MTN. 1	CHIMNEY ROAD	528	W
3033	Other Unsafe Turning	8	RESERVATION ROAD	CHIMNEY ROAD	528	W
2929	Ran Off Road	17	RESERVATION ROAD (MOUN	CHIMNEY ROAD	500	W
2932	Proceeding Straight	3	RESERVATION ROAD	CHIMNEY ROAD	360	W
4010	Ran Off Road	8	MTN 137 (RESERVATION ROA	SUCCESS VALLEY DR	10560	E
4357	Ran Off Road	11	MOUNTAIN ROAD 137 (RESE	BIA 240 (CHIMNEY ROA	200	W
8409	Proceeding Straight	3	INDIAN RESERVATION DR	SUCCESS VALLEY DR	10032	E
2800	Other Unsafe Turning	12	RESERVATION ROAD	CHIMNEY ROAD	1584	E
2949	Ran Off Road	14	RESERVATION ROAD (MTN 13	BIA 211 (SOUTH TULE F	4224	W
7343	Ran Off Road	19	INDIAN RESERVATION DR	SUCCESS VALLEY DR	14256	E
6365	Stopped In Road	2	INDIAN RESERVATION DR	SUCCESS VALLEY DR	9504	E
8372	Crossed Into Opposing Lane - Unpl	23	INDIAN RESERVATION DR	SUCCESS VALLEY DR	9504	E
2202	Proceeding Straight	22	RESERVATION ROAD (MOUN	WATER TOWER ROAD	785	W
7424	Ran Off Road	20	INDIAN RESERVATION DR	SUCCESS VALLEY DR	14783	E
8134	Other Unsafe Turning	11	INDIAN RESERVATION DR	SUCCESS VALLEY DR	7391	E
3094	Crossed Into Opposing Lane	11	MTN 137 (RESERVATION ROA	SUCCESS VALLEY DR	6336	E
1728	Proceeding Straight	2	RESERVATION ROAD	ROAD 296	528	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
1344	N	Clear	N		Y	Other Visible Injury	0
4961	N	Cloudy	N		Y	Other Visible Injury	0
9251	N	Cloudy	N			Property Damage Only	0
8002	N	Clear	N			Property Damage Only	0
6482	N	Clear	N			Property Damage Only	0
3648	N	Clear	N		N	Complaint of Pain	0
4757	N	Clear	N		Y	Complaint of Pain	0
4259	N	Clear	N		Y	Severe Injury	0
967	N	Clear	N		Y	Complaint of Pain	0
10573	N	Clear	N		Y	Complaint of Pain	0
2666	N	Clear	N		Y	Complaint of Pain	0
8075	N	Clear	N			Property Damage Only	0
8057	N	Clear	N			Property Damage Only	0
10280	N	Clear	N		Y	Other Visible Injury	0
2890	N	Clear	N		Y	Other Visible Injury	0
10166	N	Clear	N		N	Other Visible Injury	0
6094	N	Clear	N			Property Damage Only	0
4189	N	Clear	N		N	Severe Injury	0
3452	N	Clear	N		N	Complaint of Pain	0
7400	N	Clear	N			Property Damage Only	0
6243	N	Not Stated	N			Property Damage Only	0
10661	N	Clear	N		Y	Complaint of Pain	0
2942	N	Raining	N		Y	Severe Injury	0
3033	N	Cloudy	N		Y	Complaint of Pain	0
2929	N	Raining	N		Y	Severe Injury	0
2932	N	Clear	N		Y	Complaint of Pain	0
4010	N	Raining	N		Y	Other Visible Injury	0
4357	N	Cloudy	N		Y	Other Visible Injury	0
8409	N	Clear	N			Property Damage Only	0
2800	N	Cloudy	N		Y	Other Visible Injury	0
2949	N	Clear	N		Y	Complaint of Pain	0
7343	N	Clear	N			Property Damage Only	0
6365	N	Raining	N			Property Damage Only	0
8372	N	Clear	N			Property Damage Only	0
2202	N	Clear	N		Y	Complaint of Pain	0
7424	N	Clear	N			Property Damage Only	0
8134	N	Clear	N			Property Damage Only	0
3094	N	Clear	N		Y	Severe Injury	0
1728	N	Clear	N		Y	Other Visible Injury	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
1344	1	1	Driving Under Influence	No	Overtuned
4961	1	1	Improper Turning	Felony	Hit Object
9251	0	1	Traffic Signals and Signs	No	Hit Object
8002	0	1	Auto R/W Violation	No	Broadside
6482	0	1	Improper Turning	No	Hit Object
3648	1	2	Unsafe Speed	Misdemeanor	Rear-End
4757	1	1	Improper Turning	No	Overtuned
4259	1	2	Driving Under Influence	No	Head-On
967	2	2	Unsafe Speed	No	Rear-End
10573	1	1	Improper Turning	No	Hit Object
2666	1	2	Unsafe Speed	No	Broadside
8075	0	1	Unsafe Starting or Backing	Misdemeanor	Broadside
8057	0	1	Unsafe Starting or Backing	Misdemeanor	Other
10280	1	1	Driving Under Influence	No	Hit Object
2890	1	1	Improper Turning	Misdemeanor	Hit Object
10166	2	2	Other Than Driver	No	Other
6094	0	1	Improper Turning	Misdemeanor	Rear-End
4189	1	1	Improper Turning	No	Hit Object
3452	2	2	Auto R/W Violation	No	Broadside
7400	0	1	Improper Passing	No	Sideswipe
6243	0	1	Improper Turning	No	Hit Object
10661	1	2	Unsafe Speed	No	Rear-End
2942	3	2	Unsafe Speed	No	Head-On
3033	1	1	Unsafe Speed	No	Hit Object
2929	2	1	Improper Turning	No	Hit Object
2932	1	1	Improper Turning	No	Overtuned
4010	1	1	Improper Turning	No	Hit Object
4357	2	1	Improper Turning	No	Hit Object
8409	0	0	Wrong Side of Road	No	Sideswipe
2800	2	1	Improper Turning	No	Overtuned
2949	1	1	Unknown	No	Overtuned
7343	0	1	Improper Turning	No	Hit Object
6365	0	1	Unsafe Speed	No	Hit Object
8372	0	1	Wrong Side of Road	No	Sideswipe
2202	1	1	Other Than Driver (or Pedestrian)	No	Other
7424	0	1	Improper Turning	No	Hit Object
8134	0	1	Improper Turning	No	Hit Object
3094	2	2	Wrong Side of Road	No	Head-On
1728	1	1	Driving Under Influence	Misdemeanor	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
1344	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4961	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9251	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8002	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6482	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3648	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
4757	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4259	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
967	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
10573	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2666	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8075	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8057	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10280	Fixed Object	No Pedestrian Involved	Dry	Other	Daylight
2890	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10166	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6094	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
4189	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3452	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7400	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6243	Fixed Object	No Pedestrian Involved	Not Stated	Not Stated	Not Stated
10661	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
2942	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
3033	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
2929	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
2932	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
4010	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
4357	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8409	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2800	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
2949	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7343	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6365	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
8372	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2202	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7424	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8134	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3094	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1728	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
1344	None	0					Y	Y	Passenger Car/Station Waç
4961	None	0					Y		Pickup or Panel Truck
9251	-	0					N	Impairment Not Known	Passenger Car
8002	-	0					N	HNBD	Passenger Car
6482	-	0					N	HNBD	Passenger Car
3648	Functioning	0					Y		Passenger Car/Station Waç
4757	None	0					Y		Passenger Car/Station Waç
4259	None	0				Y	Y	Y	Passenger Car/Station Waç
967	None	0					Y		Pickup or Panel Truck
10573	None	0				Y	Y		Truck or Truck Tractor
2666	None	0					Y		Passenger Car/Station Waç
8075	-	0					N	Impairment Not Known	Other
8057	-	0					N	Impairment Not Known	Passenger Car
10280	None	0					Y	Y	Passenger Car/Station Waç
2890	None	0					Y	Y	Pickup or Panel Truck
10166	None	0		Y			Y		-
6094	-	0					N	Impairment Not Known	Passenger Car
4189	None	0		Y			Y		Motorcycle/Scooter
3452	None	0				Y	Y		Truck or Truck Tractor
7400	-	0				Y	N	Impairment Not Known	Truck
6243	-	0					N	HNBD	Passenger Car
10661	None	0					Y		Passenger Car/Station Waç
2942	None	0					Y		Passenger Car/Station Waç
3033	None	0					Y		Passenger Car/Station Waç
2929	None	0					Y		Pickup or Panel Truck
2932	None	0					Y		Passenger Car/Station Waç
4010	None	0					Y		Passenger Car/Station Waç
4357	None	0					Y		Passenger Car/Station Waç
8409	-	0					N	HNBD	Pickup Truck
2800	None	0					Y		Pickup or Panel Truck
2949	None	0					Y		Passenger Car/Station Waç
7343	-	0					N	HNBD	Passenger Car
6365	-	0					N	HNBD	Passenger Car
8372	-	0					N	HNBD	Passenger Car
2202	None	0					Y		-
7424	-	0					N	HNBD	Passenger Car
8134	-	0					N	HNBD	Passenger Car
3094	None	0				Y	Y		Passenger Car/Station Waç
1728	None	0					Y		Passenger Car/Station Waç

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
1344	7	0	1	0	0	0	0	0	0	0
4961	22	0	1	0	0	0	0	0	0	0
9251	7	0	0	0	0	0	0	0	0	0
8002	1	0	0	0	0	0	0	0	0	0
6482	1	0	0	0	0	0	0	0	0	0
3648	1	0	0	1	0	0	0	0	0	0
4757	7	0	0	1	0	0	0	0	0	0
4259	1	1	0	0	0	0	0	0	0	0
967	22	0	0	2	0	0	0	0	0	0
10573	26	0	0	1	0	0	0	0	0	0
2666	7	0	0	1	0	0	0	0	0	0
8075	99	0	0	0	0	0	0	0	0	0
8057	7	0	0	0	0	0	0	0	0	0
10280	1	0	1	0	0	0	0	0	0	0
2890	22	0	1	0	0	0	0	0	0	0
10166	-	0	2	0	0	0	0	0	0	2
6094	1	0	0	0	0	0	0	0	0	0
4189	6	1	0	0	0	0	0	0	0	1
3452	26	0	0	2	0	0	0	0	0	0
7400	26	0	0	0	0	0	0	0	0	0
6243	1	0	0	0	0	0	0	0	0	0
10661	1	0	0	1	0	0	0	0	0	0
2942	1	1	0	2	0	0	0	0	0	0
3033	7	0	0	1	0	0	0	0	0	0
2929	22	1	1	0	0	0	0	0	0	0
2932	1	0	0	1	0	0	0	0	0	0
4010	1	0	1	0	0	0	0	0	0	0
4357	1	0	2	0	0	0	0	0	0	0
8409	22	0	0	0	0	0	0	0	0	0
2800	22	0	1	1	0	0	0	0	0	0
2949	1	0	0	1	0	0	0	0	0	0
7343	7	0	0	0	0	0	0	0	0	0
6365	1	0	0	0	0	0	0	0	0	0
8372	1	0	0	0	0	0	0	0	0	0
2202	-	0	0	1	0	0	0	0	0	0
7424	7	0	0	0	0	0	0	0	0	0
8134	1	0	0	0	0	0	0	0	0	0
3094	1	2	0	0	0	0	0	0	0	0
1728	1	0	1	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
1344	35.89188	-119.23891	TULARE	UNINCORPORATED	-119.2384648	35.89192033	N
4961	35.89184189	-119.2365189	TULARE	UNINCORPORATED	-119.2361832	35.89192963	N
9251	35.89192972	-119.2858339	TULARE	UNINCORPORATED	-119.2858339	35.89192972	Y
8002	35.89193488	-119.2884333	TULARE	UNINCORPORATED	-119.2884333	35.89193488	N
6482	35.89194366	-119.2928625	TULARE	UNINCORPORATED	-119.2928625	35.89194366	N
3648	35.53310013	-119.1632309	TULARE	UNINCORPORATED	-119.2756729	35.89196396	Y
4757	35.89204025	-119.2199631	TULARE	UNINCORPORATED	-119.2200928	35.89196777	N
4259	35.89199829	-119.2087173	TULARE	UNINCORPORATED	-119.2087936	35.89196777	N
967	35.89195	-119.21536	TULARE	UNINCORPORATED	-119.2152963	35.89197882	Y
10573	35.89192963	-119.2147522	TULARE	UNINCORPORATED	-119.2146759	35.89197922	N
2666	35.89204	-119.21543	TULARE	UNINCORPORATED	-119.2146488	35.89197977	Y
8075	35.89269045	-119.2709933	TULARE	UNINCORPORATED	-119.2709933	35.89269045	N
8057	35.89288274	-119.2709933	TULARE	UNINCORPORATED	-119.2709933	35.89288274	N
10280	35.89535904	-119.0716171	TULARE	UNINCORPORATED	-119.0715561	35.89311218	Y
2890	35.89425	-119.26809	TULARE	UNINCORPORATED	-119.26815	35.89432902	Y
10166	35.89508057	-119.2699203	TULARE	UNINCORPORATED	-119.2700958	35.89505768	Y
6094	35.89506937	-119.2726442	TULARE	UNINCORPORATED	-119.2726442	35.89506937	Y
4189	35.89530945	-119.2723083	TULARE	UNINCORPORATED	-119.2724075	35.89509583	Y
3452	35.89558029	-119.2768021	TULARE	UNINCORPORATED	-119.276825	35.89557648	N
7400	35.8960939	-119.1793199	TULARE	UNINCORPORATED	-119.1793199	35.8960939	N
6243	35.89887948	-119.1436644	TULARE	UNINCORPORATED	-119.1436644	35.89887948	N
10661	36.25593948	-119.3309937	TULARE	UNINCORPORATED	-119.0000076	35.9859581	Y
2942	36.01596069	-118.8273468	TULARE	UNINCORPORATED	-118.8276215	36.01573181	N
3033	36.0163002	-118.8266907	TULARE	UNINCORPORATED	-118.8276138	36.01573181	N
2929	36.01604843	-118.82724	TULARE	UNINCORPORATED	-118.8275146	36.01579285	N
2932	36.01639175	-118.8266296	TULARE	UNINCORPORATED	-118.8271713	36.01603317	N
4010	36.01615906	-118.8268738	TULARE	UNINCORPORATED	-118.8269272	36.01621628	N
4357	36.01641846	-118.8267517	TULARE	UNINCORPORATED	-118.8267365	36.01637268	Y
8409	36.01786087	-118.8328816	TULARE	UNINCORPORATED	-118.8328816	36.01786087	N
2800	36.01811	-118.82286	TULARE	UNINCORPORATED	-118.8228598	36.01812453	N
2949	36.01828003	-118.8226624	TULARE	UNINCORPORATED	-118.8226089	36.01822281	N
7343	36.01860041	-118.8216194	TULARE	UNINCORPORATED	-118.8216194	36.01860041	N
6365	36.01889604	-118.8340607	TULARE	UNINCORPORATED	-118.8340607	36.01889604	N
8372	36.01889604	-118.8340607	TULARE	UNINCORPORATED	-118.8340607	36.01889604	N
2202	36.01936	-118.82129	TULARE	UNINCORPORATED	-118.82129	36.01936	N
7424	36.01940908	-118.8202679	TULARE	UNINCORPORATED	-118.8202679	36.01940908	N
8134	36.02298057	-118.8366729	TULARE	UNINCORPORATED	-118.8366729	36.02298057	N
3094	36.02434158	-118.8385315	TULARE	UNINCORPORATED	-118.838562	36.02430725	N
1728	36.02551	-118.91207	TULARE	UNINCORPORATED	-118.9125065	36.02556244	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
1344	TIMS	UNINCORPORATED	-119.2384648	35.89192033		0	0
4961	TIMS	UNINCORPORATED	-119.2361832	35.89192963		0	0
9251	Crossroads	UNINCORPORATED	-119.2858339	35.89192972		0	0
8002	Crossroads	UNINCORPORATED	-119.2884333	35.89193488		0	0
6482	Crossroads	UNINCORPORATED	-119.2928625	35.89194366		0	0
3648	TIMS	UNINCORPORATED	-119.2756729	35.89196396		0	0
4757	TIMS	UNINCORPORATED	-119.2200928	35.89196777		0	0
4259	TIMS	UNINCORPORATED	-119.2087936	35.89196777		0	1
967	TIMS	UNINCORPORATED	-119.2152963	35.89197882		0	0
10573	TIMS	UNINCORPORATED	-119.2147522	35.89192963		0	0
2666	TIMS	UNINCORPORATED	-119.2146488	35.89197977		0	0
8075	Crossroads	UNINCORPORATED	-119.2709933	35.89269045		0	0
8057	Crossroads	UNINCORPORATED	-119.2709933	35.89288274		0	0
10280	TIMS	UNINCORPORATED	-119.0716171	35.89535904		0	0
2890	TIMS	UNINCORPORATED	-119.26815	35.89432902		0	0
10166	TIMS	UNINCORPORATED	-119.2699203	35.89508057		0	0
6094	Crossroads	UNINCORPORATED	-119.2726442	35.89506937		0	0
4189	TIMS	UNINCORPORATED	-119.2724075	35.89509583		0	1
3452	TIMS	UNINCORPORATED	-119.276825	35.89557648		0	0
7400	Crossroads	UNINCORPORATED	-119.1793199	35.8960939		0	0
6243	Crossroads	UNINCORPORATED	-119.1436644	35.89887948		0	0
10661	TIMS	UNINCORPORATED	-119.3309937	36.25593948		0	0
2942	TIMS	UNINCORPORATED	-118.8276215	36.01573181		0	1
3033	TIMS	UNINCORPORATED	-118.8276138	36.01573181		0	0
2929	TIMS	UNINCORPORATED	-118.8275146	36.01579285		0	1
2932	TIMS	UNINCORPORATED	-118.8271713	36.01603317		0	0
4010	TIMS	UNINCORPORATED	-118.8269272	36.01621628		0	0
4357	TIMS	UNINCORPORATED	-118.8267365	36.01637268		0	0
8409	Crossroads	UNINCORPORATED	-118.8328816	36.01786087		0	0
2800	TIMS	UNINCORPORATED	-118.8228598	36.01812453		0	0
2949	TIMS	UNINCORPORATED	-118.8226089	36.01822281		0	0
7343	Crossroads	UNINCORPORATED	-118.8216194	36.01860041		0	0
6365	Crossroads	UNINCORPORATED	-118.8340607	36.01889604		0	0
8372	Crossroads	UNINCORPORATED	-118.8340607	36.01889604		0	0
2202	TIMS	UNINCORPORATED	-118.82129	36.01936		0	0
7424	Crossroads	UNINCORPORATED	-118.8202679	36.01940908		0	0
8134	Crossroads	UNINCORPORATED	-118.8366729	36.02298057		0	0
3094	TIMS	UNINCORPORATED	-118.838562	36.02430725		0	1
1728	TIMS	UNINCORPORATED	-118.9125065	36.02556244		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
1344	1	0	0	11	0	0	1	0
4961	1	0	0	11	0	1	0	1
9251	0	0	1	1	0	1	0	0
8002	0	0	1	1	1	0	0	0
6482	0	0	1	1	0	1	0	1
3648	0	1	0	6	0	0	0	0
4757	0	1	0	6	0	0	0	1
4259	0	0	0	165	0	0	1	0
967	0	1	0	6	0	0	0	0
10573	0	1	0	6	0	1	0	1
2666	0	1	0	6	1	0	0	0
8075	0	0	1	1	1	0	0	0
8057	0	0	1	1	0	0	0	0
10280	1	0	0	11	0	1	1	0
2890	1	0	0	11	0	1	0	1
10166	1	0	0	11	0	0	0	0
6094	0	0	1	1	0	0	0	1
4189	0	0	0	165	0	1	0	1
3452	0	1	0	6	1	0	0	0
7400	0	0	1	1	0	0	0	0
6243	0	0	1	1	0	1	0	1
10661	0	1	0	6	0	0	0	0
2942	0	0	0	165	0	0	0	0
3033	0	1	0	6	0	1	0	0
2929	0	0	0	165	0	1	0	1
2932	0	1	0	6	0	0	0	1
4010	1	0	0	11	0	1	0	1
4357	1	0	0	11	0	1	0	1
8409	0	0	1	1	0	0	0	0
2800	1	0	0	11	0	0	0	1
2949	0	1	0	6	0	0	0	0
7343	0	0	1	1	0	1	0	1
6365	0	0	1	1	0	1	0	0
8372	0	0	1	1	0	0	0	0
2202	0	1	0	6	0	0	0	0
7424	0	0	1	1	0	1	0	1
8134	0	0	1	1	0	1	0	1
3094	0	0	0	165	0	0	0	0
1728	1	0	0	11	0	1	1	0

OBJECT_ID	NIGHTTIME
1344	0
4961	1
9251	0
8002	1
6482	0
3648	1
4757	0
4259	1
967	0
10573	0
2666	1
8075	1
8057	0
10280	0
2890	1
10166	0
6094	0
4189	1
3452	0
7400	0
6243	0
10661	0
2942	0
3033	0
2929	1
2932	1
4010	0
4357	0
8409	1
2800	0
2949	0
7343	0
6365	1
8372	1
2202	1
7424	1
8134	0
3094	0
1728	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
7748	1.38E+13	2017	2017-08-31	12:30	Thursday	Not Stated	0	0
6362	1.32E+13	2016	2016-04-08	18:55	Friday	Male	82	80
6110	1.32E+13	2016	2016-01-09	21:30	Saturday	Male	21	20
8282	1.4E+13	2018	2018-03-21	18:20	Wednesday	Not Stated	0	0
9232	1.44E+13	2019	2019-05-12	1:40	Sunday	Female	30	30
6812	1.34E+13	2016	2016-10-09	22:55	Sunday	Not Stated	0	0
7044	1.35E+13	2016	2016-12-31	14:55	Saturday	Not Stated	0	0
8017	1.39E+13	2017	2017-12-09	5:50	Saturday	Not Stated	0	0
1071	90129937	2016	2016-03-02	1615	Wednesday	Male	63	60
6347	1.32E+13	2016	2016-04-03	16:10	Sunday	Not Stated	0	0
7248	1.36E+13	2017	2017-03-12	3:20	Sunday	Not Stated	0	0
7329	1.36E+13	2017	2017-04-07	19:15	Friday	Not Stated	0	0
7995	1.38E+13	2017	2017-11-26	19:30	Sunday	Not Stated	0	0
998	90109877	2016	2016-01-30	2320	Saturday	Male	38	30
2101	90422980	2017	2017-03-24	1855	Friday	Male	19	10
2986	90659934	2017	2017-08-30	1630	Wednesday	Male	74	70
1888	90360147	2016	2016-12-30	940	Friday	Male	58	50
3032	90675651	2018	2018-02-27	1940	Tuesday	Male	28	20
6278	1.32E+13	2016	2016-03-06	21:20	Sunday	Female	33	30
6713	1.34E+13	2016	2016-08-27	22:10	Saturday	Not Stated	0	0
4282	90979448	2019	2019-04-23	1605	Tuesday	Male	38	30
6437	1.33E+13	2016	2016-05-07	0:30	Saturday	Female	19	10
8589	1.41E+13	2018	2018-07-15	5:55	Sunday	Not Stated	0	0
3782	90862457	2018	2018-11-11	2255	Sunday	Male	76	70
961	90100358	2016	2016-01-08	1740	Friday	Male	42	40
4591	91054121	2019	2019-08-10	540	Saturday	Female	20	20
1388	90222324	2016	2016-07-03	720	Sunday	Male	22	20
4804	91103453	2019	2019-10-19	1605	Saturday	Female	28	20
2869	90619626	2017	2017-11-21	1345	Tuesday	Male	60	60
4245	90972418	2019	2019-04-15	820	Monday	Male	22	20
1871	90352783	2016	2016-12-16	740	Friday	Female	33	30
8126	1.39E+13	2018	2018-01-25	11:00	Thursday	Not Stated	0	0
7828	1.38E+13	2017	2017-10-01	12:00	Sunday	Not Stated	0	0
6919	1.35E+13	2016	2016-11-26	15:30	Saturday	Not Stated	0	0
7038	1.35E+13	2016	2016-12-30	10:25	Friday	Not Stated	0	0
4776	91097694	2019	2019-10-12	2025	Saturday	Male	68	60
9071	1.43E+13	2019	2019-03-21	17:40	Thursday	Not Stated	0	0
4005	90919128	2019	2019-02-02	1520	Saturday	Male	40	40
8305	1.4E+13	2018	2018-03-28	2:30	Wednesday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
7748	Proceeding Straight	12	INDIAN RESERVATION DR	ROAD 298	3168	W
6362	Proceeding Straight	18	INDIAN RESERVATION DR	ROAD 298	1056	W
6110	Ran Off Road	21	INDIAN RESERVATION DR	ROAD 298	1320	E
8282	Other Unsafe Turning	18	INDIAN RESERVATION DR	ROAD 298	1056	E
9232	Passing Other Vehicle	1	INDIAN RESERVATION DR	ROAD 298	1056	E
6812	Ran Off Road	22	INDIAN RESERVATION DR	ROAD 298	2640	W
7044	Ran Off Road	14	INDIAN RESERVATION DR	ROAD 298	2640	W
8017	Other Unsafe Turning	5	INDIAN RESERVATION DR	ROAD 298	2640	W
1071	Proceeding Straight	16	RESERVATION ROAD	ROAD 284	7392	E
6347	Ran Off Road	16	INDIAN RESERVATION DR	ROAD 298	4224	W
7248	Other Unsafe Turning	3	INDIAN RESERVATION DR	ROAD 298	4224	W
7329	Ran Off Road	19	INDIAN RESERVATION DR	ROAD 298	4224	W
7995	Other Unsafe Turning	19	INDIAN RESERVATION DR	AVENUE 138	6864	E
998	Ran Off Road	23	RESERVATION ROAD	ROAD 296	2640	W
2101	Other Unsafe Turning	18	RESERVATION ROAD	ROAD 296	2640	W
2986	Other Unsafe Turning	16	RESERVATION ROAD (MTN. 1	ROAD 296	2640	W
1888	Ran Off Road	9	MOUNTAIN 137 (RESERVATIO	ROAD 296	1320	E
3032	Ran Off Road	19	RESERVATION ROAD (MOUN	ROAD 296	4224	W
6278	Ran Off Road	21	INDIAN RESERVATION DR	ROAD 298	1600	W
6713	Not Stated	22	INDIAN RESERVATION DR	ROAD 298	2112	W
4282	Crossed Into Opposing Lane	16	MOUNTAIN ROAD 137 (RESEF	AVENUE 138	4752	E
6437	Proceeding Straight	0	INDIAN RESERVATION DR	AVENUE 138	6336	E
8589	Other Unsafe Turning	5	INDIAN RESERVATION DR	AVENUE 138	6336	E
3782	Other Unsafe Turning	22	RESERVATION ROAD (MOUN	RD 296	2112	W
961	Passing Other Vehicle	17	RESERVATION ROAD	ROAD 296	3696	W
4591	Other Unsafe Turning	5	MTN ROAD 137 (RESERVATIO	ROAD 296	2112	W
1388	Other Unsafe Turning	7	MTN 137 (RESERVATION ROA	ROAD 284	4752	E
4804	Other Unsafe Turning	16	MOUNTAIN ROAD 137 (RESEF	ROAD 296	2112	W
2869	Ran Off Road	13	MOUNTAIN 137 (RESERVATIO	ROAD 296	1584	W
4245	Crossed Into Opposing Lane	8	MOUNTAIN ROAD 137 (RESEF	ROAD 296	1584	E
1871	Ran Off Road	7	INDIAN RESERVATION ROAD	ROAD 296	5280	E
8126	Other Unsafe Turning	11	INDIAN RESERVATION DR	ROAD 298	5280	E
7828	Proceeding Straight	12	INDIAN RESERVATION DR	SUCCESS VALLEY DR	3168	E
6919	Proceeding Straight	15	INDIAN RESERVATION DR	ROAD 298	3695	E
7038	Proceeding Straight	10	INDIAN RESERVATION DR	ROAD 298	3695	E
4776	Other Unsafe Turning	20	MOUNTAIN ROAD 137 (RESEF	ROAD 296	3696	E
9071	Other Unsafe Turning	17	INDIAN RESERVATION DR	AVENUE 138	4752	E
4005	Ran Off Road	15	RESERVATION ROAD (MOUN	POTHOLE ROAD	3168	W
8305	Other Unsafe Turning	2	INDIAN RESERVATION DR	SUCCESS VALLEY DR	2112	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
7748	N	Clear	N			Property Damage Only	0
6362	N	Raining	N			Property Damage Only	0
6110	N	Clear	N			Property Damage Only	0
8282	N	Cloudy	N			Property Damage Only	0
9232	N	Clear	N			Property Damage Only	0
6812	N	Clear	N			Property Damage Only	0
7044	N	Raining	N			Property Damage Only	0
8017	N	Clear	N			Property Damage Only	0
1071	N	Clear	N		Y	Severe Injury	0
6347	N	Clear	N			Property Damage Only	0
7248	N	Clear	N			Property Damage Only	0
7329	N	Raining	N			Property Damage Only	0
7995	N	Cloudy	N			Property Damage Only	0
998	N	Cloudy	N		Y	Other Visible Injury	0
2101	N	Clear	N		N	Complaint of Pain	0
2986	N	Clear	N		Y	Fatal	1
1888	N	Raining	N		Y	Other Visible Injury	0
3032	N	Clear	N		Y	Other Visible Injury	0
6278	N	Clear	N			Property Damage Only	0
6713	N	Clear	N			Property Damage Only	0
4282	N	Clear	N		Y	Other Visible Injury	0
6437	N	Raining	N			Property Damage Only	0
8589	N	Clear	N			Property Damage Only	0
3782	N	Clear	N		Y	Other Visible Injury	0
961	N	Cloudy	N		Y	Other Visible Injury	0
4591	N	Clear	N		Y	Other Visible Injury	0
1388	N	Clear	N		Y	Severe Injury	0
4804	N	Clear	N		Y	Severe Injury	0
2869	N	Clear	N		Y	Fatal	1
4245	N	Clear	N		Y	Other Visible Injury	0
1871	N	Cloudy	N		Y	Complaint of Pain	0
8126	N	Cloudy	N			Property Damage Only	0
7828	N	Clear	N			Property Damage Only	0
6919	N	Raining	N			Property Damage Only	0
7038	N	Raining	N			Property Damage Only	0
4776	N	Clear	N		Y	Other Visible Injury	0
9071	N	Cloudy	N			Property Damage Only	0
4005	N	Cloudy	N		Y	Complaint of Pain	0
8305	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
7748	0	1	Unsafe Speed	No	Hit Object
6362	0	1	Unsafe Speed	No	Hit Object
6110	0	1	Improper Turning	No	Hit Object
8282	0	1	Improper Turning	Misdemeanor	Overtuned
9232	0	1	Wrong Side of Road	No	Sideswipe
6812	0	1	Improper Turning	No	Hit Object
7044	0	1	Improper Turning	No	Hit Object
8017	0	1	Driving Under Influence	No	Overtuned
1071	1	2	Unsafe Speed	No	Overtuned
6347	0	1	Improper Turning	Misdemeanor	Hit Object
7248	0	1	Improper Turning	Misdemeanor	Hit Object
7329	0	1	Improper Turning	No	Hit Object
7995	0	1	Improper Turning	No	Hit Object
998	2	1	Improper Turning	No	Other
2101	1	1	Improper Turning	No	Hit Object
2986	1	1	Driving Under Influence	No	Hit Object
1888	1	1	Improper Turning	No	Hit Object
3032	1	2	Improper Turning	No	Broadside
6278	0	1	Improper Turning	No	Hit Object
6713	0	0	Other Than Driver	No	Hit Object
4282	1	2	Wrong Side of Road	No	Head-On
6437	0	1	Unsafe Speed	No	Hit Object
8589	0	1	Improper Turning	No	Hit Object
3782	1	1	Improper Turning	No	Hit Object
961	2	2	Wrong Side of Road	No	Head-On
4591	1	1	Driving Under Influence	No	Overtuned
1388	1	1	Driving Under Influence	No	Overtuned
4804	2	1	Improper Turning	No	Hit Object
2869	0	1	Driving Under Influence	No	Overtuned
4245	1	2	Wrong Side of Road	No	Overtuned
1871	1	1	Unsafe Speed	No	Hit Object
8126	0	1	Improper Turning	No	Overtuned
7828	0	1	Other Than Driver	No	Hit Object
6919	0	1	Unsafe Speed	No	Hit Object
7038	0	1	Unsafe Speed	No	Hit Object
4776	1	1	Improper Turning	No	Hit Object
9071	0	1	Improper Turning	Misdemeanor	Hit Object
4005	1	1	Unsafe Speed	No	Hit Object
8305	0	1	Improper Turning	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
7748	Fixed Object	No Pedestrian Involved	Dry	Loose Material On Roa	Daylight
6362	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dusk - Dawn
6110	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
8282	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
9232	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6812	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7044	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8017	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1071	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6347	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7248	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7329	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7995	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
998	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights
2101	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
2986	Fixed Object	No Pedestrian Involved	Dry	Construction or Repair	Daylight
1888	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
3032	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6278	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6713	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4282	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6437	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
8589	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3782	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
961	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4591	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
1388	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4804	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2869	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4245	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1871	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8126	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7828	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6919	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7038	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
4776	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9071	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
4005	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8305	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
7748	-	0					N	HNBD	Passenger Car
6362	-	0					N	HNBD	Pickup Truck
6110	-	0					N	HNBD	Passenger Car
8282	-	0					N	HNBD	Passenger Car
9232	-	0					N	HNBD	Pickup Truck
6812	-	0					N	HNBD	Passenger Car
7044	-	0					N	HNBD	Passenger Car
8017	-	0					N	Under Drug Influence	Passenger Car
1071	None	0		Y			Y		Motorcycle/Scooter
6347	-	0					N	Impairment Not Known	Passenger Car
7248	-	0					N	Impairment Not Known	Passenger Car
7329	-	0					N	HNBD	Passenger Car
7995	-	0					N	HNBD	Passenger Car
998	None	0					Y		Passenger Car/Station Waç
2101	None	0					Y		Passenger Car/Station Waç
2986	Functioning	0					Y	Y	Passenger Car/Station Waç
1888	None	0					Y		Pickup or Panel Truck
3032	None	0					Y		Passenger Car/Station Waç
6278	-	0					N	HNBD	Passenger Car
6713	-	0					N		Pickup Truck
4282	None	0					Y		Passenger Car/Station Waç
6437	-	0					N	HNBD	Passenger Car
8589	-	0					N	Sleepy - Fatigued	Passenger Car
3782	None	0					Y		Passenger Car/Station Waç
961	None	0					Y		Passenger Car/Station Waç
4591	None	0					Y	Y	Passenger Car/Station Waç
1388	None	0					Y	Y	Passenger Car/Station Waç
4804	Functioning	0					Y		Passenger Car/Station Waç
2869	None	0					Y	Y	Passenger Car/Station Waç
4245	None	0					Y		Passenger Car/Station Waç
1871	None	0					Y		Passenger Car/Station Waç
8126	-	0					N	HNBD	Pickup Truck
7828	-	0					N	HNBD	Pickup Truck
6919	-	0					N	HNBD	Pickup Truck
7038	-	0					N	HNBD	Pickup Truck
4776	None	0					Y		Passenger Car/Station Waç
9071	-	0					N	Impairment Not Known	Other
4005	None	0					Y		Pickup or Panel Truck
8305	-	0					N	HNBD	Pickup Truck

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
7748	1	0	0	0	0	0	0	0	0	0
6362	22	0	0	0	0	0	0	0	0	0
6110	1	0	0	0	0	0	0	0	0	0
8282	7	0	0	0	0	0	0	0	0	0
9232	22	0	0	0	0	0	0	0	0	0
6812	1	0	0	0	0	0	0	0	0	0
7044	1	0	0	0	0	0	0	0	0	0
8017	7	0	0	0	0	0	0	0	0	0
1071	2	1	0	0	0	0	0	0	0	1
6347	1	0	0	0	0	0	0	0	0	0
7248	1	0	0	0	0	0	0	0	0	0
7329	1	0	0	0	0	0	0	0	0	0
7995	1	0	0	0	0	0	0	0	0	0
998	1	0	1	1	0	0	0	0	0	0
2101	1	0	0	1	0	0	0	0	0	0
2986	1	0	1	0	0	0	0	0	0	0
1888	22	0	1	0	0	0	0	0	0	0
3032	1	0	1	0	0	0	0	0	0	0
6278	7	0	0	0	0	0	0	0	0	0
6713	22	0	0	0	0	0	0	0	0	0
4282	1	0	1	0	0	0	0	0	0	0
6437	1	0	0	0	0	0	0	0	0	0
8589	1	0	0	0	0	0	0	0	0	0
3782	1	0	1	0	0	0	0	0	0	0
961	1	0	1	1	0	0	0	0	0	0
4591	1	0	1	0	0	0	0	0	0	0
1388	1	1	0	0	0	0	0	0	0	0
4804	1	1	1	0	0	0	0	0	0	0
2869	7	0	0	0	0	0	0	0	0	0
4245	7	0	1	0	0	0	0	0	0	0
1871	7	0	0	1	0	0	0	0	0	0
8126	22	0	0	0	0	0	0	0	0	0
7828	22	0	0	0	0	0	0	0	0	0
6919	22	0	0	0	0	0	0	0	0	0
7038	22	0	0	0	0	0	0	0	0	0
4776	1	0	1	0	0	0	0	0	0	0
9071	99	0	0	0	0	0	0	0	0	0
4005	22	0	0	1	0	0	0	0	0	0
8305	22	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
7748	36.02562759	-118.9206704	TULARE	UNINCORPORATED	-118.9206704	36.02562759	N
6362	36.02583187	-118.9141616	TULARE	UNINCORPORATED	-118.9141616	36.02583187	N
6110	36.02591304	-118.9062899	TULARE	UNINCORPORATED	-118.9062899	36.02591304	N
8282	36.02592769	-118.9071721	TULARE	UNINCORPORATED	-118.9071721	36.02592769	N
9232	36.02592769	-118.9071721	TULARE	UNINCORPORATED	-118.9071721	36.02592769	N
6812	36.02593253	-118.9191281	TULARE	UNINCORPORATED	-118.9191281	36.02593253	N
7044	36.02593253	-118.9191281	TULARE	UNINCORPORATED	-118.9191281	36.02593253	N
8017	36.02593253	-118.9191281	TULARE	UNINCORPORATED	-118.9191281	36.02593253	N
1071	36.02598	-118.92002	TULARE	UNINCORPORATED	-118.9200077	36.02601516	N
6347	36.02610494	-118.9232782	TULARE	UNINCORPORATED	-118.9232782	36.02610494	N
7248	36.02610494	-118.9232782	TULARE	UNINCORPORATED	-118.9232782	36.02610494	N
7329	36.02610494	-118.9232782	TULARE	UNINCORPORATED	-118.9232782	36.02610494	N
7995	36.02614852	-118.9230775	TULARE	UNINCORPORATED	-118.9230775	36.02614852	N
998	36.02604	-118.91956	TULARE	UNINCORPORATED	-118.9191576	36.02620635	N
2101	36.026	-118.91974	TULARE	UNINCORPORATED	-118.9191576	36.02620635	N
2986	36.02602	-118.91927	TULARE	UNINCORPORATED	-118.9191576	36.02620635	N
1888	36.02629	-118.90559	TULARE	UNINCORPORATED	-118.90559	36.02629	N
3032	36.02624893	-118.925293	TULARE	UNINCORPORATED	-118.9240723	36.0263443	N
6278	36.02643587	-118.9158435	TULARE	UNINCORPORATED	-118.9158435	36.02643587	N
6713	36.02644909	-118.9174672	TULARE	UNINCORPORATED	-118.9174672	36.02644909	N
4282	36.02653122	-118.9257202	TULARE	UNINCORPORATED	-118.9257126	36.02654648	N
6437	36.02660512	-118.9246943	TULARE	UNINCORPORATED	-118.9246943	36.02660512	N
8589	36.02660512	-118.9246943	TULARE	UNINCORPORATED	-118.9246943	36.02660512	N
3782	36.02592087	-118.9194183	TULARE	UNINCORPORATED	-118.9174805	36.02661133	N
961	36.02668	-118.92218	TULARE	UNINCORPORATED	-118.9223649	36.02673	N
4591	36.02669907	-118.9169998	TULARE	UNINCORPORATED	-118.9170151	36.02673721	N
1388	36.02782	-118.91716	TULARE	UNINCORPORATED	-118.9168775	36.02675342	N
4804	36.0267601	-118.9168777	TULARE	UNINCORPORATED	-118.916893	36.02678299	N
2869	36.02685	-118.91643	TULARE	UNINCORPORATED	-118.91643	36.02685	N
4245	36.0270195	-118.9037018	TULARE	UNINCORPORATED	-118.9037018	36.0270195	N
1871	36.02721	-118.89501	TULARE	UNINCORPORATED	-118.8950273	36.02731163	N
8126	36.02750861	-118.8938296	TULARE	UNINCORPORATED	-118.8938296	36.02750861	N
7828	36.02807784	-118.848931	TULARE	UNINCORPORATED	-118.848931	36.02807784	N
6919	36.02829433	-118.8988428	TULARE	UNINCORPORATED	-118.8988428	36.02829433	N
7038	36.02829433	-118.8988428	TULARE	UNINCORPORATED	-118.8988428	36.02829433	N
4776	36.02833939	-118.8987122	TULARE	UNINCORPORATED	-118.8987122	36.02835083	N
9071	36.02847421	-118.9289736	TULARE	UNINCORPORATED	-118.9289736	36.02847421	N
4005	36.02822876	-118.8916702	TULARE	UNINCORPORATED	-118.8896103	36.02926636	N
8305	36.02966121	-118.8518651	TULARE	UNINCORPORATED	-118.8518651	36.02966121	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
7748	Crossroads	UNINCORPORATED	-118.9206704	36.02562759		0	0
6362	Crossroads	UNINCORPORATED	-118.9141616	36.02583187		0	0
6110	Crossroads	UNINCORPORATED	-118.9062899	36.02591304		0	0
8282	Crossroads	UNINCORPORATED	-118.9071721	36.02592769		0	0
9232	Crossroads	UNINCORPORATED	-118.9071721	36.02592769		0	0
6812	Crossroads	UNINCORPORATED	-118.9191281	36.02593253		0	0
7044	Crossroads	UNINCORPORATED	-118.9191281	36.02593253		0	0
8017	Crossroads	UNINCORPORATED	-118.9191281	36.02593253		0	0
1071	TIMS	UNINCORPORATED	-118.9200077	36.02601516		0	1
6347	Crossroads	UNINCORPORATED	-118.9232782	36.02610494		0	0
7248	Crossroads	UNINCORPORATED	-118.9232782	36.02610494		0	0
7329	Crossroads	UNINCORPORATED	-118.9232782	36.02610494		0	0
7995	Crossroads	UNINCORPORATED	-118.9230775	36.02614852		0	0
998	TIMS	UNINCORPORATED	-118.9191576	36.02620635		0	0
2101	TIMS	UNINCORPORATED	-118.9191576	36.02620635		0	0
2986	TIMS	UNINCORPORATED	-118.9191576	36.02620635		1	0
1888	TIMS	UNINCORPORATED	-118.90559	36.02629		0	0
3032	TIMS	UNINCORPORATED	-118.9240723	36.0263443		0	0
6278	Crossroads	UNINCORPORATED	-118.9158435	36.02643587		0	0
6713	Crossroads	UNINCORPORATED	-118.9174672	36.02644909		0	0
4282	TIMS	UNINCORPORATED	-118.9257126	36.02654648		0	0
6437	Crossroads	UNINCORPORATED	-118.9246943	36.02660512		0	0
8589	Crossroads	UNINCORPORATED	-118.9246943	36.02660512		0	0
3782	TIMS	UNINCORPORATED	-118.9174805	36.02661133		0	0
961	TIMS	UNINCORPORATED	-118.9223649	36.02673		0	0
4591	TIMS	UNINCORPORATED	-118.9170151	36.02673721		0	0
1388	TIMS	UNINCORPORATED	-118.9168775	36.02675342		0	1
4804	TIMS	UNINCORPORATED	-118.916893	36.02678299		0	1
2869	TIMS	UNINCORPORATED	-118.91643	36.02685		1	0
4245	TIMS	UNINCORPORATED	-118.9037018	36.0270195		0	0
1871	TIMS	UNINCORPORATED	-118.8950273	36.02731163		0	0
8126	Crossroads	UNINCORPORATED	-118.8938296	36.02750861		0	0
7828	Crossroads	UNINCORPORATED	-118.848931	36.02807784		0	0
6919	Crossroads	UNINCORPORATED	-118.8988428	36.02829433		0	0
7038	Crossroads	UNINCORPORATED	-118.8988428	36.02829433		0	0
4776	TIMS	UNINCORPORATED	-118.8987122	36.02835083		0	0
9071	Crossroads	UNINCORPORATED	-118.9289736	36.02847421		0	0
4005	TIMS	UNINCORPORATED	-118.8896103	36.02926636		0	0
8305	Crossroads	UNINCORPORATED	-118.8518651	36.02966121		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
7748	0	0	1	1	0	1	0	0
6362	0	0	1	1	0	1	0	0
6110	0	0	1	1	0	1	0	1
8282	0	0	1	1	0	0	0	1
9232	0	0	1	1	0	0	0	0
6812	0	0	1	1	0	1	0	1
7044	0	0	1	1	0	1	0	1
8017	0	0	1	1	0	0	1	0
1071	0	0	0	165	0	0	0	0
6347	0	0	1	1	0	1	0	1
7248	0	0	1	1	0	1	0	1
7329	0	0	1	1	0	1	0	1
7995	0	0	1	1	0	1	0	1
998	1	0	0	11	0	0	0	1
2101	0	1	0	6	0	1	0	1
2986	0	0	0	165	0	1	1	0
1888	1	0	0	11	0	1	0	1
3032	1	0	0	11	1	0	0	1
6278	0	0	1	1	0	1	0	1
6713	0	0	1	1	0	1	0	0
4282	1	0	0	11	0	0	0	0
6437	0	0	1	1	0	1	0	0
8589	0	0	1	1	0	1	0	1
3782	1	0	0	11	0	1	0	1
961	1	0	0	11	0	0	0	0
4591	1	0	0	11	0	0	1	0
1388	0	0	0	165	0	0	1	0
4804	0	0	0	165	0	1	0	1
2869	0	0	0	165	0	0	1	0
4245	1	0	0	11	0	0	0	0
1871	0	1	0	6	0	1	0	0
8126	0	0	1	1	0	0	0	1
7828	0	0	1	1	0	1	0	0
6919	0	0	1	1	0	1	0	0
7038	0	0	1	1	0	1	0	0
4776	1	0	0	11	0	1	0	1
9071	0	0	1	1	0	1	0	1
4005	0	1	0	6	0	1	0	0
8305	0	0	1	1	0	1	0	1

OBJECT_ID	NIGHTTIME
7748	0
6362	0
6110	1
8282	0
9232	1
6812	1
7044	0
8017	1
1071	0
6347	0
7248	1
7329	0
7995	1
998	1
2101	0
2986	0
1888	0
3032	1
6278	1
6713	1
4282	0
6437	1
8589	0
3782	1
961	1
4591	0
1388	0
4804	0
2869	0
4245	0
1871	0
8126	0
7828	0
6919	0
7038	0
4776	1
9071	0
4005	0
8305	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6899	1.35E+13	2016	2016-11-20	3:00	Sunday	Not Stated	0	0
6900	1.35E+13	2016	2016-11-20	3:15	Sunday	Not Stated	0	0
6947	1.35E+13	2016	2016-12-05	18:20	Monday	Not Stated	0	0
8653	1.41E+13	2018	2018-08-19	0:05	Sunday	Not Stated	0	0
9119	1.43E+13	2019	2019-04-05	15:00	Friday	Not Stated	0	0
7364	1.36E+13	2017	2017-04-15	16:15	Saturday	Male	55	50
4234	90970133	2019	2019-04-16	400	Tuesday	Male	34	30
1824	90340391	2016	2016-12-03	340	Saturday	Female	53	50
8882	1.42E+13	2018	2018-11-29	10:30	Thursday	Not Stated	0	0
3641	90825732	2018	2018-09-30	210	Sunday	Female	35	30
9839	91168764	2020	2020-01-13	2235	Monday	Female	22	20
3995	90916718	2019	2019-01-28	140	Monday	Female	38	30
1981	90390539	2017	2017-02-04	2240	Saturday	Male	33	30
4188	90963870	2019	2019-04-05	2027	Friday	Male	75	70
3753	90853562	2018	2018-11-03	220	Saturday	Male	22	20
7130	1.35E+13	2017	2017-01-28	2:55	Saturday	Not Stated	0	0
2795	90599746	2017	2017-11-17	820	Friday	Female	57	50
2145	90432228	2017	2017-04-07	1910	Friday	Male	58	50
2905	90635018	2017	2017-12-30	5	Saturday	Female	55	50
7157	1.36E+14	2017	2017-02-07	17:05	Tuesday	Female	42	40
9097	1.43E+13	2019	2019-03-31	2:30	Sunday	Not Stated	0	0
8942	1.42E+13	2019	2019-01-05	21:15	Saturday	Not Stated	0	0
2882	90627067	2017	2017-12-20	1510	Wednesday	Male	54	50
7140	1.35E+13	2017	2017-01-31	23:30	Tuesday	Not Stated	0	0
11477	1.49722E+13	2020	2020-12-28	19:20	Monday	Female	64	60
1309	90203056	2016	2016-06-10	110	Friday	Male	34	30
6137	1.32E+13	2016	2016-01-16	8:00	Saturday	Male	38	30
8115	1.39E+13	2018	2018-01-22	3:30	Monday	Not Stated	0	0
8866	1.42E+13	2018	2018-11-22	0:30	Thursday	Not Stated	0	0
7572	1.37E+13	2017	2017-06-25	17:40	Sunday	Male	57	50
6855	1.35E+13	2016	2016-10-30	18:35	Sunday	Not Stated	0	0
7486	1.37E+13	2017	2017-05-27	18:00	Saturday	Not Stated	0	0
8808	1.42E+13	2018	2018-10-15	15:40	Monday	Male	56	50
9728	1.46E+13	2019	2019-12-02	1:45	Monday	Not Stated	0	0
4592	91054290	2019	2019-08-01	1140	Thursday	Male	28	20
6465	1.33E+13	2016	2016-05-15	4:25	Sunday	Male	31	30
1881	90358538	2016	2016-12-29	1630	Thursday	Female	19	10
4754	91092319	2019	2019-10-02	1730	Wednesday	Female	87	80
1699	90307246	2016	2016-10-25	1450	Tuesday	Female	72	70

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6899	Other Unsafe Turning	3	INDIAN RESERVATION DR	ROAD 298	10560	E
6900	Proceeding Straight	3	INDIAN RESERVATION DR	ROAD 298	10560	E
6947	Ran Off Road	18	INDIAN RESERVATION DR	ROAD 298	10560	E
8653	Ran Off Road	0	INDIAN RESERVATION DR	SUCCESS VALLEY DR	5280	W
9119	Other Unsafe Turning	15	INDIAN RESERVATION DR	SUCCESS VALLEY DR	8448	W
7364	Crossed Into Opposing Lane - Unpl	16	INDIAN RESERVATION DR	SUCCESS VALLEY DR	1584	E
4234	Proceeding Straight	4	MOUNTAIN ROAD 137 (RESEF	SUCCESS VALLEY DRIV	5280	W
1824	Other Unsafe Turning	3	MTN 137 (RESERVATION ROA	POTHOLE ROAD	2640	E
8882	Ran Off Road	10	INDIAN RESERVATION DR	SUCCESS VALLEY DR	8976	W
3641	Ran Off Road	2	MTN 137 (RESERVATION ROA	POTHOLE ROAD	2640	E
9839	Ran Off Road	22	RESERVATION ROAD (MOUN	POTHOLE ROAD	2640	E
3995	Crossed Into Opposing Lane	1	RESERVATION ROAD (MOUN	SUCCESS VALLEY DRIV	1320	E
1981	Other Unsafe Turning	22	INDIAN RESERVATION ROAD	SUCCESS VALLEY DRIV	1056	E
4188	Proceeding Straight	20	MOUNTAIN ROAD 137 (RESEF	POTHOLE ROAD	758	W
3753	Crossed Into Opposing Lane	2	RESERVATION RD (MOUTAIN	SUCCESS VALLEY DRIV	5280	W
7130	Ran Off Road	2	INDIAN RESERVATION DR	SUCCESS VALLEY DR	1000	E
2795	Ran Off Road	8	RESERVATION ROAD	ROAD 296	7920	E
2145	Other Unsafe Turning	19	RESERVATION ROAD	POTHOLE ROAD	1584	W
2905	Crossed Into Opposing Lane	0	RESERVATION ROAD	POTHOLE ROAD	1584	W
7157	Proceeding Straight	17	INDIAN RESERVATION DR	SUCCESS VALLEY DR	1584	W
9097	Other Unsafe Turning	2	INDIAN RESERVATION DR	SUCCESS VALLEY DR	1584	W
8942	Other Unsafe Turning	21	INDIAN RESERVATION DR	SUCCESS VALLEY DR	4752	W
2882	Ran Off Road	15	MOUNTAIN 137 (RESERVATIO	SUCCESS VALLEY DRIV	4752	W
7140	Ran Off Road	23	INDIAN RESERVATION DR	SUCCESS VALLEY DR	2112	W
11477	Other Unsafe Turning	19	INDIAN RESERVATION DR	SUCCESS VALLEY DR	2640	W
1309	Other Unsafe Turning	1	RESERVATION ROAD	POTHOLE ROAD	5280	E
6137	Ran Off Road	8	INDIAN RESERVATION DR	SUCCESS VALLEY DR	4224	W
8115	Proceeding Straight	3	INDIAN RESERVATION DR	SUCCESS VALLEY DR	4224	W
8866	Other Unsafe Turning	0	INDIAN RESERVATION DR	SUCCESS VALLEY DR	4224	W
7572	Proceeding Straight	17	INDIAN RESERVATION DR	ROAD 298	14783	E
6855	Ran Off Road	18	INDIAN RESERVATION DR	SUCCESS VALLEY DR	3168	W
7486	Ran Off Road	18	INDIAN RESERVATION DR	SUCCESS VALLEY DR	3168	W
8808	Crossed Into Opposing Lane - Unpl	15	INDIAN RESERVATION DR	SUCCESS VALLEY DR	3168	W
9728	Ran Off Road	1	INDIAN RESERVATION DR	SUCCESS VALLEY DR	3168	W
4592	Crossed Into Opposing Lane	11	MTN ROAD 137 (RESERVATIO	SUCCESS VALLEY DRIV	2640	W
6465	Proceeding Straight	4	INDIAN RESERVATION DR	ROAD 298	14256	E
1881	Proceeding Straight	16	MOUNTAIN ROAD 137 (RESEF	SUCCESS VALLEY DRIV	3168	W
4754	Ran Off Road	17	MOUNTAIN ROAD 137 (RESEF	ROAD 296	13728	E
1699	Ran Off Road	14	MOUNTAIN ROAD 137 (RESEF	SUCCESS VALLEY DRIV	3168	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6899	N	Clear	N			Property Damage Only	0
6900	N	Clear	N			Property Damage Only	0
6947	N	Clear	N			Property Damage Only	0
8653	N	Clear	N			Property Damage Only	0
9119	N	Cloudy	N			Property Damage Only	0
7364	N	Clear	N			Property Damage Only	0
4234	N	Raining	N		Y	Complaint of Pain	0
1824	N	Clear	N		Y	Complaint of Pain	0
8882	N	Raining	N			Property Damage Only	0
3641	N	Clear	N		Y	Complaint of Pain	0
9839	N	Clear	N		Y	Other Visible Injury	0
3995	N	Clear	N		Y	Complaint of Pain	0
1981	N	Clear	N		Y	Other Visible Injury	0
4188	N	Cloudy	N		Y	Other Visible Injury	0
3753	N	Clear	N		Y	Complaint of Pain	0
7130	N	Clear	N			Property Damage Only	0
2795	N	Cloudy	N		Y	Complaint of Pain	0
2145	N	Raining	N		Y	Complaint of Pain	0
2905	N	Cloudy	N		Y	Complaint of Pain	0
7157	N	Cloudy	N			Property Damage Only	0
9097	N	Clear	N			Property Damage Only	0
8942	N	Cloudy	N			Property Damage Only	0
2882	N	Cloudy	N		Y	Complaint of Pain	0
7140	N	Clear	N			Property Damage Only	0
11477	N	Raining	N		N	Property Damage Only	0
1309	N	Clear	N		Y	Complaint of Pain	0
6137	N	Cloudy	N			Property Damage Only	0
8115	N	Clear	N			Property Damage Only	0
8866	N	Raining	N			Property Damage Only	0
7572	N	Clear	N			Property Damage Only	0
6855	N	Cloudy	N			Property Damage Only	0
7486	N	Clear	N			Property Damage Only	0
8808	N	Clear	N			Property Damage Only	0
9728	N	Clear	N			Property Damage Only	0
4592	N	Clear	N		Y	Other Visible Injury	0
6465	N	Clear	N			Property Damage Only	0
1881	N	Clear	N		Y	Complaint of Pain	0
4754	N	Clear	N		Y	Severe Injury	0
1699	N	Clear	N		N	Other Visible Injury	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6899	0	1	Improper Turning	No	Hit Object
6900	0	0	Other Than Driver	No	Broadside
6947	0	1	Improper Turning	No	Hit Object
8653	0	1	Driving Under Influence	No	Hit Object
9119	0	1	Improper Turning	No	Hit Object
7364	0	1	Wrong Side of Road	Misdemeanor	Sideswipe
4234	1	1	Unsafe Speed	No	Hit Object
1824	1	1	Unsafe Speed	No	Hit Object
8882	0	1	Unsafe Speed	No	Hit Object
3641	1	1	Unsafe Speed	No	Hit Object
9839	1	1	Driving Under Influence	No	Hit Object
3995	3	2	Wrong Side of Road	No	Sideswipe
1981	1	1	Driving Under Influence	No	Overtuned
4188	2	4	Other Than Driver (or Pedestrian)	No	Other
3753	2	2	Wrong Side of Road	No	Head-On
7130	0	1	Improper Turning	Misdemeanor	Hit Object
2795	1	1	Improper Turning	No	Hit Object
2145	2	1	Improper Turning	No	Overtuned
2905	1	2	Improper Turning	No	Sideswipe
7157	0	1	Wrong Side of Road	No	Sideswipe
9097	0	1	Driving Under Influence	No	Hit Object
8942	0	1	Improper Turning	No	Hit Object
2882	2	1	Improper Turning	No	Hit Object
7140	0	1	Driving Under Influence	No	Hit Object
11477	0	0	Improper Turning	No	Hit Object
1309	1	1	Driving Under Influence	No	Overtuned
6137	0	1	Improper Turning	No	Hit Object
8115	0	1	Driving Under Influence	No	Hit Object
8866	0	1	Improper Turning	No	Hit Object
7572	0	0	Other Than Driver	No	Sideswipe
6855	0	1	Unsafe Speed	No	Hit Object
7486	0	1	Improper Turning	Misdemeanor	Hit Object
8808	0	1	Wrong Side of Road	No	Sideswipe
9728	0	1	Improper Turning	Misdemeanor	Hit Object
4592	1	2	Wrong Side of Road	Felony	Head-On
6465	0	1	Unsafe Speed	No	Hit Object
1881	1	1	Unsafe Speed	No	Hit Object
4754	2	1	Improper Turning	No	Hit Object
1699	1	1	Improper Turning	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6899	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6900	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6947	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8653	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9119	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7364	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4234	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
1824	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8882	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
3641	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9839	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3995	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1981	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4188	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3753	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7130	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2795	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
2145	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
2905	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7157	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
9097	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8942	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
2882	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7140	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
11477	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
1309	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6137	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8115	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8866	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
7572	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6855	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
7486	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8808	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9728	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4592	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6465	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1881	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
4754	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1699	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6899	-	0					N	HNBD	Pickup Truck
6900	-	0					N	HNBD	Pickup Truck
6947	-	0					N	HNBD	
8653	-	0					N	HBD Under Influence	Passenger Car
9119	-	0					N	HNBD	Passenger Car
7364	-	0					N	Impairment Not Known	Pickup Truck
4234	None	0					Y		Passenger Car/Station Waç
1824	None	0					Y		Passenger Car/Station Waç
8882	-	0					N	HNBD	Passenger Car
3641	None	0					Y		Passenger Car/Station Waç
9839	None	0					Y	Y	Passenger Car/Station Waç
3995	None	0					Y		Passenger Car/Station Waç
1981	None	0					Y	Y	Pickup or Panel Truck
4188	None	0					Y		-
3753	None	0					Y		Passenger Car/Station Waç
7130	-	0					N	Impairment Not Known	
2795	None	0					Y		Passenger Car/Station Waç
2145	None	0					Y		Pickup or Panel Truck
2905	None	0					Y		Passenger Car/Station Waç
7157	-	0					N	HNBD	Pickup Truck
9097	-	0					N	HBD Under Influence	Passenger Car
8942	-	0					N	HNBD	Pickup Truck
2882	None	0					Y		Pickup or Panel Truck
7140	-	0					N	HBD Under Influence	Passenger Car
11477	None	0					N		Pickup Truck
1309	None	0					Y	Y	Passenger Car/Station Waç
6137	-	0					N	HNBD	Passenger Car
8115	-	0					N	HBD Under Influence	Passenger Car
8866	-	0					N	HNBD	Passenger Car
7572	-	0					N	HNBD	Passenger Car
6855	-	0					N	HNBD	Pickup Truck
7486	-	0					N	HBD Impairment Unknown	Passenger Car
8808	-	0					N	HNBD	Passenger Car
9728	-	0					N	Impairment Not Known	Passenger Car
4592	None	0					Y		Passenger Car/Station Waç
6465	-	0					N	HNBD	Passenger Car
1881	None	0					Y		Passenger Car/Station Waç
4754	None	0					Y		Passenger Car/Station Waç
1699	None	0					Y		Passenger Car/Station Waç

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6899	22	0	0	0	0	0	0	0	0	0
6900	22	0	0	0	0	0	0	0	0	0
6947		0	0	0	0	0	0	0	0	0
8653	1	0	0	0	0	0	0	0	0	0
9119	1	0	0	0	0	0	0	0	0	0
7364	22	0	0	0	0	0	0	0	0	0
4234	1	0	0	1	0	0	0	0	0	0
1824	1	0	0	1	0	0	0	0	0	0
8882	1	0	0	0	0	0	0	0	0	0
3641	1	0	0	1	0	0	0	0	0	0
9839	1	0	1	0	0	0	0	0	0	0
3995	1	0	0	3	0	0	0	0	0	0
1981	22	0	1	0	0	0	0	0	0	0
4188	-	0	2	0	0	0	0	0	0	0
3753	1	0	0	2	0	0	0	0	0	0
7130		0	0	0	0	0	0	0	0	0
2795	7	0	0	1	0	0	0	0	0	0
2145	22	0	0	2	0	0	0	0	0	0
2905	1	0	0	1	0	0	0	0	0	0
7157	22	0	0	0	0	0	0	0	0	0
9097	1	0	0	0	0	0	0	0	0	0
8942	22	0	0	0	0	0	0	0	0	0
2882	22	0	0	2	0	0	0	0	0	0
7140	1	0	0	0	0	0	0	0	0	0
11477	0	0	0	0	0	0	0	0	0	0
1309	7	0	0	1	0	0	0	0	0	0
6137	1	0	0	0	0	0	0	0	0	0
8115	1	0	0	0	0	0	0	0	0	0
8866	1	0	0	0	0	0	0	0	0	0
7572	1	0	0	0	0	0	0	0	0	0
6855	22	0	0	0	0	0	0	0	0	0
7486	7	0	0	0	0	0	0	0	0	0
8808	1	0	0	0	0	0	0	0	0	0
9728	1	0	0	0	0	0	0	0	0	0
4592	1	0	1	0	0	0	0	0	0	0
6465	1	0	0	0	0	0	0	0	0	0
1881	1	0	0	1	0	0	0	0	0	0
4754	1	1	0	1	0	0	0	0	0	0
1699	1	0	1	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6899	36.02982111	-118.8777101	TULARE	UNINCORPORATED	-118.8777101	36.02982111	N
6900	36.02982111	-118.8777101	TULARE	UNINCORPORATED	-118.8777101	36.02982111	N
6947	36.02982111	-118.8777101	TULARE	UNINCORPORATED	-118.8777101	36.02982111	N
8653	36.03048086	-118.8714768	TULARE	UNINCORPORATED	-118.8714768	36.03048086	N
9119	36.03049766	-118.8813559	TULARE	UNINCORPORATED	-118.8813559	36.03049766	N
7364	36.03064042	-118.8531707	TULARE	UNINCORPORATED	-118.8531707	36.03064042	N
4234	36.03068924	-118.8718567	TULARE	UNINCORPORATED	-118.8718567	36.03069687	N
1824	36.03072	-118.87195	TULARE	UNINCORPORATED	-118.8719416	36.03069695	N
8882	36.03072417	-118.8831132	TULARE	UNINCORPORATED	-118.8831132	36.03072417	N
3641	36.0307312	-118.8718185	TULARE	UNINCORPORATED	-118.8718185	36.0307312	N
9839	36.03070068	-118.8718567	TULARE	UNINCORPORATED	-118.8716125	36.03082275	Y
3995	36.03065109	-118.853157	TULARE	UNINCORPORATED	-118.85392	36.03083038	N
1981	36.03091	-118.85424	TULARE	UNINCORPORATED	-118.8542336	36.03092977	N
4188	36.03107834	-118.8827209	TULARE	UNINCORPORATED	-118.8825684	36.0309906	N
3753	36.03353882	-118.8670197	TULARE	UNINCORPORATED	-118.8713913	36.03103638	N
7130	36.03129168	-118.8549597	TULARE	UNINCORPORATED	-118.8549597	36.03129168	N
2795	36.03159	-118.88547	TULARE	UNINCORPORATED	-118.8863845	36.03136027	N
2145	36.03147	-118.88497	TULARE	UNINCORPORATED	-118.8852618	36.03153438	N
2905	36.03161	-118.88578	TULARE	UNINCORPORATED	-118.8852618	36.03153438	N
7157	36.03154177	-118.8631267	TULARE	UNINCORPORATED	-118.8631267	36.03154177	N
9097	36.03154177	-118.8631267	TULARE	UNINCORPORATED	-118.8631267	36.03154177	N
8942	36.03156693	-118.8710544	TULARE	UNINCORPORATED	-118.8710544	36.03156693	N
2882	36.03187	-118.87115	TULARE	UNINCORPORATED	-118.87115	36.03187	N
7140	36.0320015	-118.8648024	TULARE	UNINCORPORATED	-118.8648024	36.0320015	N
11477	36.03215946	-118.8665574	TULARE	UNINCORPORATED	-118.8665574	36.03215946	N
1309	36.0333	-118.8695	TULARE	UNINCORPORATED	-118.8669048	36.03234343	N
6137	36.0324798	-118.8697936	TULARE	UNINCORPORATED	-118.8697936	36.0324798	N
8115	36.0324798	-118.8697936	TULARE	UNINCORPORATED	-118.8697936	36.0324798	N
8866	36.0324798	-118.8697936	TULARE	UNINCORPORATED	-118.8697936	36.0324798	N
7572	36.03287745	-118.8669597	TULARE	UNINCORPORATED	-118.8669597	36.03287745	N
6855	36.03300216	-118.8668616	TULARE	UNINCORPORATED	-118.8668616	36.03300216	N
7486	36.03300216	-118.8668616	TULARE	UNINCORPORATED	-118.8668616	36.03300216	N
8808	36.03300216	-118.8668616	TULARE	UNINCORPORATED	-118.8668616	36.03300216	N
9728	36.03300216	-118.8668616	TULARE	UNINCORPORATED	-118.8668616	36.03300216	N
4592	36.03319931	-118.8671036	TULARE	UNINCORPORATED	-118.8670654	36.03318024	N
6465	36.0332204	-118.8681652	TULARE	UNINCORPORATED	-118.8681652	36.0332204	N
1881	36.03321	-118.86698	TULARE	UNINCORPORATED	-118.8669974	36.03322175	N
4754	36.0333519	-118.8694229	TULARE	UNINCORPORATED	-118.8694	36.03329468	N
1699	36.03331	-118.8669	TULARE	UNINCORPORATED	-118.8669634	36.03331285	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6899	Crossroads	UNINCORPORATED	-118.8777101	36.02982111		0	0
6900	Crossroads	UNINCORPORATED	-118.8777101	36.02982111		0	0
6947	Crossroads	UNINCORPORATED	-118.8777101	36.02982111		0	0
8653	Crossroads	UNINCORPORATED	-118.8714768	36.03048086		0	0
9119	Crossroads	UNINCORPORATED	-118.8813559	36.03049766		0	0
7364	Crossroads	UNINCORPORATED	-118.8531707	36.03064042		0	0
4234	TIMS	UNINCORPORATED	-118.8718567	36.03069687		0	0
1824	TIMS	UNINCORPORATED	-118.8719416	36.03069695		0	0
8882	Crossroads	UNINCORPORATED	-118.8831132	36.03072417		0	0
3641	TIMS	UNINCORPORATED	-118.8718185	36.0307312		0	0
9839	TIMS	UNINCORPORATED	-118.8718567	36.03070068		0	0
3995	TIMS	UNINCORPORATED	-118.85392	36.03083038		0	0
1981	TIMS	UNINCORPORATED	-118.8542336	36.03092977		0	0
4188	TIMS	UNINCORPORATED	-118.8825684	36.0309906		0	0
3753	TIMS	UNINCORPORATED	-118.8713913	36.03103638		0	0
7130	Crossroads	UNINCORPORATED	-118.8549597	36.03129168		0	0
2795	TIMS	UNINCORPORATED	-118.8863845	36.03136027		0	0
2145	TIMS	UNINCORPORATED	-118.8852618	36.03153438		0	0
2905	TIMS	UNINCORPORATED	-118.8852618	36.03153438		0	0
7157	Crossroads	UNINCORPORATED	-118.8631267	36.03154177		0	0
9097	Crossroads	UNINCORPORATED	-118.8631267	36.03154177		0	0
8942	Crossroads	UNINCORPORATED	-118.8710544	36.03156693		0	0
2882	TIMS	UNINCORPORATED	-118.87115	36.03187		0	0
7140	Crossroads	UNINCORPORATED	-118.8648024	36.0320015		0	0
11477	Crossroads	UNINCORPORATED	-118.8665574	36.03215946		0	0
1309	TIMS	UNINCORPORATED	-118.8669048	36.03234343		0	0
6137	Crossroads	UNINCORPORATED	-118.8697936	36.0324798		0	0
8115	Crossroads	UNINCORPORATED	-118.8697936	36.0324798		0	0
8866	Crossroads	UNINCORPORATED	-118.8697936	36.0324798		0	0
7572	Crossroads	UNINCORPORATED	-118.8669597	36.03287745		0	0
6855	Crossroads	UNINCORPORATED	-118.8668616	36.03300216		0	0
7486	Crossroads	UNINCORPORATED	-118.8668616	36.03300216		0	0
8808	Crossroads	UNINCORPORATED	-118.8668616	36.03300216		0	0
9728	Crossroads	UNINCORPORATED	-118.8668616	36.03300216		0	0
4592	TIMS	UNINCORPORATED	-118.8670654	36.03318024		0	0
6465	Crossroads	UNINCORPORATED	-118.8681652	36.0332204		0	0
1881	TIMS	UNINCORPORATED	-118.8669974	36.03322175		0	0
4754	TIMS	UNINCORPORATED	-118.8694	36.03329468		0	1
1699	TIMS	UNINCORPORATED	-118.8669634	36.03331285		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6899	0	0	1	1	0	1	0	1
6900	0	0	1	1	1	0	0	0
6947	0	0	1	1	0	1	0	1
8653	0	0	1	1	0	1	1	0
9119	0	0	1	1	0	1	0	1
7364	0	0	1	1	0	0	0	0
4234	0	1	0	6	0	1	0	0
1824	0	1	0	6	0	1	0	0
8882	0	0	1	1	0	1	0	0
3641	0	1	0	6	0	1	0	0
9839	1	0	0	11	0	1	1	0
3995	0	1	0	6	0	0	0	0
1981	1	0	0	11	0	0	1	0
4188	1	0	0	11	0	0	0	0
3753	0	1	0	6	0	0	0	0
7130	0	0	1	1	0	1	0	1
2795	0	1	0	6	0	1	0	1
2145	0	1	0	6	0	0	0	1
2905	0	1	0	6	0	0	0	1
7157	0	0	1	1	0	0	0	0
9097	0	0	1	1	0	1	1	0
8942	0	0	1	1	0	1	0	1
2882	0	1	0	6	0	1	0	1
7140	0	0	1	1	0	1	1	0
11477	0	0	1	1	0	1	0	1
1309	0	1	0	6	0	0	1	0
6137	0	0	1	1	0	1	0	1
8115	0	0	1	1	0	1	1	0
8866	0	0	1	1	0	1	0	1
7572	0	0	1	1	0	0	0	0
6855	0	0	1	1	0	1	0	0
7486	0	0	1	1	0	1	0	1
8808	0	0	1	1	0	0	0	0
9728	0	0	1	1	0	1	0	1
4592	1	0	0	11	0	0	0	0
6465	0	0	1	1	0	1	0	0
1881	0	1	0	6	0	1	0	0
4754	0	0	0	165	0	1	0	1
1699	1	0	0	11	0	1	0	1

OBJECT_ID	NIGHTTIME
6899	1
6900	1
6947	1
8653	1
9119	0
7364	0
4234	1
1824	1
8882	0
3641	1
9839	1
3995	1
1981	1
4188	1
3753	1
7130	1
2795	0
2145	1
2905	1
7157	1
9097	1
8942	1
2882	0
7140	1
11477	1
1309	1
6137	0
8115	1
8866	1
7572	0
6855	1
7486	0
8808	0
9728	1
4592	0
6465	1
1881	0
4754	0
1699	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
4142	90951334	2019	2019-03-05	1805	Tuesday	Male	71	70
4766	91096134	2019	2019-10-06	30	Sunday	Male	52	50
7829	1.38E+13	2017	2017-10-01	19:58	Sunday	Not Stated	0	0
8286	1.4E+13	2018	2018-03-22	2:00	Thursday	Not Stated	0	0
3488	90791507	2018	2018-08-07	1735	Tuesday	Female	27	20
4133	90948631	2019	2019-03-05	1440	Tuesday	Female	30	30
8871	1.42E+13	2018	2018-11-24	6:55	Saturday	Not Stated	0	0
7255	1.36E+13	2017	2017-03-15	7:20	Wednesday	Female	69	60
9225	1.44E+13	2019	2019-05-10	7:33	Friday	Female	29	20
2184	90441857	2017	2017-04-20	1658	Thursday	Male	18	10
3739	90850385	2018	2018-10-26	1330	Friday	Male	28	20
6840	1.34E+13	2016	2016-10-21	2:05	Friday	Not Stated	0	0
6704	1.34E+13	2016	2016-08-20	14:30	Saturday	Not Stated	0	0
3720	90844581	2018	2018-10-21	127	Sunday	Male	22	20
3899	90890625	2018	2018-12-19	1420	Wednesday	Female	82	80
4767	91096462	2019	2019-10-02	2045	Wednesday	Male	18	10
4826	91111506	2019	2019-10-22	1512	Tuesday	Female	65	60
4988	91155317	2019	2019-12-21	2255	Saturday	Male	19	10
2042	90406505	2017	2017-02-23	2155	Thursday	Male	27	20
2182	90440647	2017	2017-04-18	912	Tuesday	Female	28	20
997	90109841	2016	2016-01-28	2200	Thursday	Male	69	60
1209	90173675	2016	2016-04-26	710	Tuesday	Female	24	20
6329	1.32E+13	2016	2016-03-25	15:30	Friday	Female	60	60
3603	90818457	2018	2018-09-13	2025	Thursday	Not Stated	0	0
6628	1.33E+13	2016	2016-07-14	20:15	Thursday	Female	20	20
8164	1.39E+13	2018	2018-02-07	18:12	Wednesday	Not Stated	0	0
8247	1.39E+13	2018	2018-03-06	10:50	Tuesday	Not Stated	0	0
6120	1.32E+13	2016	2016-01-11	17:00	Monday	Male	0	0
7583	1.37E+13	2017	2017-06-28	10:02	Wednesday	Not Stated	0	0
1181	90165817	2016	2016-04-21	455	Thursday	Male	31	30
4169	90959985	2019	2019-03-15	1335	Friday	Female	30	30
9663	1.45E+13	2019	2019-10-31	21:07	Thursday	Not Stated	0	0
6495	1.33E+13	2016	2016-05-27		Friday	Not Stated	0	0
3159	90706048	2018	2018-04-04	1700	Wednesday	Male	52	50
1067	90127643	2016	2016-02-27	825	Saturday	Male	26	20
3174	90709049	2018	2018-04-14	1600	Saturday	Female	38	30
2924	90640269	2017	2017-11-30	1144	Thursday	Male	24	20
6144	1.32E+13	2016	2016-01-20	10:55	Wednesday	Female	29	20
8404	1.4E+13	2018	2018-05-02	14:15	Wednesday	Female	22	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
4142	Crossed Into Opposing Lane	18	MOUNTAIN ROAD 137 (RESEF	SUCCESS VALLEY DRIV	2112	W
4766	Crossed Into Opposing Lane	0	RESERVATION ROAD (MTN 13	SUCCESS VALLEY DRIV	3696	W
7829	Proceeding Straight	19	INDIAN RESERVATION DR	AVENUE 138	2640	E
8286	Ran Off Road	2	INDIAN RESERVATION DR	AVENUE 138	1329	E
3488	Proceeding Straight	17	RESERVATION ROAD (MOUN	AVENUE 138	736	S
4133	Other Unsafe Turning	14	MOUNTAIN ROAD 137 (RESEF	AVENUE 138	165	S
8871	Ran Off Road	6	INDIAN RESERVATION DR	AVENUE 138	30	S
7255	Backing	7	AVENUE 138	ROAD 284	3695	W
9225	Backing	7	AVENUE 138	ROAD 272	528	E
2184	Making U-Turn	16	AVENUE 138	ROAD 284	1056	W
3739	Ran Off Road	13	AVENUE 138	ROAD 272	362	E
6840	Other Unsafe Turning	2	AVENUE 140	ROAD 284	1056	E
6704	Ran Off Road	14	AVENUE 140	ROAD 272	5	W
3720	Ran Off Road	1	AVE 272	RD 140	210	W
3899	Making U-Turn	14	ROAD 140	AVENUE 272	792	S
4767	Other Unsafe Turning	20	ROAD 140	AVENUE 272	40	S
4826	Other Unsafe Turning	15	ROAD 140	AVENUE 272	285	S
4988	Proceeding Straight	22	ROAD 140	AVE 272	211	N
2042	Proceeding Straight	21	AVENUE 272	ROAD 140	2112	W
2182	Ran Off Road	9	ROAD 140	AVENUE 272	1056	N
997	Crossed Into Opposing Lane	22	AVENUE 140	ROAD 272	840	W
1209	Backing	7	AVENUE 140	ROAD 284	1056	E
6329	Not Stated	15	ROAD 284	HIGHWAY 190	125	S
3603	Proceeding Straight	20	ROAD 284	STATE ROUTE 190	140	N
6628	Proceeding Straight	20	WORTH DR	ROAD 284	2640	W
8164	Ran Off Road	18	WORTH DR	ROAD 284	2640	W
8247	Ran Off Road	10	ROAD 284	WORTH DR	800	S
6120	Making U Turn	17	MARTIN ST	POPLAR AVE	150	S
7583	Ran Off Road	10	ROAD 284	WORTH DR	528	S
1181	Crossed Into Opposing Lane	4	WORTH DRIVE	ROAD 284	2648	W
4169	Proceeding Straight	13	SOUTH PIKE STREET	POPLAR AVENUE	98	N
9663	Other Unsafe Turning	21	ROAD 284	WORTH DR	15	S
6495	Other Unsafe Turning	0	WORTH DR	ROAD 284	200	W
3159	Ran Off Road	17	WORTH DRIVE	ROAD 284	400	E
1067	Ran Off Road	8	WORTH DRIVE	ROAD 284	1056	E
3174	Proceeding Straight	16	AVENUE 146 (WORTH AVENU	ROAD 284	1320	E
2924	Not Stated	11	WORTH DRIVE	AVENUE 146	500	E
6144	Making U Turn	10	SPRINGVILLE AVE	CONNER ST	95	E
8404	Backing	14	SPRINGVILLE AVE	CONNER ST	182	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
4142	N	Cloudy	N		Y	Complaint of Pain	0
4766	N	Clear	N		Y	Complaint of Pain	0
7829	N	Clear	N			Property Damage Only	0
8286	N	Raining	N			Property Damage Only	0
3488	N	Clear	N		Y	Complaint of Pain	0
4133	N	Cloudy	N		Y	Other Visible Injury	0
8871	N	Cloudy	N			Property Damage Only	0
7255	N	Clear	N			Property Damage Only	0
9225	N	Cloudy	N			Property Damage Only	0
2184	N	Clear	N		Y	Complaint of Pain	0
3739	N	Clear	N		Y	Complaint of Pain	0
6840	N	Clear	N			Property Damage Only	0
6704	N	Clear	N			Property Damage Only	0
3720	N	Clear	N		Y	Other Visible Injury	0
3899	N	Clear	N		Y	Other Visible Injury	0
4767	N	Clear	N		Y	Severe Injury	0
4826	N	Clear	N		Y	Other Visible Injury	0
4988	N	Clear	N		Y	Severe Injury	0
2042	N	Clear	N		Y	Severe Injury	0
2182	N	Raining	N		Y	Complaint of Pain	0
997	N	Clear	N		Y	Complaint of Pain	0
1209	N	Clear	N		N	Complaint of Pain	0
6329	N	Clear	N			Property Damage Only	0
3603	N	Clear	N		N	Other Visible Injury	0
6628	N	Clear	N			Property Damage Only	0
8164	N	Clear	N			Property Damage Only	0
8247	N	Clear	N			Property Damage Only	0
6120	N	Clear	N			Property Damage Only	0
7583	N	Clear	N			Property Damage Only	0
1181	N	Clear	N		Y	Other Visible Injury	0
4169	N	Clear	N		N	Severe Injury	0
9663	N	Clear	N			Property Damage Only	0
6495	N	Clear	N			Property Damage Only	0
3159	N	Clear	N		Y	Complaint of Pain	0
1067	N	Clear	N		Y	Severe Injury	0
3174	N	Clear	N		Y	Other Visible Injury	0
2924	N	Clear	N		N	Fatal	1
6144	N	Cloudy	N			Property Damage Only	0
8404	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
4142	2	2	Wrong Side of Road	No	Broadside
4766	3	2	Wrong Side of Road	No	Sideswipe
7829	0	0	Other Than Driver	No	Other
8286	0	1	Improper Turning	No	Hit Object
3488	1	2	Unsafe Speed	No	Rear-End
4133	2	1	Improper Turning	No	Hit Object
8871	0	1	Improper Turning	No	Overtuned
7255	0	1	Unsafe Starting or Backing	No	Other
9225	0	1	Unsafe Starting or Backing	No	Rear-End
2184	1	2	Auto R/W Violation	No	Broadside
3739	1	1	Improper Turning	No	Hit Object
6840	0	1	Improper Turning	Misdemeanor	Hit Object
6704	0	1	Improper Turning	No	Hit Object
3720	1	1	Driving Under Influence	No	Overtuned
3899	3	2	Improper Turning	No	Sideswipe
4767	1	1	Driving Under Influence	No	Hit Object
4826	2	2	Improper Turning	No	Head-On
4988	2	2	Unsafe Speed	No	Rear-End
2042	1	1	Improper Turning	No	Hit Object
2182	1	1	Unsafe Speed	No	Hit Object
997	1	2	Wrong Side of Road	No	Sideswipe
1209	1	2	Auto R/W Violation	No	Other
6329	0	1	Improper Turning	No	Hit Object
3603	1	2	Unsafe Speed	Felony	Vehicle/Pedestrian
6628	0	1	Unsafe Speed	No	Sideswipe
8164	0	1	Driving Under Influence	No	Hit Object
8247	0	1	Unsafe Speed	Misdemeanor	Hit Object
6120	0	1	Auto R/W Violation	Misdemeanor	Broadside
7583	0	1	Improper Turning	Misdemeanor	Hit Object
1181	1	2	Wrong Side of Road	No	Head-On
4169	1	3	Unsafe Starting or Backing	No	Vehicle/Pedestrian
9663	0	1	Improper Turning	Misdemeanor	Hit Object
6495	0	1	Improper Turning	Misdemeanor	Hit Object
3159	1	1	Improper Turning	No	Hit Object
1067	2	1	Improper Turning	No	Hit Object
3174	1	1	Unsafe Speed	No	Hit Object
2924	0	2	Pedestrian Violation	Felony	Vehicle/Pedestrian
6144	0	1	Auto R/W Violation	No	Broadside
8404	0	0	Unknown	Misdemeanor	Other

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
4142	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
4766	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7829	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8286	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
3488	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4133	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8871	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7255	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9225	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2184	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3739	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6840	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6704	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3720	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3899	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4767	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4826	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4988	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2042	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2182	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
997	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1209	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6329	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3603	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dark - No Street Lights
6628	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8164	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8247	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6120	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7583	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1181	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
4169	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Daylight
9663	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6495	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3159	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1067	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3174	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2924	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Daylight
6144	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8404	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
4142	None	0					Y		Passenger Car/Station Waç
4766	None	0					Y		Passenger Car/Station Waç
7829	-	0					N	HNBD	Passenger Car
8286	-	0					N	Impairment Not Known	Passenger Car
3488	None	0					Y		Passenger Car/Station Waç
4133	None	0					Y		Passenger Car/Station Waç
8871	-	0					N	HNBD	Pickup Truck
7255	-	0					N	HNBD	Pickup Truck
9225	-	0					N	HNBD	Other
2184	None	0					Y		Passenger Car/Station Waç
3739	None	0					Y		Pickup or Panel Truck
6840	-	0					N	Impairment Not Known	Passenger Car
6704	-	0					N	Impairment Not Known	Passenger Car
3720	None	0					Y	Y	Passenger Car/Station Waç
3899	None	0					Y		Passenger Car/Station Waç
4767	None	0					Y	Y	Passenger Car/Station Waç
4826	None	0					Y		Passenger Car/Station Waç
4988	None	0					Y		Passenger Car/Station Waç
2042	None	0					Y		Passenger Car/Station Waç
2182	None	0					Y		Passenger Car/Station Waç
997	None	0					Y		Passenger Car/Station Waç
1209	None	0					Y		Passenger Car/Station Waç
6329	-	0					N		Passenger Car
3603	None	0	Y				Y		Passenger Car with Trailer
6628	-	0					N	HNBD	Passenger Car
8164	-	0					N	HBD Under Influence	Pickup Truck
8247	-	0					N	HNBD	Passenger Car
6120	-	0					N	Impairment Not Known	Passenger Car
7583	-	0					N	Impairment Not Known	Pickup Truck
1181	None	0					Y		Passenger Car/Station Waç
4169	None	0	Y			Y	Y		Truck or Truck Tractor
9663	-	0					N	Impairment Not Known	Pickup Truck
6495	-	0					N	Impairment Not Known	Passenger Car
3159	None	0					Y		Passenger Car/Station Waç
1067	None	0					Y		Pickup or Panel Truck
3174	None	0					Y		Passenger Car/Station Waç
2924	None	0	Y				Y		Pedestrian
6144	-	0					N	HNBD	Passenger Car
8404	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
4142	1	0	0	2	0	0	0	0	0	0
4766	1	0	0	3	0	0	0	0	0	0
7829	1	0	0	0	0	0	0	0	0	0
8286	1	0	0	0	0	0	0	0	0	0
3488	7	0	0	1	0	0	0	0	0	0
4133	7	0	1	1	0	0	0	0	0	0
8871	22	0	0	0	0	0	0	0	0	0
7255	22	0	0	0	0	0	0	0	0	0
9225	46	0	0	0	0	0	0	0	0	0
2184	1	0	0	1	0	0	0	0	0	0
3739	22	0	0	1	0	0	0	0	0	0
6840	1	0	0	0	0	0	0	0	0	0
6704	1	0	0	0	0	0	0	0	0	0
3720	1	0	1	0	0	0	0	0	0	0
3899	7	0	1	2	0	0	0	0	0	0
4767	1	1	0	0	0	0	0	0	0	0
4826	1	0	1	1	0	0	0	0	0	0
4988	1	2	0	0	0	0	0	0	0	0
2042	7	1	0	0	0	0	0	0	0	0
2182	1	0	0	1	0	0	0	0	0	0
997	1	0	0	1	0	0	0	0	0	0
1209	1	0	0	1	0	0	0	0	0	0
6329	1	0	0	0	0	0	0	0	0	0
3603	7	0	1	0	0	1	0	0	0	0
6628	1	0	0	0	0	0	0	0	0	0
8164	22	0	0	0	0	0	0	0	0	0
8247	7	0	0	0	0	0	0	0	0	0
6120	1	0	0	0	0	0	0	0	0	0
7583	22	0	0	0	0	0	0	0	0	0
1181	1	0	1	0	0	0	0	0	0	0
4169	26	1	0	0	0	1	0	0	0	0
9663	22	0	0	0	0	0	0	0	0	0
6495	1	0	0	0	0	0	0	0	0	0
3159	1	0	0	1	0	0	0	0	0	0
1067	22	2	0	0	0	0	0	0	0	0
3174	1	0	1	0	0	0	0	0	0	0
2924	60	0	0	0	1	0	0	0	0	0
6144	1	0	0	0	0	0	0	0	0	0
8404	7	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
4142	36.03347015	-118.8669891	TULARE	UNINCORPORATED	-118.8670044	36.0334549	N
4766	36.03361893	-118.867218	TULARE	UNINCORPORATED	-118.8678818	36.03349686	N
7829	36.03349769	-118.9325209	TULARE	UNINCORPORATED	-118.9325209	36.03349769	N
8286	36.03665051	-118.9346254	TULARE	UNINCORPORATED	-118.9346254	36.03665051	N
3488	36.03815842	-118.9355774	TULARE	UNINCORPORATED	-118.9355545	36.03821564	N
4133	36.03937149	-118.9360733	TULARE	UNINCORPORATED	-118.9361115	36.03940582	Y
8871	36.03984261	-118.9364771	TULARE	UNINCORPORATED	-118.9364771	36.03984261	Y
7255	36.03996382	-118.9498613	TULARE	UNINCORPORATED	-118.9498613	36.03996382	N
9225	36.04001668	-118.9623115	TULARE	UNINCORPORATED	-118.9623115	36.04001668	N
2184	36.04006	-118.9417	TULARE	UNINCORPORATED	-118.9408871	36.04008744	N
3739	36.04185104	-118.9624329	TULARE	UNINCORPORATED	-118.9628754	36.04012299	N
6840	36.04351944	-118.9337219	TULARE	UNINCORPORATED	-118.9337219	36.04351944	N
6704	36.04365236	-118.9640923	TULARE	UNINCORPORATED	-118.9640923	36.04365236	Y
3720	36.28385925	-119.2616119	TULARE	UNINCORPORATED	-118.9639587	36.04376984	Y
3899	36.28157043	-119.2608414	TULARE	UNINCORPORATED	-118.9639587	36.04376984	N
4767	36.28403091	-119.2609482	TULARE	UNINCORPORATED	-118.9639587	36.04376984	Y
4826	36.2829895	-119.2608795	TULARE	UNINCORPORATED	-118.9639587	36.04376984	N
4988	36.28950882	-119.2609329	TULARE	UNINCORPORATED	-118.9639587	36.04376984	Y
2042	36.28467	-119.26977	TULARE	UNINCORPORATED	-118.96396	36.04377	N
2182	36.28827	-119.26074	TULARE	UNINCORPORATED	-118.96396	36.04377	N
997	36.04384	-118.9739	TULARE	UNINCORPORATED	-118.9667977	36.04378223	N
1209	36.04379	-118.93248	TULARE	UNINCORPORATED	-118.9337328	36.04380711	N
6329	36.04681958	-118.9372299	TULARE	UNINCORPORATED	-118.9372299	36.04681958	Y
3603	36.04809952	-118.9373474	TULARE	UNINCORPORATED	-118.937233	36.04795456	Y
6628	36.04989317	-118.9453643	TULARE	UNINCORPORATED	-118.9453643	36.04989317	N
8164	36.04989317	-118.9453643	TULARE	UNINCORPORATED	-118.9453643	36.04989317	N
8247	36.05004738	-118.9371906	TULARE	UNINCORPORATED	-118.9371906	36.05004738	N
6120	36.05052791	-118.9959294	TULARE	UNINCORPORATED	-118.9959294	36.05052791	Y
7583	36.05079446	-118.9371763	TULARE	UNINCORPORATED	-118.9371763	36.05079446	N
1181	36.05146	-118.94517	TULARE	UNINCORPORATED	-118.9451963	36.0514468	N
4169	36.05152893	-118.9878616	TULARE	UNINCORPORATED	-118.9887314	36.05165863	Y
9663	36.05220354	-118.9371583	TULARE	UNINCORPORATED	-118.9371583	36.05220354	Y
6495	36.05222842	-118.9378346	TULARE	UNINCORPORATED	-118.9378346	36.05222842	Y
3159	36.0526886	-118.93573	TULARE	UNINCORPORATED	-118.9357224	36.05265808	N
1067	36.05359	-118.93361	TULARE	UNINCORPORATED	-118.9336038	36.05358711	N
3174	36.05376053	-118.9333801	TULARE	UNINCORPORATED	-118.933197	36.0539093	N
2924	36.05429	-118.94803	TULARE	UNINCORPORATED	-118.94803	36.05429	N
6144	36.05465656	-118.9860286	TULARE	UNINCORPORATED	-118.9860286	36.05465656	Y
8404	36.05466947	-118.9869654	TULARE	UNINCORPORATED	-118.9869654	36.05466947	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
4142	TIMS	UNINCORPORATED	-118.8670044	36.0334549		0	0
4766	TIMS	UNINCORPORATED	-118.8678818	36.03349686		0	0
7829	Crossroads	UNINCORPORATED	-118.9325209	36.03349769		0	0
8286	Crossroads	UNINCORPORATED	-118.9346254	36.03665051		0	0
3488	TIMS	UNINCORPORATED	-118.9355545	36.03821564		0	0
4133	TIMS	UNINCORPORATED	-118.9361115	36.03940582		0	0
8871	Crossroads	UNINCORPORATED	-118.9364771	36.03984261		0	0
7255	Crossroads	UNINCORPORATED	-118.9498613	36.03996382		0	0
9225	Crossroads	UNINCORPORATED	-118.9623115	36.04001668		0	0
2184	TIMS	UNINCORPORATED	-118.9408871	36.04008744		0	0
3739	TIMS	UNINCORPORATED	-118.9628754	36.04012299		0	0
6840	Crossroads	UNINCORPORATED	-118.9337219	36.04351944		0	0
6704	Crossroads	UNINCORPORATED	-118.9640923	36.04365236		0	0
3720	TIMS	UNINCORPORATED	-118.9639587	36.04376984		0	0
3899	TIMS	UNINCORPORATED	-118.9639587	36.04376984		0	0
4767	TIMS	UNINCORPORATED	-118.9639587	36.04376984		0	1
4826	TIMS	UNINCORPORATED	-118.9639587	36.04376984		0	0
4988	TIMS	UNINCORPORATED	-118.9639587	36.04376984		0	1
2042	TIMS	UNINCORPORATED	-118.96396	36.04377		0	1
2182	TIMS	UNINCORPORATED	-118.96396	36.04377		0	0
997	TIMS	UNINCORPORATED	-118.9667977	36.04378223		0	0
1209	TIMS	UNINCORPORATED	-118.9337328	36.04380711		0	0
6329	Crossroads	UNINCORPORATED	-118.9372299	36.04681958		0	0
3603	TIMS	UNINCORPORATED	-118.937233	36.04795456		0	0
6628	Crossroads	UNINCORPORATED	-118.9453643	36.04989317		0	0
8164	Crossroads	UNINCORPORATED	-118.9453643	36.04989317		0	0
8247	Crossroads	UNINCORPORATED	-118.9371906	36.05004738		0	0
6120	Crossroads	UNINCORPORATED	-118.9959294	36.05052791		0	0
7583	Crossroads	UNINCORPORATED	-118.9371763	36.05079446		0	0
1181	TIMS	UNINCORPORATED	-118.9451963	36.0514468		0	0
4169	TIMS	UNINCORPORATED	-118.9887314	36.05165863		0	1
9663	Crossroads	UNINCORPORATED	-118.9371583	36.05220354		0	0
6495	Crossroads	UNINCORPORATED	-118.9378346	36.05222842		0	0
3159	TIMS	UNINCORPORATED	-118.9357224	36.05265808		0	0
1067	TIMS	UNINCORPORATED	-118.9336038	36.05358711		0	1
3174	TIMS	UNINCORPORATED	-118.933197	36.0539093		0	0
2924	TIMS	UNINCORPORATED	-118.94803	36.05429		1	0
6144	Crossroads	UNINCORPORATED	-118.9860286	36.05465656		0	0
8404	Crossroads	UNINCORPORATED	-118.9869654	36.05466947		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
4142	0	1	0	6	1	0	0	0
4766	0	1	0	6	0	0	0	0
7829	0	0	1	1	0	0	0	0
8286	0	0	1	1	0	1	0	1
3488	0	1	0	6	0	0	0	0
4133	1	0	0	11	0	1	0	1
8871	0	0	1	1	0	0	0	1
7255	0	0	1	1	0	0	0	0
9225	0	0	1	1	0	0	0	0
2184	0	1	0	6	1	0	0	0
3739	0	1	0	6	0	1	0	1
6840	0	0	1	1	0	1	0	1
6704	0	0	1	1	0	1	0	1
3720	1	0	0	11	0	0	1	0
3899	1	0	0	11	0	0	0	1
4767	0	0	0	165	0	1	1	0
4826	1	0	0	11	0	0	0	1
4988	0	0	0	165	0	0	0	0
2042	0	0	0	165	0	1	0	1
2182	0	1	0	6	0	1	0	0
997	0	1	0	6	0	0	0	0
1209	0	1	0	6	0	0	0	0
6329	0	0	1	1	0	1	0	1
3603	1	0	0	11	0	0	0	0
6628	0	0	1	1	0	0	0	0
8164	0	0	1	1	0	1	1	0
8247	0	0	1	1	0	1	0	0
6120	0	0	1	1	1	0	0	0
7583	0	0	1	1	0	1	0	1
1181	1	0	0	11	0	0	0	0
4169	0	0	0	165	0	0	0	0
9663	0	0	1	1	0	1	0	1
6495	0	0	1	1	0	1	0	1
3159	0	1	0	6	0	1	0	1
1067	0	0	0	165	0	1	0	1
3174	1	0	0	11	0	1	0	0
2924	0	0	0	165	0	0	0	0
6144	0	0	1	1	1	0	0	0
8404	0	0	1	1	0	0	0	0

OBJECT_ID	NIGHTTIME
4142	1
4766	1
7829	1
8286	1
3488	0
4133	0
8871	0
7255	0
9225	0
2184	0
3739	0
6840	1
6704	0
3720	1
3899	0
4767	1
4826	0
4988	1
2042	1
2182	0
997	1
1209	0
6329	0
3603	1
6628	0
8164	0
8247	0
6120	0
7583	0
1181	0
4169	0
9663	1
6495	1
3159	0
1067	0
3174	0
2924	0
6144	0
8404	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6435	1.33E+13	2016	2016-05-06	16:50	Friday	Male	21	20
7648	1.37E+13	2017	2017-07-23	3:50	Sunday	Not Stated	0	0
9255	1.44E+13	2019	2019-05-21	22:25	Tuesday	Male	37	30
7573	1.37E+13	2017	2017-06-26	15:15	Monday	Not Stated	0	0
7344	1.36E+13	2017	2017-04-10	12:25	Monday	Not Stated	0	0
7076	1.35E+13	2017	2017-01-11	1:35	Wednesday	Not Stated	0	0
4555	91045730	2019	2019-08-02	1600	Friday	Male	27	20
2128	90428560	2017	2017-03-30	1955	Thursday	Female	26	20
3227	90721082	2018	2018-04-27	1815	Friday	Female	23	20
10203	91261248	2020	2020-06-26	1545	Friday	Male	68	60
2447	90511742	2017	2017-06-19	1710	Monday	Male	49	40
10714	91378131	2020	2020-12-26	850	Saturday	Male	26	20
2211	90448342	2017	2017-05-01	1850	Monday	Male	20	20
2118	90426358	2017	2017-03-25	1704	Saturday	Male	20	20
3480	90789819	2018	2018-08-09	1915	Thursday	Male	37	30
2861	90617428	2017	2017-12-13	1440	Wednesday	Not Stated	0	0
3136	90700338	2018	2018-03-27	1640	Tuesday	Female	27	20
4070	90932263	2019	2019-02-21	1455	Thursday	Female	39	30
6667	1.34E+13	2016	2016-07-31	22:40	Sunday	Not Stated	0	0
7672	1.37E+13	2017	2017-08-02	18:00	Wednesday	Not Stated	0	0
8937	1.42E+13	2019	2019-01-01	1:15	Tuesday	Not Stated	0	0
3602	90817811	2018	2018-09-07	1115	Friday	Male	36	30
8859	1.42E+13	2018	2018-11-15	12:30	Thursday	Male	22	20
8269	1.4E+13	2018	2018-03-16	4:00	Friday	Not Stated	0	0
8173	1.39E+13	2018	2018-02-09	14:30	Friday	Female	34	30
6981	1.35E+13	2016	2016-12-14	17:36	Wednesday	Female	24	20
10441	91313819	2020	2020-09-19	2000	Saturday	Male	55	50
7530	1.37E+13	2017	2017-06-11	19:20	Sunday	Not Stated	0	0
2624	90559929	2017	2017-09-23	1206	Saturday	Male	46	40
1506	90255879	2016	2016-08-19	1835	Friday	Female	65	60
11177	1.48232E+13	2020	2020-08-01	18:30	Saturday	Female	55	50
8256	1.39E+13	2018	2018-03-09	22:00	Friday	Not Stated	0	0
7150	1.36E+13	2017	2017-02-05	8:50	Sunday	Male	30	30
8262	1.4E+13	2018	2018-03-13	22:30	Tuesday	Female	21	20
10369	91298496	2020	2020-08-24	1920	Monday	Male	19	10
9204	1.44E+13	2019	2019-05-04	1:50	Saturday	Not Stated	0	0
3277	90738789	2018	2018-05-30	715	Wednesday	Male	0	0
2414	90502373	2017	2017-07-05	655	Wednesday	Male	34	30
6119	1.32E+13	2016	2016-01-11	15:30	Monday	Male	19	10

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6435	Ran Off Road	16	SPRINGVILLE AVE	W ST	200	E
7648	Ran Off Road	3	SPRINGVILLE AVE	W ST	93	S
9255	Making Right Turn	22	SPRINGVILLE AVE	DOYLE ST	35	W
7573	Ran Off Road	15	SPRINGVILLE AVE	W ST	5	E
7344	Proceeding Straight	12	AVENUE 146	DOYLE ST	3695	E
7076	Ran Off Road	1	SPRINGVILLE AVE	W ST	90	W
4555	Other Unsafe Turning	16	WORTH DRIVE	ROAD 278	528	E
2128	Other Unsafe Turning	19	SPRINGVILLE AVENUE	CONNER STREET	225	W
3227	Proceeding Straight	18	EAST SPRINGVILLE DRIVE	CONNER STREET	90	W
10203	Proceeding Straight	15	SPRINGVILLE AVENUE	CONNER STREET	100	E
2447	Passing Other Vehicle	17	SPRINGVILLE AVENUE	DOYLE STREET	110	E
10714	Making Left Turn	8	AVENUE 146	ROAD 274	180	W
2211	Ran Off Road	18	SPRINGVILLE AVENUE	ALTA VISTA STREET	75	E
2118	Passing Other Vehicle	17	AVENUE 146	ROAD 278	1320	W
3480	Crossed Into Opposing Lane	19	AVENUE 146	ROAD 274	1584	E
2861	Proceeding Straight	14	E. SPRINGVILLE AVENUE	S. ALTA VISTA STREET	130	W
3136	Ran Off Road	16	E SPRINGVILLE AVENUE	ROAD 274	1584	E
4070	Other Unsafe Turning	14	E SPRINGVILLE AVE	S PAGE ST	2	E
6667	Ran Off Road	22	SPRINGVILLE AVE	W ST	528	W
7672	Proceeding Straight	18	CLEO AVE	LEGETT ST	1056	E
8937	Other Unsafe Turning	1	CONNER ST	SPRINGVILLE AVE	376	N
3602	Ran Off Road	11	SPRINGVILLE DRIVE	HILLCREST STREET	528	E
8859	Proceeding Straight	12	CONNER ST	SUCCESS DR	452	S
8269	Other Unsafe Turning	4	SPRINGVILLE AVE	W ST	985	W
8173	Proceeding Straight	14	SPRINGVILLE AVE	DATE AVE	300	E
6981	Making Left Turn	17	DATE AVE	RUTH ST	900	E
10441	Proceeding Straight	20	E. SPRINGVILLE AVE	HILLCREST PRIVATE R	300	E
7530	Ran Off Road	19	DOYLE ST	CRABTREE AVE	604	S
2624	Proceeding Straight	12	E. SPRINGVILLE DRIVE	HILLCREST STREET	170	E
1506	Other Unsafe Turning	18	SPRINGVILLE AVENUE	SUCCESS DRIVE	124	E
11177	Proceeding Straight	18	DATE AVE	RUTH ST	557	E
8256	Proceeding Straight	22	RIVER AVE	PARK ST (N)	3168	S
7150	Proceeding Straight	8	DATE AVE	RUTH ST	528	E
8262	Passing Other Vehicle	22	SUCCESS DR	W ST	500	W
10369	Proceeding Straight	19	SPRINGVILLE AVENUE	SUCCESS DRIVE	7	W
9204	Other Unsafe Turning	1	DATE AVE	RUTH ST	385	E
3277	Other Unsafe Turning	7	SUCCESS DRIVE	SOUTH W STREET	240	W
2414	Ran Off Road	6	SUCCESS DRIVE	SPRINGVILLE AVENUE	65	N
6119	Entering Traffic	15	RUTH ST	DATE AVE	30	S

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6435	N	Clear	N			Property Damage Only	0
7648	N	Clear	N			Property Damage Only	0
9255	N	Clear	N			Property Damage Only	0
7573	N	Clear	N			Property Damage Only	0
7344	N	Clear	N			Property Damage Only	0
7076	N	Raining	N			Property Damage Only	0
4555	N	Clear	N		N	Other Visible Injury	0
2128	N	Clear	N		Y	Severe Injury	0
3227	N	Clear	N		Y	Complaint of Pain	0
10203	N	Clear	N		N	Complaint of Pain	0
2447	N	Clear	N		Y	Fatal	1
10714	N	Clear	N		Y	Complaint of Pain	0
2211	N	Clear	N		Y	Other Visible Injury	0
2118	N	Clear	N		Y	Complaint of Pain	0
3480	N	Clear	N		N	Other Visible Injury	0
2861	N	Clear	N		Y	Complaint of Pain	0
3136	N	Clear	N		Y	Severe Injury	0
4070	N	Cloudy	N		Y	Complaint of Pain	0
6667	N	Clear	N			Property Damage Only	0
7672	N	Clear	N			Property Damage Only	0
8937	N	Clear	N			Property Damage Only	0
3602	N	Clear	N		Y	Fatal	1
8859	N	Clear	N			Property Damage Only	0
8269	N	Clear	N			Property Damage Only	0
8173	N	Clear	N			Property Damage Only	0
6981	N	Cloudy	N			Property Damage Only	0
10441	N	Clear	N		N	Complaint of Pain	0
7530	N	Clear	N			Property Damage Only	0
2624	N	Clear	N		Y	Complaint of Pain	0
1506	N	Clear	N		Y	Other Visible Injury	0
11177	N	Clear	N		N	Property Damage Only	0
8256	N	Clear	N			Property Damage Only	0
7150	N	Clear	N			Property Damage Only	0
8262	N	Cloudy	N			Property Damage Only	0
10369	N	Clear	N		N	Other Visible Injury	0
9204	N	Clear	N			Property Damage Only	0
3277	N	Clear	N		N	Other Visible Injury	0
2414	N	Clear	N		Y	Complaint of Pain	0
6119	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6435	0	1	Driving Under Influence	No	Head-On
7648	0	1	Driving Under Influence	Misdemeanor	Hit Object
9255	0	1	Driving Under Influence	No	Sideswipe
7573	0	1	Improper Turning	Misdemeanor	Hit Object
7344	0	1	Improper Turning	No	Hit Object
7076	0	1	Improper Turning	Misdemeanor	Hit Object
4555	1	1	Improper Turning	No	Hit Object
2128	1	1	Driving Under Influence	No	Hit Object
3227	6	3	Unsafe Speed	No	Rear-End
10203	2	2	Improper Turning	No	Head-On
2447	3	3	Driving Under Influence	Felony	Rear-End
10714	1	2	Auto R/W Violation	No	Broadside
2211	1	1	Improper Turning	No	Hit Object
2118	3	5	Wrong Side of Road	No	Sideswipe
3480	1	1	Wrong Side of Road	No	Other
2861	1	2	Unsafe Speed	Misdemeanor	Rear-End
3136	4	1	Improper Turning	No	Hit Object
4070	1	1	Improper Turning	No	Overtuned
6667	0	1	Improper Turning	Misdemeanor	Hit Object
7672	0	1	Improper Turning	Misdemeanor	Sideswipe
8937	0	1	Driving Under Influence	No	Rear-End
3602	1	2	Improper Turning	Felony	Hit Object
8859	0	2	Unsafe Starting or Backing	No	Broadside
8269	0	1	Improper Turning	No	Hit Object
8173	0	1	Unsafe Speed	No	Rear-End
6981	0	1	Auto R/W Violation	No	Broadside
10441	1	2	Unsafe Speed	No	Rear-End
7530	0	1	Driving Under Influence	No	Hit Object
2624	2	2	Unsafe Speed	No	Rear-End
1506	1	1	Improper Turning	No	Hit Object
11177	0	0	Unsafe Speed	No	Rear-End
8256	0	1	Improper Turning	Misdemeanor	Rear-End
7150	0	1	Unsafe Speed	No	Rear-End
8262	0	2	Wrong Side of Road	No	Sideswipe
10369	1	2	Auto R/W Violation	Felony	Overtuned
9204	0	1	Driving Under Influence	No	Hit Object
3277	1	2	Improper Turning	Felony	Vehicle/Pedestrian
2414	1	1	Improper Turning	No	Overtuned
6119	0	1	Auto R/W Violation	No	Sideswipe

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6435	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7648	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9255	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7573	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7344	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7076	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
4555	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2128	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3227	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10203	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2447	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10714	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2211	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2118	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3480	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2861	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3136	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4070	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6667	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7672	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8937	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
3602	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8859	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8269	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8173	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6981	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
10441	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7530	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2624	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1506	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
11177	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8256	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7150	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8262	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
10369	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9204	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3277	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Daylight
2414	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6119	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6435	-	0					N	HBD Under Influence	Passenger Car
7648	-	0					N	HBD Under Influence	Passenger Car
9255	-	0					N	Under Drug Influence	Passenger Car
7573	-	0					N	Impairment Not Known	Passenger Car
7344	-	0					N	HNBD	Passenger Car
7076	-	0					N	Impairment Not Known	Pickup Truck
4555	None	0		Y			Y		Motorcycle/Scooter
2128	None	0					Y	Y	Passenger Car/Station Waç
3227	None	0					Y		Passenger Car/Station Waç
10203	None	0					Y		Pickup or Panel Truck
2447	None	0					Y	Y	Passenger Car/Station Waç
10714	None	0					Y		Passenger Car/Station Waç
2211	None	0					Y		Passenger Car/Station Waç
2118	None	0					Y		Passenger Car/Station Waç
3480	None	0		Y			Y		Motorcycle/Scooter
2861	None	0					Y		Pickup or Panel Truck
3136	None	0					Y		Passenger Car/Station Waç
4070	None	0					Y		Pickup or Panel Truck
6667	-	0					N	Impairment Not Known	Passenger Car
7672	-	0					N	Impairment Not Known	Other
8937	-	0					N	HBD Under Influence	Pickup Truck
3602	None	0					Y	Y	Passenger Car/Station Waç
8859	-	0					N	HNBD	Passenger Car
8269	-	0					N	HNBD	Passenger Car
8173	-	0					N	HNBD	Passenger Car
6981	-	0					N	HNBD	Passenger Car
10441	None	0					Y		Passenger Car/Station Waç
7530	-	0					N	HBD Under Influence	Passenger Car
2624	None	0			Y		Y		Truck or Truck Tractor with
1506	None	0					Y		Passenger Car/Station Waç
11177	None	0					N		Pickup Truck
8256	-	0					N	Impairment Not Known	Other
7150	-	0					N	HNBD	Emergency Vehicle
8262	-	0					N	HNBD	Passenger Car
10369	Functioning	0		Y			Y		Passenger Car/Station Waç
9204	-	0					N	HBD Under Influence	Passenger Car
3277	None	0	Y				Y		-
2414	None	0					Y		Passenger Car/Station Waç
6119	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6435	1	0	0	0	0	0	0	0	0	0
7648	1	0	0	0	0	0	0	0	0	0
9255	1	0	0	0	0	0	0	0	0	0
7573	1	0	0	0	0	0	0	0	0	0
7344	7	0	0	0	0	0	0	0	0	0
7076	22	0	0	0	0	0	0	0	0	0
4555	2	0	1	0	0	0	0	0	0	1
2128	1	1	0	0	0	0	0	0	0	0
3227	7	0	0	6	0	0	0	0	0	0
10203	22	0	0	2	0	0	0	0	0	0
2447	7	1	2	0	0	0	0	0	0	0
10714	1	0	0	1	0	0	0	0	0	0
2211	1	0	1	0	0	0	0	0	0	0
2118	1	0	0	3	0	0	0	0	0	0
3480	2	0	1	0	0	0	0	0	0	1
2861	22	0	0	1	0	0	0	0	0	0
3136	7	1	0	3	0	0	0	0	0	0
4070	22	0	0	1	0	0	0	0	0	0
6667	1	0	0	0	0	0	0	0	0	0
7672	99	0	0	0	0	0	0	0	0	0
8937	22	0	0	0	0	0	0	0	0	0
3602	8	0	1	0	0	0	0	0	0	0
8859	7	0	0	0	0	0	0	0	0	0
8269	1	0	0	0	0	0	0	0	0	0
8173	1	0	0	0	0	0	0	0	0	0
6981	7	0	0	0	0	0	0	0	0	0
10441	7	0	0	1	0	0	0	0	0	0
7530	1	0	0	0	0	0	0	0	0	0
2624	25	0	0	2	0	0	0	0	0	0
1506	1	0	1	0	0	0	0	0	0	0
11177	0	0	0	0	0	0	0	0	0	0
8256	99	0	0	0	0	0	0	0	0	0
7150	48	0	0	0	0	0	0	0	0	0
8262	1	0	0	0	0	0	0	0	0	0
10369	1	0	1	0	0	0	0	0	0	1
9204	1	0	0	0	0	0	0	0	0	0
3277	99	0	1	0	0	1	0	0	0	0
2414	1	0	0	1	0	0	0	0	0	0
6119	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6435	36.05468907	-118.9878995	TULARE	UNINCORPORATED	-118.9878995	36.05468907	Y
7648	36.05469666	-118.9882614	TULARE	UNINCORPORATED	-118.9882614	36.05469666	Y
9255	36.05469776	-118.9642024	TULARE	UNINCORPORATED	-118.9642024	36.05469776	Y
7573	36.0547029	-118.988559	TULARE	UNINCORPORATED	-118.988559	36.0547029	Y
7344	36.05477514	-118.951585	TULARE	UNINCORPORATED	-118.951585	36.05477514	N
7076	36.05478154	-118.9888647	TULARE	UNINCORPORATED	-118.9888647	36.05478154	Y
4555	36.05503082	-118.9491272	TULARE	UNINCORPORATED	-118.9491882	36.0549469	N
2128	36.05486	-118.98618	TULARE	UNINCORPORATED	-118.9868402	36.05496146	Y
3227	36.05495834	-118.9864807	TULARE	UNINCORPORATED	-118.9863815	36.05496597	Y
10203	36.05495071	-118.9858398	TULARE	UNINCORPORATED	-118.9857407	36.05496979	N
2447	36.05507	-118.96346	TULARE	UNINCORPORATED	-118.9635083	36.05506133	Y
10714	36.05511093	-118.9616394	TULARE	UNINCORPORATED	-118.9616852	36.05506897	N
2211	36.0551	-118.96982	TULARE	UNINCORPORATED	-118.9702766	36.05507781	Y
2118	36.05508	-118.95578	TULARE	UNINCORPORATED	-118.95578	36.05508	N
3480	36.05509186	-118.9557571	TULARE	UNINCORPORATED	-118.9557266	36.05508041	N
2861	36.05508	-118.97115	TULARE	UNINCORPORATED	-118.970969	36.05509027	Y
3136	36.05501938	-118.9537811	TULARE	UNINCORPORATED	-118.9537888	36.05509186	N
4070	36.05508041	-118.97155	TULARE	UNINCORPORATED	-118.9720001	36.05509949	Y
6667	36.05555106	-118.9899873	TULARE	UNINCORPORATED	-118.9899873	36.05555106	N
7672	36.05557981	-118.9960757	TULARE	UNINCORPORATED	-118.9960757	36.05557981	N
8937	36.05568938	-118.9863595	TULARE	UNINCORPORATED	-118.9863595	36.05568938	N
3602	36.05590057	-118.9897003	TULARE	UNINCORPORATED	-118.9897614	36.05585098	N
8859	36.05592841	-118.9863618	TULARE	UNINCORPORATED	-118.9863618	36.05592841	N
8269	36.05645422	-118.991061	TULARE	UNINCORPORATED	-118.991061	36.05645422	N
8173	36.05649561	-118.9911102	TULARE	UNINCORPORATED	-118.9911102	36.05649561	N
6981	36.0566534	-118.9907218	TULARE	UNINCORPORATED	-118.9907218	36.0566534	N
10441	36.05644989	-118.9904709	TULARE	UNINCORPORATED	-118.9907532	36.05667496	Y
7530	36.05672227	-118.9640719	TULARE	UNINCORPORATED	-118.9640719	36.05672227	N
2624	36.05662	-118.99062	TULARE	UNINCORPORATED	-118.9910147	36.0568853	Y
1506	36.05508	-118.97324	TULARE	UNINCORPORATED	-118.991169	36.05702247	Y
11177	36.05709008	-118.9917499	TULARE	UNINCORPORATED	-118.9917499	36.05709008	N
8256	36.05712056	-118.9931662	TULARE	UNINCORPORATED	-118.9931662	36.05712056	N
7150	36.057127	-118.9918369	TULARE	UNINCORPORATED	-118.9918369	36.057127	N
8262	36.0571883	-118.9902456	TULARE	UNINCORPORATED	-118.9902456	36.0571883	N
10369	36.05509186	-118.9737396	TULARE	UNINCORPORATED	-118.991478	36.05725098	N
9204	36.05728949	-118.9922751	TULARE	UNINCORPORATED	-118.9922751	36.05728949	N
3277	36.05733109	-118.9893494	TULARE	UNINCORPORATED	-118.9891586	36.05740356	Y
2414	36.05542	-118.974	TULARE	UNINCORPORATED	-118.9914565	36.05742269	Y
6119	36.05749416	-118.9935297	TULARE	UNINCORPORATED	-118.9935297	36.05749416	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6435	Crossroads	UNINCORPORATED	-118.9878995	36.05468907		0	0
7648	Crossroads	UNINCORPORATED	-118.9882614	36.05469666		0	0
9255	Crossroads	UNINCORPORATED	-118.9642024	36.05469776		0	0
7573	Crossroads	UNINCORPORATED	-118.988559	36.0547029		0	0
7344	Crossroads	UNINCORPORATED	-118.951585	36.05477514		0	0
7076	Crossroads	UNINCORPORATED	-118.9888647	36.05478154		0	0
4555	TIMS	UNINCORPORATED	-118.9491882	36.0549469		0	0
2128	TIMS	UNINCORPORATED	-118.9868402	36.05496146		0	1
3227	TIMS	UNINCORPORATED	-118.9863815	36.05496597		0	0
10203	TIMS	UNINCORPORATED	-118.9858398	36.05495071		0	0
2447	TIMS	UNINCORPORATED	-118.9635083	36.05506133		1	0
10714	TIMS	UNINCORPORATED	-118.9616394	36.05511093		0	0
2211	TIMS	UNINCORPORATED	-118.9702766	36.05507781		0	0
2118	TIMS	UNINCORPORATED	-118.95578	36.05508		0	0
3480	TIMS	UNINCORPORATED	-118.9557266	36.05508041		0	0
2861	TIMS	UNINCORPORATED	-118.970969	36.05509027		0	0
3136	TIMS	UNINCORPORATED	-118.9537888	36.05509186		0	1
4070	TIMS	UNINCORPORATED	-118.9720001	36.05509949		0	0
6667	Crossroads	UNINCORPORATED	-118.9899873	36.05555106		0	0
7672	Crossroads	UNINCORPORATED	-118.9960757	36.05557981		0	0
8937	Crossroads	UNINCORPORATED	-118.9863595	36.05568938		0	0
3602	TIMS	UNINCORPORATED	-118.9897614	36.05585098		1	0
8859	Crossroads	UNINCORPORATED	-118.9863618	36.05592841		0	0
8269	Crossroads	UNINCORPORATED	-118.991061	36.05645422		0	0
8173	Crossroads	UNINCORPORATED	-118.9911102	36.05649561		0	0
6981	Crossroads	UNINCORPORATED	-118.9907218	36.0566534		0	0
10441	TIMS	UNINCORPORATED	-118.9904709	36.05644989		0	0
7530	Crossroads	UNINCORPORATED	-118.9640719	36.05672227		0	0
2624	TIMS	UNINCORPORATED	-118.9910147	36.0568853		0	0
1506	TIMS	UNINCORPORATED	-118.991169	36.05702247		0	0
11177	Crossroads	UNINCORPORATED	-118.9917499	36.05709008		0	0
8256	Crossroads	UNINCORPORATED	-118.9931662	36.05712056		0	0
7150	Crossroads	UNINCORPORATED	-118.9918369	36.057127		0	0
8262	Crossroads	UNINCORPORATED	-118.9902456	36.0571883		0	0
10369	TIMS	UNINCORPORATED	-118.9737396	36.05509186		0	0
9204	Crossroads	UNINCORPORATED	-118.9922751	36.05728949		0	0
3277	TIMS	UNINCORPORATED	-118.9891586	36.05740356		0	0
2414	TIMS	UNINCORPORATED	-118.9914565	36.05742269		0	0
6119	Crossroads	UNINCORPORATED	-118.9935297	36.05749416		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6435	0	0	1	1	0	0	1	0
7648	0	0	1	1	0	1	1	0
9255	0	0	1	1	0	0	1	0
7573	0	0	1	1	0	1	0	1
7344	0	0	1	1	0	1	0	1
7076	0	0	1	1	0	1	0	1
4555	1	0	0	11	0	1	0	1
2128	0	0	0	165	0	1	1	0
3227	0	1	0	6	0	0	0	0
10203	0	1	0	6	0	0	0	1
2447	0	0	0	165	0	0	1	0
10714	0	1	0	6	1	0	0	0
2211	1	0	0	11	0	1	0	1
2118	0	1	0	6	0	0	0	0
3480	1	0	0	11	0	0	0	0
2861	0	1	0	6	0	0	0	0
3136	0	0	0	165	0	1	0	1
4070	0	1	0	6	0	0	0	1
6667	0	0	1	1	0	1	0	1
7672	0	0	1	1	0	0	0	1
8937	0	0	1	1	0	0	1	0
3602	0	0	0	165	0	1	0	1
8859	0	0	1	1	1	0	0	0
8269	0	0	1	1	0	1	0	1
8173	0	0	1	1	0	0	0	0
6981	0	0	1	1	1	0	0	0
10441	0	1	0	6	0	0	0	0
7530	0	0	1	1	0	1	1	0
2624	0	1	0	6	0	0	0	0
1506	1	0	0	11	0	1	0	1
11177	0	0	1	1	0	0	0	0
8256	0	0	1	1	0	0	0	1
7150	0	0	1	1	0	0	0	0
8262	0	0	1	1	0	0	0	0
10369	1	0	0	11	0	0	0	0
9204	0	0	1	1	0	1	1	0
3277	1	0	0	11	0	0	0	1
2414	0	1	0	6	0	0	0	1
6119	0	0	1	1	0	0	0	0

OBJECT_ID	NIGHTTIME
6435	0
7648	1
9255	1
7573	0
7344	0
7076	1
4555	0
2128	1
3227	0
10203	0
2447	0
10714	0
2211	0
2118	0
3480	0
2861	0
3136	0
4070	0
6667	1
7672	0
8937	1
3602	0
8859	0
8269	1
8173	0
6981	1
10441	1
7530	0
2624	0
1506	0
11177	0
8256	1
7150	0
8262	1
10369	0
9204	1
3277	0
2414	0
6119	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6282	1.32E+13	2016	2016-03-07	8:15	Monday	Female	24	20
4713	91082701	2019	2019-09-19	1025	Thursday	Female	54	50
10108	91241266	2020	2020-05-13	1540	Wednesday	Male	56	50
8382	1.4E+13	2018	2018-04-25		Wednesday	Not Stated	0	0
1083	90133980	2016	2016-02-19	1750	Friday	Female	0	0
8522	1.4E+13	2018	2018-06-14	18:40	Thursday	Not Stated	0	0
3773	90860662	2018	2018-10-24	1930	Wednesday	Not Stated	0	0
4810	91108472	2019	2019-10-20	1949	Sunday	Male	27	20
7568	1.37E+13	2017	2017-06-24	13:00	Saturday	Female	28	20
8943	1.42E+13	2019	2019-01-05	14:20	Saturday	Not Stated	0	0
7512	1.37E+13	2017	2017-06-05	8:00	Monday	Not Stated	0	0
7403	1.36E+13	2017	2017-05-02		Tuesday	Not Stated	0	0
1357	90213247	2016	2016-06-24	2135	Friday	Not Stated	0	0
10589	91346597	2020	2020-11-09	1738	Monday	Female	54	50
8278	1.4E+13	2018	2018-03-19	21:05	Monday	Not Stated	0	0
6250	1.32E+13	2016	2016-02-27		Saturday	Not Stated	0	0
10796	1.46532E+13	2020	2020-02-13	16:30	Thursday	Female	58	50
6088	1.31E+13	2016	2016-01-01	7:16	Friday	Male	17	10
8175	1.39E+13	2018	2018-02-10	6:04	Saturday	Not Stated	0	0
6783	1.34E+13	2016	2016-09-27	16:10	Tuesday	Not Stated	0	0
2613	90557500	2017	2017-09-17	1705	Sunday	Male	34	30
6884	1.35E+13	2016	2016-11-14	11:45	Monday	Female	37	30
3115	90696663	2018	2018-03-31	1820	Saturday	Male	24	20
4607	91058127	2019	2019-08-15	1145	Thursday	Male	19	10
1523	90260208	2016	2016-08-27	2035	Saturday	Male	4	0
8940	1.42E+13	2019	2019-01-04	9:00	Friday	Not Stated	0	0
7531	1.37E+13	2017	2017-06-11	19:23	Sunday	Not Stated	0	0
4143	90951359	2019	2019-03-08	2100	Friday	Male	39	30
6185	1.32E+13	2016	2016-02-05	19:55	Friday	Not Stated	0	0
9077	1.43E+13	2019	2019-03-24	9:50	Sunday	Not Stated	0	0
10606	91352425	2020	2020-11-18	1535	Wednesday	Male	33	30
7475	1.37E+13	2017	2017-05-22	2:05	Monday	Not Stated	0	0
7758	1.38E+13	2017	2017-09-05	7:38	Tuesday	Female	32	30
7891	1.38E+13	2017	2017-10-20	14:30	Friday	Male	28	20
1469	90245358	2016	2016-08-09	820	Tuesday	Male	25	20
4452	91018717	2019	2019-06-24	1300	Monday	Female	46	40
6339	1.32E+13	2016	2016-04-01	8:20	Friday	Male	23	20
7371	1.36E+13	2017	2017-04-19	7:45	Wednesday	Female	46	40
9191	1.44E+13	2019	2019-05-01	13:45	Wednesday	Male	66	60

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6282	Proceeding Straight	8	DATE AVE	RUTH ST	100	E
4713	Making Left Turn	10	SUCCESS DRIVE	HILLCREST ROAD	4	E
10108	Ran Off Road	15	DOYLE ST.	E. CRABTREE AVE.	357	S
8382	Other Unsafe Turning	0	WALKER RD	TULE AVE	85	S
1083	Proceeding Straight	17	DATE AVENUE	RUTH STREET	65	E
8522	Other Unsafe Turning	18	DATE AVE	RUTH ST	219	W
3773	Ran Off Road	19	E DATE AVENUE	S LEGGETT STREET	1711	E
4810	Proceeding Straight	19	CONNER STREET	SUCCESS DRIVE	200	N
7568	Ran Off Road	13	DATE AVE	RUTH ST	528	W
8943	Other Unsafe Turning	14	DOYLE ST	CRABTREE AVE	115	S
7512	Proceeding Straight	8	CONNER ST	TYLER AVE	528	S
7403	Ran Off Road	0	DATE AVE	LEGGETT ST	1056	E
1357	Proceeding Straight	21	SUCCESS DRIVE	RUTH STREET	300	W
10589	Entering Traffic	17	DATE AVENUE	RUTH STREET	600	W
8278	Backing	21	CRABTREE AVE	TULSA RD	120	W
6250	Other Unsafe Turning	0	W ST	ROBY AVE	1320	S
10796	Proceeding Straight	16	CRABTREE AVE	ROCKY HILL ST	300	S
6088	Other Unsafe Turning	7	CONNER ST	SUCCESS DR	428	N
8175	Ran Off Road	6	CRABTREE AVE	ROCKY HILL ST	230	E
6783	Other Unsafe Turning	16	CRABTREE AVE	BAXLEY ST	1056	W
2613	Proceeding Straight	17	ROAD 192	AVENUE 148	72	S
6884	Entering Traffic	11	CRABTREE AVE	DOYLE ST	528	W
3115	Entering Traffic	18	DATE AVENUE	LEGGETT STREET	305	E
4607	Making U-Turn	11	E DATE AVENUE	S LEGGETT STREET	535	E
1523	Not Stated	20	CRABTREE AVENUE	TULSA ROAD	266	W
8940	Making U Turn	9	CONNER ST	SUCCESS DR	528	N
7531	Other Unsafe Turning	19	HOLCOMB ST	CRABTREE AVE	136	N
4143	Other Unsafe Turning	21	TULSA ROAD	CRABTREE AVE.	72	N
6185	Other Unsafe Turning	19	PAGE ST	CRABTREE AVE	200	N
9077	Proceeding Straight	9	CONNER ST	TYLER AVE	200	S
10606	Passing Other Vehicle	15	S CONNER STREET	E TYLER AVENUE	229	S
7475	Other Unsafe Turning	2	PAGE ST	CRABTREE AVE	350	N
7758	Proceeding Straight	7	CONNER ST	TYLER AVE	52	S
7891	Backing	14	TYLER AVE	HOLCOMB ST	30	W
1469	Making Left Turn	8	SOUTH CONNER STREET	EAST TYLER AVENUE	22	S
4452	Slowing/Stopping	13	E TYLER AVENUE	S CONNER STREET	594	E
6339	Proceeding Straight	8	ORANGE AVE	RUTH ST	15	W
7371	Backing	7	ORANGE AVE	MAURER ST	1056	E
9191	Entering Traffic	13	ORANGE AVE	RUTH ST	372	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6282	N	Raining	N			Property Damage Only	0
4713	N	Clear	N		Y	Other Visible Injury	0
10108	N	Clear	N		Y	Complaint of Pain	0
8382	N	Clear	N			Property Damage Only	0
1083	N	Clear	N		N	Complaint of Pain	0
8522	N	Clear	N			Property Damage Only	0
3773	N	Clear	N		N	Other Visible Injury	0
4810	N	Clear	N		Y	Complaint of Pain	0
7568	N	Clear	N			Property Damage Only	0
8943	N	Cloudy	N			Property Damage Only	0
7512	N	Clear	N			Property Damage Only	0
7403	N	Clear	N			Property Damage Only	0
1357	N	Clear	N		N	Other Visible Injury	0
10589	N	Cloudy	N		Y	Complaint of Pain	0
8278	N	Clear	N			Property Damage Only	0
6250	N	Clear	N			Property Damage Only	0
10796	N	Clear	N		N	Property Damage Only	0
6088	N	Clear	N			Property Damage Only	0
8175	N	Clear	N			Property Damage Only	0
6783	N	Clear	N			Property Damage Only	0
2613	N	Clear	N		Y	Complaint of Pain	0
6884	N	Clear	N			Property Damage Only	0
3115	N	Clear	N		Y	Complaint of Pain	0
4607	N	Clear	N		Y	Other Visible Injury	0
1523	N	Clear	N		N	Severe Injury	0
8940	N	Clear	N			Property Damage Only	0
7531	N	Clear	N			Property Damage Only	0
4143	N	Clear	N		Y	Complaint of Pain	0
6185	N	Clear	N			Property Damage Only	0
9077	N	Clear	N			Property Damage Only	0
10606	N	Clear	N		Y	Other Visible Injury	0
7475	N	Clear	N			Property Damage Only	0
7758	N	Cloudy	N			Property Damage Only	0
7891	N	Clear	N			Property Damage Only	0
1469	N	Clear	N		N	Complaint of Pain	0
4452	N	Clear	N		N	Other Visible Injury	0
6339	N	Clear	N			Property Damage Only	0
7371	N	Cloudy	N			Property Damage Only	0
9191	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6282	0	1	Unsafe Speed	No	Rear-End
4713	2	2	Improper Turning	No	Head-On
10108	1	1	Driving Under Influence	No	Hit Object
8382	0	1	Improper Turning	Misdemeanor	Sideswipe
1083	2	2	Unsafe Speed	Felony	Rear-End
8522	0	1	Unsafe Starting or Backing	No	Sideswipe
3773	1	2	Improper Turning	Felony	Other
4810	1	2	Driving Under Influence	No	Head-On
7568	0	1	Improper Turning	No	Sideswipe
8943	0	1	Improper Turning	Misdemeanor	Hit Object
7512	0	1	Unsafe Speed	No	Hit Object
7403	0	1	Improper Turning	No	Hit Object
1357	1	2	Pedestrian Violation	Felony	Vehicle/Pedestrian
10589	1	2	Auto R/W Violation	No	Broadside
8278	0	1	Unsafe Starting or Backing	Misdemeanor	Other
6250	0	1	Improper Turning	Misdemeanor	Hit Object
10796	0	0	Improper Turning	No	Sideswipe
6088	0	1	Other Improper Driving	Misdemeanor	Sideswipe
8175	0	1	Driving Under Influence	Misdemeanor	Hit Object
6783	0	1	Improper Turning	Misdemeanor	Sideswipe
2613	2	2	Unsafe Speed	No	Rear-End
6884	0	1	Auto R/W Violation	No	Sideswipe
3115	1	2	Auto R/W Violation	No	Broadside
4607	1	2	Improper Turning	No	Broadside
1523	1	2	Pedestrian Violation	No	Vehicle/Pedestrian
8940	0	1	Improper Turning	No	Hit Object
7531	0	1	Driving Under Influence	Misdemeanor	Sideswipe
4143	1	2	Driving Under Influence	No	Head-On
6185	0	1	Improper Turning	No	Sideswipe
9077	0	1	Other Than Driver	No	Other
10606	4	2	Driving Under Influence	No	Sideswipe
7475	0	1	Improper Turning	Misdemeanor	Sideswipe
7758	0	1	Unsafe Speed	No	Rear-End
7891	0	1	Unsafe Starting or Backing	No	Other
1469	1	2	Auto R/W Violation	No	Broadside
4452	1	2	Unsafe Speed	No	Broadside
6339	0	0	Wrong Side of Road	No	Sideswipe
7371	0	1	Unsafe Starting or Backing	Misdemeanor	Other
9191	0	1	Unsafe Starting or Backing	No	Sideswipe

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6282	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
4713	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10108	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8382	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1083	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8522	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3773	Bicycle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4810	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7568	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8943	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7512	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7403	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1357	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Dark - No Street Lights
10589	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8278	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6250	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
10796	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6088	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8175	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6783	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2613	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6884	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3115	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4607	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1523	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dark - No Street Lights
8940	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7531	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4143	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights Not
6185	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9077	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10606	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7475	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7758	Motor Vehicle on Other Roadway	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7891	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1469	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4452	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6339	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7371	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9191	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6282	-	0					N	HNBD	Passenger Car
4713	Functioning	0					Y		Passenger Car/Station Waç
10108	None	0					Y	Y	Passenger Car/Station Waç
8382	-	0					N	Impairment Not Known	Other
1083	None	0					Y		Pickup or Panel Truck
8522	-	0					N	HNBD	Passenger Car
3773	None	0		Y			Y		-
4810	None	0					Y	Y	Passenger Car/Station Waç
7568	-	0					N	HNBD	Passenger Car
8943	-	0					N	Impairment Not Known	Passenger Car
7512	-	0				Y	N	HNBD	Truck
7403	-	0					N	Impairment Not Known	Passenger Car
1357	None	0	Y				Y		Pedestrian
10589	None	0					Y		Passenger Car/Station Waç
8278	-	0					N	Impairment Not Known	Passenger Car
6250	-	0					N	Impairment Not Known	Other
10796	None	0					N		Passenger Car
6088	-	0					N	Impairment Not Known	Pickup Truck
8175	-	0					N	HBD Under Influence	Passenger Car
6783	-	0					N	Impairment Not Known	Pickup Truck
2613	None	0					Y		Passenger Car/Station Waç
6884	-	0					N	HNBD	Passenger Car
3115	None	0					Y		Passenger Car/Station Waç
4607	None	0					Y		Passenger Car/Station Waç
1523	None	0	Y				Y		Pedestrian
8940	-	0					N	HNBD	Pickup Truck
7531	-	0					N	HBD Under Influence	Passenger Car
4143	None	0					Y		Passenger Car/Station Waç
6185	-	0					N	Impairment Not Known	Other
9077	-	0					N	HNBD	Passenger Car
10606	None	0					Y	Y	Passenger Car/Station Waç
7475	-	0					N	Impairment Not Known	
7758	-	0					N	HNBD	Pickup Truck
7891	-	0					N	HNBD	Passenger Car
1469	Functioning	0			Y		Y		Motorcycle/Scooter
4452	None	0					Y		Passenger Car/Station Waç
6339	-	0					N	HNBD	Passenger Car
7371	-	0					N	Impairment Not Known	Passenger Car
9191	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6282	7	0	0	0	0	0	0	0	0	0
4713	1	0	2	0	0	0	0	0	0	0
10108	7	0	0	1	0	0	0	0	0	0
8382	99	0	0	0	0	0	0	0	0	0
1083	22	0	0	2	0	0	0	0	0	0
8522	1	0	0	0	0	0	0	0	0	0
3773	99	0	1	0	0	0	0	1	0	0
4810	7	0	0	1	0	0	0	0	0	0
7568	7	0	0	0	0	0	0	0	0	0
8943	1	0	0	0	0	0	0	0	0	0
7512	27	0	0	0	0	0	0	0	0	0
7403	7	0	0	0	0	0	0	0	0	0
1357	60	0	1	0	0	1	0	0	0	0
10589	7	0	0	1	0	0	0	0	0	0
8278	1	0	0	0	0	0	0	0	0	0
6250	99	0	0	0	0	0	0	0	0	0
10796	0	0	0	0	0	0	0	0	0	0
6088	22	0	0	0	0	0	0	0	0	0
8175	7	0	0	0	0	0	0	0	0	0
6783	22	0	0	0	0	0	0	0	0	0
2613	1	0	0	2	0	0	0	0	0	0
6884	1	0	0	0	0	0	0	0	0	0
3115	1	0	0	1	0	0	0	0	0	0
4607	1	0	1	0	0	0	0	0	0	0
1523	60	1	0	0	0	1	0	0	0	0
8940	22	0	0	0	0	0	0	0	0	0
7531	1	0	0	0	0	0	0	0	0	0
4143	1	0	0	1	0	0	0	0	0	0
6185	99	0	0	0	0	0	0	0	0	0
9077	7	0	0	0	0	0	0	0	0	0
10606	7	0	1	3	0	0	0	0	0	0
7475		0	0	0	0	0	0	0	0	0
7758	22	0	0	0	0	0	0	0	0	0
7891	8	0	0	0	0	0	0	0	0	0
1469	3	0	0	1	0	0	0	0	0	1
4452	1	0	1	0	0	0	0	0	0	0
6339	1	0	0	0	0	0	0	0	0	0
7371	8	0	0	0	0	0	0	0	0	0
9191	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6282	36.05750781	-118.9932006	TULARE	UNINCORPORATED	-118.9932006	36.05750781	Y
4713	36.05749893	-118.9914017	TULARE	UNINCORPORATED	-118.9912415	36.05751801	Y
10108	36.05810165	-118.9638672	TULARE	UNINCORPORATED	-118.9638596	36.05770111	Y
8382	36.05774261	-119.1486628	TULARE	UNINCORPORATED	-119.1486628	36.05774261	Y
1083	36.05776	-118.99309	TULARE	UNINCORPORATED	-118.9931101	36.05774753	Y
8522	36.05774761	-118.9942384	TULARE	UNINCORPORATED	-118.9942384	36.05774761	Y
3773	36.05844116	-118.9969635	TULARE	UNINCORPORATED	-118.9938965	36.05794907	N
4810	36.05786896	-118.9861298	TULARE	UNINCORPORATED	-118.9861069	36.05799866	Y
7568	36.05800979	-118.9952323	TULARE	UNINCORPORATED	-118.9952323	36.05800979	N
8943	36.05806551	-118.9640639	TULARE	UNINCORPORATED	-118.9640639	36.05806551	Y
7512	36.05812053	-118.9863494	TULARE	UNINCORPORATED	-118.9863494	36.05812053	N
7403	36.05822684	-118.9960882	TULARE	UNINCORPORATED	-118.9960882	36.05822684	N
1357	35.05823	-118.99431	TULARE	UNINCORPORATED	-118.9942968	36.05826872	N
10589	36.05828094	-118.9952927	TULARE	UNINCORPORATED	-118.9952545	36.05829239	Y
8278	36.05832829	-118.9777768	TULARE	UNINCORPORATED	-118.9777768	36.05832829	Y
6250	36.05832927	-118.9877804	TULARE	UNINCORPORATED	-118.9877804	36.05832927	N
10796	36.05833921	-118.9762375	TULARE	UNINCORPORATED	-118.9762375	36.05833921	N
6088	36.0583455	-118.9863495	TULARE	UNINCORPORATED	-118.9863495	36.0583455	N
8175	36.05835	-118.9744445	TULARE	UNINCORPORATED	-118.9744445	36.05835	Y
6783	36.05835721	-118.9731412	TULARE	UNINCORPORATED	-118.9731412	36.05835721	N
2613	36.05848	-119.1431	TULARE	UNINCORPORATED	-119.14312	36.05836244	Y
6884	36.05839377	-118.9658482	TULARE	UNINCORPORATED	-118.9658482	36.05839377	N
3115	36.0583992	-118.9985275	TULARE	UNINCORPORATED	-118.998558	36.05845261	N
4607	36.0583992	-118.9972	TULARE	UNINCORPORATED	-118.9977798	36.05845642	N
1523	36.05862	-118.97817	TULARE	UNINCORPORATED	-118.9779887	36.05861168	N
8940	36.05862017	-118.9863532	TULARE	UNINCORPORATED	-118.9863532	36.05862017	N
7531	36.05870555	-118.9818803	TULARE	UNINCORPORATED	-118.9818803	36.05870555	Y
4143	36.05870056	-118.9770813	TULARE	UNINCORPORATED	-118.9770889	36.05881882	Y
6185	36.05891156	-118.9722445	TULARE	UNINCORPORATED	-118.9722445	36.05891156	Y
9077	36.05902148	-118.9863586	TULARE	UNINCORPORATED	-118.9863586	36.05902148	Y
10606	36.05913162	-118.9861526	TULARE	UNINCORPORATED	-118.9861069	36.05917358	N
7475	36.0593236	-118.9722463	TULARE	UNINCORPORATED	-118.9722463	36.0593236	N
7758	36.059428	-118.9863641	TULARE	UNINCORPORATED	-118.9863641	36.059428	Y
7891	36.05957083	-118.9819816	TULARE	UNINCORPORATED	-118.9819816	36.05957083	Y
1469	36.05968	-118.98613	TULARE	UNINCORPORATED	-118.98611	36.05973964	Y
4452	36.05979919	-118.9841995	TULARE	UNINCORPORATED	-118.9841003	36.05981827	N
6339	36.06098311	-118.9930577	TULARE	UNINCORPORATED	-118.9930577	36.06098311	Y
7371	36.06098862	-118.9938664	TULARE	UNINCORPORATED	-118.9938664	36.06098862	N
9191	36.06099134	-118.9942654	TULARE	UNINCORPORATED	-118.9942654	36.06099134	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6282	Crossroads	UNINCORPORATED	-118.9932006	36.05750781		0	0
4713	TIMS	UNINCORPORATED	-118.9912415	36.05751801		0	0
10108	TIMS	UNINCORPORATED	-118.9638672	36.05810165		0	0
8382	Crossroads	UNINCORPORATED	-119.1486628	36.05774261		0	0
1083	TIMS	UNINCORPORATED	-118.9931101	36.05774753		0	0
8522	Crossroads	UNINCORPORATED	-118.9942384	36.05774761		0	0
3773	TIMS	UNINCORPORATED	-118.9938965	36.05794907		0	0
4810	TIMS	UNINCORPORATED	-118.9861069	36.05799866		0	0
7568	Crossroads	UNINCORPORATED	-118.9952323	36.05800979		0	0
8943	Crossroads	UNINCORPORATED	-118.9640639	36.05806551		0	0
7512	Crossroads	UNINCORPORATED	-118.9863494	36.05812053		0	0
7403	Crossroads	UNINCORPORATED	-118.9960882	36.05822684		0	0
1357	TIMS	UNINCORPORATED	-118.9942968	36.05826872		0	0
10589	TIMS	UNINCORPORATED	-118.9952927	36.05828094		0	0
8278	Crossroads	UNINCORPORATED	-118.9777768	36.05832829		0	0
6250	Crossroads	UNINCORPORATED	-118.9877804	36.05832927		0	0
10796	Crossroads	UNINCORPORATED	-118.9762375	36.05833921		0	0
6088	Crossroads	UNINCORPORATED	-118.9863495	36.0583455		0	0
8175	Crossroads	UNINCORPORATED	-118.9744445	36.05835		0	0
6783	Crossroads	UNINCORPORATED	-118.9731412	36.05835721		0	0
2613	TIMS	UNINCORPORATED	-119.14312	36.05836244		0	0
6884	Crossroads	UNINCORPORATED	-118.9658482	36.05839377		0	0
3115	TIMS	UNINCORPORATED	-118.998558	36.05845261		0	0
4607	TIMS	UNINCORPORATED	-118.9977798	36.05845642		0	0
1523	TIMS	UNINCORPORATED	-118.9779887	36.05861168		0	1
8940	Crossroads	UNINCORPORATED	-118.9863532	36.05862017		0	0
7531	Crossroads	UNINCORPORATED	-118.9818803	36.05870555		0	0
4143	TIMS	UNINCORPORATED	-118.9770889	36.05881882		0	0
6185	Crossroads	UNINCORPORATED	-118.9722445	36.05891156		0	0
9077	Crossroads	UNINCORPORATED	-118.9863586	36.05902148		0	0
10606	TIMS	UNINCORPORATED	-118.9861526	36.05913162		0	0
7475	Crossroads	UNINCORPORATED	-118.9722463	36.0593236		0	0
7758	Crossroads	UNINCORPORATED	-118.9863641	36.059428		0	0
7891	Crossroads	UNINCORPORATED	-118.9819816	36.05957083		0	0
1469	TIMS	UNINCORPORATED	-118.98611	36.05973964		0	0
4452	TIMS	UNINCORPORATED	-118.9841003	36.05981827		0	0
6339	Crossroads	UNINCORPORATED	-118.9930577	36.06098311		0	0
7371	Crossroads	UNINCORPORATED	-118.9938664	36.06098862		0	0
9191	Crossroads	UNINCORPORATED	-118.9942654	36.06099134		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6282	0	0	1	1	0	0	0	0
4713	1	0	0	11	0	0	0	1
10108	0	1	0	6	0	1	1	0
8382	0	0	1	1	0	0	0	1
1083	0	1	0	6	0	0	0	0
8522	0	0	1	1	0	0	0	0
3773	1	0	0	11	0	0	0	1
4810	0	1	0	6	0	0	1	0
7568	0	0	1	1	0	0	0	1
8943	0	0	1	1	0	1	0	1
7512	0	0	1	1	0	1	0	0
7403	0	0	1	1	0	1	0	1
1357	1	0	0	11	0	0	0	0
10589	0	1	0	6	1	0	0	0
8278	0	0	1	1	0	0	0	0
6250	0	0	1	1	0	1	0	1
10796	0	0	1	1	0	0	0	1
6088	0	0	1	1	0	0	0	0
8175	0	0	1	1	0	1	1	0
6783	0	0	1	1	0	0	0	1
2613	0	1	0	6	0	0	0	0
6884	0	0	1	1	0	0	0	0
3115	0	1	0	6	1	0	0	0
4607	1	0	0	11	1	0	0	1
1523	0	0	0	165	0	0	0	0
8940	0	0	1	1	0	1	0	1
7531	0	0	1	1	0	0	1	0
4143	0	1	0	6	0	0	1	0
6185	0	0	1	1	0	0	0	1
9077	0	0	1	1	0	0	0	0
10606	1	0	0	11	0	0	1	0
7475	0	0	1	1	0	0	0	1
7758	0	0	1	1	0	0	0	0
7891	0	0	1	1	0	0	0	0
1469	0	1	0	6	1	0	0	0
4452	1	0	0	11	1	0	0	0
6339	0	0	1	1	0	0	0	0
7371	0	0	1	1	0	0	0	0
9191	0	0	1	1	0	0	0	0

OBJECT_ID	NIGHTTIME
6282	0
4713	0
10108	0
8382	1
1083	1
8522	0
3773	1
4810	1
7568	0
8943	0
7512	0
7403	0
1357	1
10589	1
8278	1
6250	1
10796	0
6088	0
8175	1
6783	0
2613	0
6884	0
3115	0
4607	0
1523	1
8940	0
7531	0
4143	1
6185	1
9077	0
10606	0
7475	1
7758	0
7891	0
1469	0
4452	0
6339	0
7371	0
9191	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
8531	1.4E+13	2018	2018-06-17	13:25	Sunday	Not Stated	0	0
7411	1.36E+13	2017	2017-05-03	15:30	Wednesday	Not Stated	0	0
2803	90602665	2017	2017-10-17	2145	Tuesday	Male	36	30
6089	1.31E+13	2016	2016-01-01	7:20	Friday	Male	17	10
6345	1.32E+13	2016	2016-04-02	15:28	Saturday	Not Stated	0	0
6971	1.35E+13	2016	2016-12-11	16:10	Sunday	Not Stated	0	0
1175	90164993	2016	2016-04-16	1650	Saturday	Male	9	0
7291	1.36E+13	2017	2017-03-27		Monday	Not Stated	0	0
9685	1.46E+13	2019	2019-11-13		Wednesday	Not Stated	0	0
6192	1.32E+13	2016	2016-02-06	13:40	Saturday	Male	19	10
2953	90651447	2017	2017-12-30	304	Saturday	Male	23	20
9585	1.45E+13	2019	2019-09-29	5:40	Sunday	Not Stated	0	0
7444	1.36E+13	2017	2017-05-11	21:00	Thursday	Not Stated	0	0
8055	1.39E+13	2017	2017-12-25	22:15	Monday	Not Stated	0	0
8340	1.4E+13	2018	2018-04-12		Thursday	Not Stated	0	0
10015	91223383	2020	2020-04-06	1440	Monday	Female	26	20
2241	90454692	2017	2017-05-03	1735	Wednesday	Male	7	0
2221	90450799	2017	2017-05-05	1138	Friday	Male	32	30
4261	90973721	2019	2019-04-20	1630	Saturday	Male	58	50
7909	1.38E+13	2017	2017-10-28	20:02	Saturday	Female	34	30
7832	1.38E+13	2017	2017-10-02	4:54	Monday	Not Stated	0	0
6861	1.35E+13	2016	2016-11-02	12:30	Wednesday	Male	26	20
1733	90314186	2016	2016-11-02	1835	Wednesday	Male	80	80
2743	90586146	2017	2017-10-26	540	Thursday	Male	47	40
3427	90775605	2018	2018-07-21	710	Saturday	Male	62	60
9775	1.46E+13	2019	2019-12-16	16:10	Monday	Not Stated	0	0
2552	90542857	2017	2017-08-24	22	Thursday	Male	62	60
9535	1.45E+13	2019	2019-09-11	16:20	Wednesday	Not Stated	0	0
6233	1.32E+13	2016	2016-02-18	14:15	Thursday	Female	18	10
1869	90352648	2016	2016-11-24	220	Thursday	Female	40	40
10095	91238933	2020	2020-05-12	435	Tuesday	Male	18	10
9910	91187903	2020	2020-02-05	515	Wednesday	Male	40	40
1558	90266650	2016	2016-09-12	1335	Monday	Male	49	40
2240	90454663	2017	2017-05-04	1945	Thursday	Male	29	20
3449	90782757	2018	2018-07-19	635	Thursday	Male	21	20
3798	90864782	2018	2018-11-19	1230	Monday	Male	38	30
2690	90572129	2017	2017-10-12	355	Thursday	Female	31	30
3689	90837563	2018	2018-10-11	812	Thursday	Male	58	50
3697	90839344	2018	2018-10-09	813	Tuesday	Male	30	30

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
8531	Backing	13	ORANGE AVE	MAURER ST	55	E
7411	Other Unsafe Turning	15	TULSA RD	ROBY AVE	275	S
2803	Other Unsafe Turning	21	SOUTH DOYLE STREET	EAST ROBY AVENUE	291	S
6089	Ran Off Road	7	RUTH ST	ROBY AVE	175	W
6345	Ran Off Road	15	W ST	ROBY AVE	160	S
6971	Proceeding Straight	16	TULSA RD	ROBY AVE	150	S
1175	Ran Off Road	16	TULSA ROAD	ROBY AVENUE	171	S
7291	Ran Off Road	0	ROBY AVE	W ST	275	S
9685	Ran Off Road	0	ROBY AVE	RUTH ST	150	E
6192	Passing Other Vehicle	13	ROBY AVE	CONNER ST	123	W
2953	Other Unsafe Turning	3	SOUTH DOYLE STREET	EAST ROBY AVENUE	97	S
9585	Other Unsafe Turning	5	ROBY AVE	HOLCOMB ST	105	W
7444	Other Unsafe Turning	21	ROBY AVE	HOLCOMB ST	80	E
8055	Other Unsafe Turning	22	ROBY AVE	HOLCOMB ST	100	E
8340	Other Unsafe Turning	0	ROBY AVE	TULSA RD	580	W
10015	Ran Off Road	14	E ROBY AVENUE	SOUTH W STREET	52	W
2241	Not Stated	17	ROBY AVENUE	HOLCOMB STREET	460	W
2221	Other Unsafe Turning	11	E. ROBY AVENUE	S. ROCKY HILL ST	240	E
4261	Stopped	16	ROAD 192	AVENUE 150	100	N
7909	Proceeding Straight	20	ROAD 192	AVENUE 150	256	N
7832	Other Unsafe Turning	4	HOLCOMB ST	ROBY AVE	500	N
6861	Entering Traffic	12	ROAD 192	AVENUE 152	260	S
1733	Proceeding Straight	18	AVENUE 152	ROAD 168	40	W
2743	Ran Off Road	5	AVENUE 152	ROAD 168	114	W
3427	Ran Off Road	7	AVENUE 152	ROAD 168	400	E
9775	Proceeding Straight	16	AVENUE 152	ROAD 192	238	W
2552	Ran Off Road	0	AVENUE 152	ROAD 176	1160	W
9535	Ran Off Road	16	AVENUE 152	ROAD 192	820	E
6233	Passing Other Vehicle	14	AVENUE 152	ROAD 192	1056	E
1869	Ran Off Road	2	AVENUE 152	ROAD 176	238	E
10095	Ran Off Road	4	AVENUE 152	ROAD 184	1056	W
9910	Proceeding Straight	5	AVENUE 152	ROAD 184	528	W
1558	Backing	13	AVENUE 152	ROAD 148	528	E
2240	Ran Off Road	19	AVE 152	RD 152	2112	W
3449	Crossed Into Opposing Lane	6	AVENUE 152	ROAD 152	1049	W
3798	Proceeding Straight	12	AVENUE 152	ROAD 152	66	E
2690	Ran Off Road	3	AVENUE 152	ROAD 152	1056	E
3689	Proceeding Straight	8	AVENUE 152	ROAD 184	1056	E
3697	Other Unsafe Turning	8	AVENUE 152 W/B	ROAD 184	1056	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
8531	N	Clear	N			Property Damage Only	0
7411	N	Clear	N			Property Damage Only	0
2803	N	Clear	N		Y	Fatal	1
6089	N	Clear	N			Property Damage Only	0
6345	N	Clear	N			Property Damage Only	0
6971	N	Clear	N			Property Damage Only	0
1175	N	Clear	N		N	Other Visible Injury	0
7291	N	Clear	N			Property Damage Only	0
9685	N	Clear	N			Property Damage Only	0
6192	N	Clear	N			Property Damage Only	0
2953	N	Cloudy	N		Y	Fatal	1
9585	N	Clear	N			Property Damage Only	0
7444	N	Clear	N			Property Damage Only	0
8055	N	Clear	N			Property Damage Only	0
8340	N	Clear	N			Property Damage Only	0
10015	N	Clear	N		Y	Complaint of Pain	0
2241	N	Clear	N		N	Other Visible Injury	0
2221	N	Clear	N		Y	Complaint of Pain	0
4261	N	Clear	N		Y	Complaint of Pain	0
7909	N	Clear	N			Property Damage Only	0
7832	N	Clear	N			Property Damage Only	0
6861	N	Clear	N			Property Damage Only	0
1733	N	Clear	N		Y	Severe Injury	0
2743	N	Clear	N		Y	Other Visible Injury	0
3427	N	Clear	N		Y	Complaint of Pain	0
9775	N	Clear	N			Property Damage Only	0
2552	N	Clear	N		Y	Complaint of Pain	0
9535	N	Clear	N			Property Damage Only	0
6233	N	Clear	N			Property Damage Only	0
1869	N	Cloudy	N		Y	Fatal	1
10095	N	Clear	N		Y	Complaint of Pain	0
9910	N	Clear	N		Y	Severe Injury	0
1558	N	Clear	N		N	Other Visible Injury	0
2240	N	Cloudy	N		N	Other Visible Injury	0
3449	N	Clear	N		Y	Other Visible Injury	0
3798	N	Clear	N		Y	Complaint of Pain	0
2690	N	Clear	N		Y	Other Visible Injury	0
3689	N	Clear	N		Y	Complaint of Pain	0
3697	N	Other	N		Y	Other Visible Injury	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
8531	0	1	Unsafe Starting or Backing	No	Hit Object
7411	0	1	Improper Turning	Misdemeanor	Hit Object
2803	0	1	Driving Under Influence	No	Hit Object
6089	0	1	Improper Turning	Misdemeanor	Hit Object
6345	0	1	Improper Turning	Misdemeanor	Hit Object
6971	0	1	Unsafe Speed	No	Hit Object
1175	1	1	Improper Turning	No	Hit Object
7291	0	1	Improper Turning	No	Hit Object
9685	0	1	Improper Turning	Misdemeanor	Hit Object
6192	0	1	Improper Turning	No	Hit Object
2953	1	1	Driving Under Influence	No	Overtuned
9585	0	1	Driving Under Influence	Misdemeanor	Sideswipe
7444	0	1	Improper Turning	Misdemeanor	Sideswipe
8055	0	1	Improper Turning	Misdemeanor	Rear-End
8340	0	1	Improper Turning	Misdemeanor	Sideswipe
10015	1	1	Improper Turning	No	Hit Object
2241	1	2	Pedestrian Violation	No	Vehicle/Pedestrian
2221	1	1	Driving Under Influence	Misdemeanor	Hit Object
4261	1	2	Unsafe Speed	No	Rear-End
7909	0	1	Unsafe Speed	No	Rear-End
7832	0	1	Improper Turning	Misdemeanor	Sideswipe
6861	0	1	Auto R/W Violation	No	Broadside
1733	1	2	Unsafe Speed	No	Rear-End
2743	1	1	Improper Turning	No	Hit Object
3427	1	1	Improper Turning	No	Hit Object
9775	0	1	Improper Turning	No	Rear-End
2552	1	1	Improper Turning	No	Hit Object
9535	0	1	Improper Turning	No	Hit Object
6233	0	1	Improper Passing	No	Sideswipe
1869	1	1	Improper Turning	No	Hit Object
10095	1	1	Improper Turning	No	Overtuned
9910	1	1	Other Than Driver	No	Hit Object
1558	1	2	Driving Under Influence	No	Vehicle/Pedestrian
2240	1	1	Driving Under Influence	Misdemeanor	Hit Object
3449	1	2	Improper Turning	No	Sideswipe
3798	1	2	Unsafe Speed	No	Rear-End
2690	1	1	Improper Turning	No	Hit Object
3689	1	2	Unsafe Speed	No	Rear-End
3697	1	3	Improper Turning	No	Rear-End

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
8531	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7411	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2803	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6089	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6345	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6971	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1175	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7291	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9685	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6192	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2953	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9585	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7444	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8055	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8340	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10015	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2241	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Daylight
2221	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4261	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7909	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7832	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6861	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1733	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2743	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
3427	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9775	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2552	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9535	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6233	Other Motor Vehicle	No Pedestrian Involved	Dry	-	Daylight
1869	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10095	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9910	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1558	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Daylight
2240	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3449	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3798	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2690	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3689	Other Motor Vehicle	No Pedestrian Involved	Dry	Other	Daylight
3697	Parked Motor Vehicle	Not in Road	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
8531	-	0					N	HNBD	Passenger Car
7411	-	0					N	Impairment Not Known	Pickup Truck
2803	None	0					Y	Y	Pickup or Panel Truck
6089	-	0					N	Impairment Not Known	Pickup Truck
6345	-	0					N	Impairment Not Known	Passenger Car
6971	-	0					N	HNBD	Pickup Truck
1175	None	0		Y			Y		Motorcycle/Scooter
7291	-	0					N	Impairment Not Known	Passenger Car
9685	-	0					N	Impairment Not Known	Pickup Truck
6192	-	0					N	HNBD	Passenger Car
2953	None	0					Y	Y	Pickup or Panel Truck
9585	-	0					N	HBD Under Influence	Passenger Car
7444	-	0					N	HBD Impairment Unknown	Pickup Truck
8055	-	0					N	Impairment Not Known	Pickup Truck
8340	-	0					N	Impairment Not Known	Other
10015	None	0					Y		Passenger Car/Station Waç
2241	None	0	Y				Y		Pedestrian
2221	None	0					Y	Y	Passenger Car/Station Waç
4261	None	0					Y		Passenger Car/Station Waç
7909	-	0					N	HNBD	Passenger Car
7832	-	0					N	HBD Impairment Unknown	Pickup Truck
6861	-	0					N	HNBD	Passenger Car
1733	None	0					Y		Passenger Car/Station Waç
2743	None	0			Y		Y		Truck or Truck Tractor with
3427	None	0					Y		Pickup or Panel Truck
9775	-	0					N	HNBD	Passenger Car
2552	None	0					Y		Pickup or Panel Truck
9535	-	0					N	Sleepy - Fatigued	Passenger Car
6233	-	0					N	HNBD	Passenger Car
1869	None	0					Y		Passenger Car/Station Waç
10095	None	0					Y		Passenger Car/Station Waç
9910	None	0					Y		-
1558	None	0	Y				Y	Y	Pickup or Panel Truck
2240	None	0					Y	Y	Passenger Car/Station Waç
3449	None	0			Y		Y		Passenger Car/Station Waç
3798	Functioning	0					Y		Emergency Vehicle
2690	None	0					Y		Passenger Car/Station Waç
3689	None	0					Y		Passenger Car/Station Waç
3697	None	0	Y		Y		Y		Truck or Truck Tractor with

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
8531	7	0	0	0	0	0	0	0	0	0
7411	22	0	0	0	0	0	0	0	0	0
2803	22	0	0	0	0	0	0	0	0	0
6089	22	0	0	0	0	0	0	0	0	0
6345	1	0	0	0	0	0	0	0	0	0
6971	22	0	0	0	0	0	0	0	0	0
1175	3	0	1	0	0	0	0	0	0	1
7291	1	0	0	0	0	0	0	0	0	0
9685	22	0	0	0	0	0	0	0	0	0
6192	1	0	0	0	0	0	0	0	0	0
2953	22	1	0	0	0	0	0	0	0	0
9585	7	0	0	0	0	0	0	0	0	0
7444	22	0	0	0	0	0	0	0	0	0
8055	22	0	0	0	0	0	0	0	0	0
8340	99	0	0	0	0	0	0	0	0	0
10015	1	0	0	1	0	0	0	0	0	0
2241	60	0	1	0	0	1	0	0	0	0
2221	8	0	0	1	0	0	0	0	0	0
4261	1	0	0	1	0	0	0	0	0	0
7909	1	0	0	0	0	0	0	0	0	0
7832	22	0	0	0	0	0	0	0	0	0
6861	1	0	0	0	0	0	0	0	0	0
1733	7	1	0	0	0	0	0	0	0	0
2743	26	0	1	0	0	0	0	0	0	0
3427	22	0	0	1	0	0	0	0	0	0
9775	1	0	0	0	0	0	0	0	0	0
2552	22	0	0	1	0	0	0	0	0	0
9535	1	0	0	0	0	0	0	0	0	0
6233	1	0	0	0	0	0	0	0	0	0
1869	1	1	0	0	0	0	0	0	0	0
10095	7	0	0	1	0	0	0	0	0	0
9910	-	1	0	0	0	0	0	0	0	0
1558	22	0	1	0	0	1	0	0	0	0
2240	1	0	1	0	0	0	0	0	0	0
3449	1	0	1	0	0	0	0	0	0	0
3798	43	0	0	1	0	0	0	0	0	0
2690	1	0	1	0	0	0	0	0	0	0
3689	7	0	0	1	0	0	0	0	0	0
3697	25	0	1	0	0	1	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
8531	36.06101171	-118.9972527	TULARE	UNINCORPORATED	-118.9972527	36.06101171	Y
7411	36.06126295	-118.97737	TULARE	UNINCORPORATED	-118.97737	36.06126295	N
2803	36.06132	-118.9638	TULARE	UNINCORPORATED	-118.9638966	36.0614617	N
6089	36.06149101	-118.9929964	TULARE	UNINCORPORATED	-118.9929964	36.06149101	Y
6345	36.06151568	-118.9877964	TULARE	UNINCORPORATED	-118.9877964	36.06151568	Y
6971	36.06160632	-118.9773699	TULARE	UNINCORPORATED	-118.9773699	36.06160632	Y
1175	36.06183	-118.97711	TULARE	UNINCORPORATED	-118.9771161	36.06176086	Y
7291	36.06196029	-118.9887305	TULARE	UNINCORPORATED	-118.9887305	36.06196029	N
9685	36.06197166	-118.9924791	TULARE	UNINCORPORATED	-118.9924791	36.06197166	Y
6192	36.06197869	-118.9867647	TULARE	UNINCORPORATED	-118.9867647	36.06197869	Y
2953	36.06132	-118.9638	TULARE	UNINCORPORATED	-118.9639055	36.0619939	Y
9585	36.06199526	-118.9822347	TULARE	UNINCORPORATED	-118.9822347	36.06199526	Y
7444	36.06200286	-118.9816089	TULARE	UNINCORPORATED	-118.9816089	36.06200286	Y
8055	36.06200311	-118.9815412	TULARE	UNINCORPORATED	-118.9815412	36.06200311	Y
8340	36.06201119	-118.979332	TULARE	UNINCORPORATED	-118.979332	36.06201119	N
10015	36.06219864	-118.9876022	TULARE	UNINCORPORATED	-118.9877472	36.06214905	N
2241	36.06221	-118.98393	TULARE	UNINCORPORATED	-118.9832043	36.06218605	N
2221	36.06224	-118.97402	TULARE	UNINCORPORATED	-118.974159	36.06225363	Y
4261	36.06261826	-119.1431427	TULARE	UNINCORPORATED	-119.1431427	36.06250381	Y
7909	36.06281895	-119.1430966	TULARE	UNINCORPORATED	-119.1430966	36.06281895	N
7832	36.06337533	-118.9818716	TULARE	UNINCORPORATED	-118.9818716	36.06337533	N
6861	36.06500277	-119.1430914	TULARE	UNINCORPORATED	-119.1430914	36.06500277	N
1733	36.06568	-119.19712	TULARE	UNINCORPORATED	-119.1968752	36.06571047	Y
2743	36.06569	-119.19682	TULARE	UNINCORPORATED	-119.1971253	36.06571133	Y
3427	36.06581116	-119.1950607	TULARE	UNINCORPORATED	-119.1953888	36.06571198	N
9775	36.06571458	-119.143893	TULARE	UNINCORPORATED	-119.143893	36.06571458	Y
2552	36.06561	-119.18552	TULARE	UNINCORPORATED	-119.1827405	36.06571804	N
9535	36.0657195	-119.1403135	TULARE	UNINCORPORATED	-119.1403135	36.0657195	N
6233	36.06572024	-119.139515	TULARE	UNINCORPORATED	-119.139515	36.06572024	N
1869	36.06565	-119.17887	TULARE	UNINCORPORATED	-119.1780156	36.06572051	Y
10095	36.0657196	-119.1654282	TULARE	UNINCORPORATED	-119.1646194	36.06572723	Y
9910	36.0657692	-119.1629105	TULARE	UNINCORPORATED	-119.1628342	36.06572723	Y
1558	36.0695	-119.23678	TULARE	UNINCORPORATED	-119.2394954	36.06575005	N
2240	36.06584	-119.24086	TULARE	UNINCORPORATED	-119.2394783	36.06575005	N
3449	36.06581116	-119.2359924	TULARE	UNINCORPORATED	-119.2358856	36.06575012	N
3798	36.06579971	-119.2321091	TULARE	UNINCORPORATED	-119.2321167	36.06575012	Y
2690	36.06571	-119.22652	TULARE	UNINCORPORATED	-119.2287709	36.06575422	N
3689	36.06575012	-119.1577988	TULARE	UNINCORPORATED	-119.1574783	36.06575775	N
3697	36.06579971	-119.1585083	TULARE	UNINCORPORATED	-119.1574783	36.06575775	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
8531	Crossroads	UNINCORPORATED	-118.9972527	36.06101171		0	0
7411	Crossroads	UNINCORPORATED	-118.97737	36.06126295		0	0
2803	TIMS	UNINCORPORATED	-118.9638966	36.0614617		1	0
6089	Crossroads	UNINCORPORATED	-118.9929964	36.06149101		0	0
6345	Crossroads	UNINCORPORATED	-118.9877964	36.06151568		0	0
6971	Crossroads	UNINCORPORATED	-118.9773699	36.06160632		0	0
1175	TIMS	UNINCORPORATED	-118.9771161	36.06176086		0	0
7291	Crossroads	UNINCORPORATED	-118.9887305	36.06196029		0	0
9685	Crossroads	UNINCORPORATED	-118.9924791	36.06197166		0	0
6192	Crossroads	UNINCORPORATED	-118.9867647	36.06197869		0	0
2953	TIMS	UNINCORPORATED	-118.9639055	36.0619939		1	0
9585	Crossroads	UNINCORPORATED	-118.9822347	36.06199526		0	0
7444	Crossroads	UNINCORPORATED	-118.9816089	36.06200286		0	0
8055	Crossroads	UNINCORPORATED	-118.9815412	36.06200311		0	0
8340	Crossroads	UNINCORPORATED	-118.979332	36.06201119		0	0
10015	TIMS	UNINCORPORATED	-118.9876022	36.06219864		0	0
2241	TIMS	UNINCORPORATED	-118.9832043	36.06218605		0	0
2221	TIMS	UNINCORPORATED	-118.974159	36.06225363		0	0
4261	TIMS	UNINCORPORATED	-119.1431427	36.06250381		0	0
7909	Crossroads	UNINCORPORATED	-119.1430966	36.06281895		0	0
7832	Crossroads	UNINCORPORATED	-118.9818716	36.06337533		0	0
6861	Crossroads	UNINCORPORATED	-119.1430914	36.06500277		0	0
1733	TIMS	UNINCORPORATED	-119.1968752	36.06571047		0	1
2743	TIMS	UNINCORPORATED	-119.1971253	36.06571133		0	0
3427	TIMS	UNINCORPORATED	-119.1953888	36.06571198		0	0
9775	Crossroads	UNINCORPORATED	-119.143893	36.06571458		0	0
2552	TIMS	UNINCORPORATED	-119.1827405	36.06571804		0	0
9535	Crossroads	UNINCORPORATED	-119.1403135	36.0657195		0	0
6233	Crossroads	UNINCORPORATED	-119.139515	36.06572024		0	0
1869	TIMS	UNINCORPORATED	-119.1780156	36.06572051		1	0
10095	TIMS	UNINCORPORATED	-119.1654282	36.0657196		0	0
9910	TIMS	UNINCORPORATED	-119.1629105	36.0657692		0	1
1558	TIMS	UNINCORPORATED	-119.2394954	36.06575005		0	0
2240	TIMS	UNINCORPORATED	-119.2394783	36.06575005		0	0
3449	TIMS	UNINCORPORATED	-119.2358856	36.06575012		0	0
3798	TIMS	UNINCORPORATED	-119.2321167	36.06575012		0	0
2690	TIMS	UNINCORPORATED	-119.2287709	36.06575422		0	0
3689	TIMS	UNINCORPORATED	-119.1574783	36.06575775		0	0
3697	TIMS	UNINCORPORATED	-119.1574783	36.06575775		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
8531	0	0	1	1	0	1	0	0
7411	0	0	1	1	0	1	0	1
2803	0	0	0	165	0	1	1	0
6089	0	0	1	1	0	1	0	1
6345	0	0	1	1	0	1	0	1
6971	0	0	1	1	0	1	0	0
1175	1	0	0	11	0	1	0	1
7291	0	0	1	1	0	1	0	1
9685	0	0	1	1	0	1	0	1
6192	0	0	1	1	0	1	0	1
2953	0	0	0	165	0	0	1	0
9585	0	0	1	1	0	0	1	0
7444	0	0	1	1	0	0	0	1
8055	0	0	1	1	0	0	0	1
8340	0	0	1	1	0	0	0	1
10015	0	1	0	6	0	1	0	1
2241	1	0	0	11	0	0	0	0
2221	0	1	0	6	0	1	1	0
4261	0	1	0	6	0	0	0	0
7909	0	0	1	1	0	0	0	0
7832	0	0	1	1	0	0	0	1
6861	0	0	1	1	1	0	0	0
1733	0	0	0	165	0	0	0	0
2743	1	0	0	11	0	1	0	1
3427	0	1	0	6	0	1	0	1
9775	0	0	1	1	0	0	0	1
2552	0	1	0	6	0	1	0	1
9535	0	0	1	1	0	1	0	1
6233	0	0	1	1	0	0	0	0
1869	0	0	0	165	0	1	0	1
10095	0	1	0	6	0	0	0	1
9910	0	0	0	165	0	1	0	0
1558	1	0	0	11	0	0	1	0
2240	1	0	0	11	0	1	1	0
3449	1	0	0	11	0	0	0	1
3798	0	1	0	6	0	0	0	0
2690	1	0	0	11	0	1	0	1
3689	0	1	0	6	0	0	0	0
3697	1	0	0	11	0	0	0	1

OBJECT_ID	NIGHTTIME
8531	0
7411	0
2803	1
6089	0
6345	0
6971	0
1175	0
7291	1
9685	0
6192	0
2953	1
9585	1
7444	1
8055	1
8340	1
10015	0
2241	0
2221	0
4261	0
7909	1
7832	1
6861	0
1733	1
2743	1
3427	0
9775	1
2552	1
9535	0
6233	0
1869	1
10095	1
9910	1
1558	0
2240	1
3449	0
3798	0
2690	1
3689	0
3697	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
7080	1.35E+13	2017	2017-01-12	6:50	Thursday	Not Stated	0	0
8448	1.4E+13	2018	2018-05-16	11:00	Wednesday	Male	78	70
8361	1.4E+13	2018	2018-04-19	15:44	Thursday	Not Stated	0	0
4016	90922423	2019	2019-01-27	715	Sunday	Male	24	20
1620	90283026	2016	2016-09-28	750	Wednesday	Female	35	30
8379	1.4E+13	2018	2018-04-24	10:55	Tuesday	Not Stated	0	0
7030	1.35E+13	2016	2016-12-27	12:20	Tuesday	Male	36	30
10726	91384919	2020	2020-12-20	1515	Sunday	Male	39	30
3808	90868939	2018	2018-11-22	1130	Thursday	Male	53	50
2710	90578017	2017	2017-10-22	1140	Sunday	Female	35	30
9798	1.46E+13	2019	2019-12-24	2:35	Tuesday	Not Stated	0	0
3441	90779184	2018	2018-07-25	1145	Wednesday	Male	49	40
6798	1.34E+13	2016	2016-10-03	0:45	Monday	Not Stated	0	0
6152	1.32E+13	2016	2016-01-23	15:25	Saturday	Female	18	10
3955	90906754	2019	2019-01-17	535	Thursday	Female	21	20
6249	1.32E+13	2016	2016-02-26	7:45	Friday	Female	24	20
8358	1.4E+13	2018	2018-04-18	8:00	Wednesday	Male	43	40
4554	91045685	2019	2019-07-29	2040	Monday	Male	55	50
6317	1.32E+13	2016	2016-03-20	2:00	Sunday	Not Stated	0	0
7996	1.38E+13	2017	2017-11-26	13:35	Sunday	Male	60	60
4900	91130953	2019	2019-11-15	600	Friday	Male	31	30
8607	1.41E+13	2018	2018-07-22	20:38	Sunday	Not Stated	0	0
7822	1.38E+13	2017	2017-09-28	23:50	Thursday	Not Stated	0	0
6664	1.34E+13	2016	2016-07-30	22:55	Saturday	Not Stated	0	0
7184	1.36E+13	2017	2017-02-17	3:20	Friday	Not Stated	0	0
7216	1.36E+13	2017	2017-03-01	0:18	Wednesday	Not Stated	0	0
7263	1.36E+13	2017	2017-03-16	10:20	Thursday	Not Stated	0	0
6449	1.33E+13	2016	2016-05-10	16:30	Tuesday	Male	34	30
10231	91268109	2020	2020-07-08	955	Wednesday	Female	29	20
7537	1.37E+13	2017	2017-06-12	17:05	Monday	Female	18	10
6344	1.32E+13	2016	2016-04-02	13:10	Saturday	Female	27	20
11282	1.48662E+13	2020	2020-09-13	19:50	Sunday	Male	21	20
8591	1.41E+13	2018	2018-07-16	22:35	Monday	Not Stated	0	0
2091	90418801	2017	2017-03-22	1235	Wednesday	Male	19	10
4214	90967658	2019	2019-04-12	1740	Friday	Female	27	20
4808	91107589	2019	2019-10-15	1135	Tuesday	Female	42	40
3772	90860648	2018	2018-10-30	1830	Tuesday	Female	86	80
1812	90337864	2016	2016-10-15	2320	Saturday	Female	53	50
4528	91037716	2019	2019-06-17	1540	Monday	Female	40	40

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
7080	Proceeding Straight	6	AVENUE 152	ROAD 152	100	E
8448	Making U Turn	11	AVENUE 152	ROAD 152	200	E
8361	Other Unsafe Turning	15	AVENUE 152	ROAD 152	2112	E
4016	Ran Off Road	7	AVENUE 152	ROAD 160	1584	W
1620	Proceeding Straight	7	ROAD 152	AVENUE 152	15	N
8379	Proceeding Straight	10	AVENUE 152	ROAD 168	2640	E
7030	Proceeding Straight	12	AVENUE 152	ROAD 160	1584	W
10726	Other Unsafe Turning	15	AVENUE 152	ROAD 192	1320	E
3808	Proceeding Straight	11	AVENUE 152	ROAD 192	40	W
2710	Proceeding Straight	11	ROAD 192	AVENUE 152	100	N
9798	Other Unsafe Turning	2	ROAD 192	AVENUE 152	300	N
3441	Proceeding Straight	11	ROAD 192	AVENUE 152	1000	N
6798	Ran Off Road	0	ROAD 192	AVENUE 152	2112	N
6152	Proceeding Straight	15	WESTWOOD ST	NORTHGRAND AVE	300	S
3955	Proceeding Straight	5	N. WESTWOOD ST.	W. NORTH GRAND AVE	125	S
6249	Making Left Turn	7	NORTHGRAND AVE	WESTWOOD ST	60	E
8358	Proceeding Straight	8	WESTWOOD ST	NORTHGRAND AVE	145	N
4554	Crossed Into Opposing Lane	20	WESTWOOD STREET	NORTH GRAND AVENUE	109	N
6317	Ran Off Road	2	WESTWOOD ST	NORTHGRAND AVE	528	W
7996	Proceeding Straight	13	WESTWOOD ST	NORTHGRAND AVE	950	N
4900	Other Unsafe Turning	6	N. WESTWOOD ST.	W. LINDA VISTA AVE.	1005	S
8607	Proceeding Straight	20	ROAD 224	LINDA VISTA AVE	623	S
7822	Ran Off Road	23	WESTWOOD ST	NORTHGRAND AVE	2640	N
6664	Proceeding Straight	22	ROAD 224	LINDA VISTA AVE	100	N
7184	Proceeding Straight	3	ROAD 224	LINDA VISTA AVE	150	N
7216	Ran Off Road	0	ROAD 224	LINDA VISTA AVE	425	N
7263	Ran Off Road	10	ROAD 224	LINDA VISTA AVE	500	N
6449	Passing Other Vehicle	16	WESTWOOD ST	LINDA VISTA AVE	528	N
10231	Other Unsafe Turning	9	ROAD 224	AVENUE 178	1584	S
7537	Backing	17	AVENUE 176	ROAD 224	64	W
6344	Crossed Into Opposing Lane - Unpl	13	ROAD 224	AVENUE 176	50	N
11282	Proceeding Straight	19	ROAD 224	AVENUE 176	250	N
8591	Ran Off Road	22	ROAD 224	AVENUE 176	400	N
2091	Proceeding Straight	12	ROAD 224	AVENUE 176	350	N
4214	Stopped	17	ROAD 224	AVENUE 178	50	S
4808	Crossed Into Opposing Lane	11	ROAD 224	AVENUE 178	366	N
3772	Proceeding Straight	18	ROAD 224	AVENUE 178	528	N
1812	Ran Off Road	23	ROAD 224	AVENUE 178	1056	N
4528	Ran Off Road	15	ROAD 224	AVENUE 178	1218	N

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
7080	N	Raining	N			Property Damage Only	0
8448	N	Clear	N			Property Damage Only	0
8361	N	Clear	N			Property Damage Only	0
4016	N	Fog	N		Y	Complaint of Pain	0
1620	N	Clear	N		N	Complaint of Pain	0
8379	N	Clear	N			Property Damage Only	0
7030	N	Clear	N			Property Damage Only	0
10726	N	Clear	N		Y	Other Visible Injury	0
3808	N	Clear	N		Y	Complaint of Pain	0
2710	N	Clear	N		N	Severe Injury	0
9798	N	Raining	N			Property Damage Only	0
3441	N	Clear	N		N	Complaint of Pain	0
6798	N	Clear	N			Property Damage Only	0
6152	N	Clear	N			Property Damage Only	0
3955	N	Cloudy	N		N	Other Visible Injury	0
6249	N	Clear	N			Property Damage Only	0
8358	N	Clear	N			Property Damage Only	0
4554	N	Clear	N		Y	Other Visible Injury	0
6317	N	Clear	N			Property Damage Only	0
7996	N	Clear	N			Property Damage Only	0
4900	N	Clear	N		Y	Complaint of Pain	0
8607	N	Clear	N			Property Damage Only	0
7822	N	Clear	N			Property Damage Only	0
6664	N	Clear	N			Property Damage Only	0
7184	N	Raining	N			Property Damage Only	0
7216	N	Clear	N			Property Damage Only	0
7263	N	Clear	N			Property Damage Only	0
6449	N	Clear	N			Property Damage Only	0
10231	N	Clear	N		Y	Other Visible Injury	0
7537	N	Clear	N			Property Damage Only	0
6344	N	Clear	N			Property Damage Only	0
11282	N	Clear	N		N	Property Damage Only	0
8591	N	Clear	N			Property Damage Only	0
2091	N	Cloudy	N		Y	Complaint of Pain	0
4214	N	Clear	N		Y	Complaint of Pain	0
4808	N	Clear	N		Y	Severe Injury	0
3772	N	Clear	N		N	Complaint of Pain	0
1812	N	Clear	N		Y	Fatal	1
4528	N	Clear	N		Y	Fatal	1

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
7080	0	1	Unsafe Speed	No	Other
8448	0	1	Improper Turning	No	Broadside
8361	0	1	Improper Turning	Misdemeanor	Hit Object
4016	1	2	Driving Under Influence	No	Rear-End
1620	1	2	Unsafe Speed	No	Rear-End
8379	0	0	Other Than Driver	No	Hit Object
7030	0	1	Unsafe Speed	No	Sideswipe
10726	1	1	Driving Under Influence	Misdemeanor	Hit Object
3808	5	2	Driving Under Influence	No	Rear-End
2710	3	1	Other Than Driver (or Pedestrian)	No	Other
9798	0	1	Improper Turning	No	Hit Object
3441	1	3	Unsafe Speed	No	Sideswipe
6798	0	1	Improper Turning	No	Hit Object
6152	0	1	Unsafe Speed	No	Rear-End
3955	1	1	Unsafe Speed	No	Hit Object
6249	0	1	Improper Turning	No	Hit Object
8358	0	2	Unsafe Speed	No	Rear-End
4554	3	2	Wrong Side of Road	No	Head-On
6317	0	1	Improper Turning	Misdemeanor	Hit Object
7996	0	1	Unsafe Speed	No	Rear-End
4900	4	2	Improper Turning	No	Broadside
8607	0	0	Other Than Driver	No	Other
7822	0	1	Improper Turning	Misdemeanor	Hit Object
6664	0	0	Other Than Driver	No	Other
7184	0	1	Driving Under Influence	No	Hit Object
7216	0	1	Driving Under Influence	No	Hit Object
7263	0	1	Improper Turning	No	Hit Object
6449	0	1	Unsafe Speed	No	Broadside
10231	1	1	Improper Turning	No	Hit Object
7537	0	1	Unsafe Starting or Backing	No	Other
6344	0	1	Wrong Side of Road	No	Sideswipe
11282	0	0	Auto R/W Violation	No	Broadside
8591	0	1	Improper Turning	No	Hit Object
2091	2	2	Unsafe Speed	No	Rear-End
4214	1	2	Unsafe Speed	No	Rear-End
4808	2	2	Improper Turning	No	Head-On
3772	1	2	Unsafe Speed	No	Rear-End
1812	2	2	Improper Turning	No	Broadside
4528	3	3	Improper Turning	No	Head-On

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
7080	Animal	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8448	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8361	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4016	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
1620	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8379	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7030	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10726	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3808	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2710	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9798	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights
3441	Parked Motor Vehicle	In Road, Including Shoulder	Dry	No Unusual Condition	Daylight
6798	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6152	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3955	Animal	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
6249	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8358	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4554	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6317	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7996	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4900	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8607	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7822	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6664	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7184	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dusk - Dawn
7216	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7263	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6449	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10231	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7537	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6344	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
11282	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8591	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2091	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4214	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4808	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3772	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
1812	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4528	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
7080	-	0					N	HNBD	Passenger Car
8448	-	0					N	HNBD	Passenger Car
8361	-	0					N	HNBD	Passenger Car
4016	None	0				Y	Y	Y	Pickup or Panel Truck
1620	Functioning	0					Y		Pickup or Panel Truck
8379	-	0				Y	N	HNBD	Truck
7030	-	0					N	HNBD	Passenger Car
10726	None	0					Y		Passenger Car/Station Waç
3808	Functioning	0					Y	Y	Passenger Car/Station Waç
2710	None	0					Y		-
9798	-	0					N	Sleepy - Fatigued	Pickup Truck
3441	None	0		Y			Y		Passenger Car/Station Waç
6798	-	0					N	Sleepy - Fatigued	Passenger Car
6152	-	0					N	HNBD	Passenger Car
3955	None	0					Y		Passenger Car/Station Waç
6249	-	0					N	HNBD	Passenger Car
8358	-	0					N	HNBD	Passenger Car
4554	None	0					Y		Passenger Car/Station Waç
6317	-	0					N	Impairment Not Known	Passenger Car
7996	-	0					N	HNBD	Passenger Car
4900	None	0					Y		Other Vehicle
8607	-	0					N	HNBD	Pickup Truck
7822	-	0					N	Impairment Not Known	Passenger Car
6664	-	0					N	HNBD	Passenger Car
7184	-	0					N	HBD Under Influence	Passenger Car
7216	-	0					N	HBD Under Influence	Passenger Car
7263	-	0					N	HNBD	Passenger Car
6449	-	0					N	HNBD	Passenger Car
10231	None	0					Y		Passenger Car/Station Waç
7537	-	0					N	HNBD	Pickup Truck
6344	-	0					N	HNBD	Passenger Car
11282	None	0					N		Passenger Car
8591	-	0					N	HNBD	Passenger Car
2091	None	0					Y		Passenger Car/Station Waç
4214	None	0					Y		Passenger Car/Station Waç
4808	None	0					Y		Passenger Car/Station Waç
3772	None	0				Y	Y		Passenger Car/Station Waç
1812	None	0					Y		Passenger Car/Station Waç
4528	None	0					Y		Pickup or Panel Truck

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
7080	1	0	0	0	0	0	0	0	0	0
8448	1	0	0	0	0	0	0	0	0	0
8361	1	0	0	0	0	0	0	0	0	0
4016	22	0	0	1	0	0	0	0	0	0
1620	22	0	0	1	0	0	0	0	0	0
8379	25	0	0	0	0	0	0	0	0	0
7030	7	0	0	0	0	0	0	0	0	0
10726	1	0	1	0	0	0	0	0	0	0
3808	1	0	0	5	0	0	0	0	0	0
2710	-	1	1	1	0	0	0	0	0	0
9798	22	0	0	0	0	0	0	0	0	0
3441	1	0	0	1	0	1	0	0	0	0
6798	1	0	0	0	0	0	0	0	0	0
6152	1	0	0	0	0	0	0	0	0	0
3955	1	0	1	0	0	0	0	0	0	0
6249	7	0	0	0	0	0	0	0	0	0
8358	1	0	0	0	0	0	0	0	0	0
4554	1	0	3	0	0	0	0	0	0	0
6317	1	0	0	0	0	0	0	0	0	0
7996	1	0	0	0	0	0	0	0	0	0
4900	58	0	0	4	0	0	0	0	0	0
8607	22	0	0	0	0	0	0	0	0	0
7822	7	0	0	0	0	0	0	0	0	0
6664	1	0	0	0	0	0	0	0	0	0
7184	1	0	0	0	0	0	0	0	0	0
7216	1	0	0	0	0	0	0	0	0	0
7263	1	0	0	0	0	0	0	0	0	0
6449	1	0	0	0	0	0	0	0	0	0
10231	1	0	1	0	0	0	0	0	0	0
7537	22	0	0	0	0	0	0	0	0	0
6344	1	0	0	0	0	0	0	0	0	0
11282	0	0	0	0	0	0	0	0	0	0
8591	1	0	0	0	0	0	0	0	0	0
2091	1	0	0	2	0	0	0	0	0	0
4214	1	0	0	1	0	0	0	0	0	0
4808	1	1	1	0	0	0	0	0	0	0
3772	8	0	0	1	0	0	0	0	0	0
1812	1	0	0	2	0	0	0	0	0	0
4528	22	1	1	1	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
7080	36.06576414	-119.2317284	TULARE	UNINCORPORATED	-119.2317284	36.06576414	Y
8448	36.06576414	-119.2313901	TULARE	UNINCORPORATED	-119.2313901	36.06576414	Y
8361	36.06576414	-119.2249211	TULARE	UNINCORPORATED	-119.2249211	36.06576414	N
4016	36.06581879	-119.2167113	TULARE	UNINCORPORATED	-119.2198868	36.06576538	N
1620	36.06604	-119.23246	TULARE	UNINCORPORATED	-119.2323399	36.06579116	Y
8379	36.06583102	-119.187704	TULARE	UNINCORPORATED	-119.187704	36.06583102	N
7030	36.06584145	-119.2196554	TULARE	UNINCORPORATED	-119.2196554	36.06584145	N
10726	36.06584167	-119.1393585	TULARE	UNINCORPORATED	-119.1387024	36.06586075	Y
3808	36.06592941	-119.1432266	TULARE	UNINCORPORATED	-119.1432953	36.06586838	Y
2710	36.06651	-119.1431	TULARE	UNINCORPORATED	-119.14316	36.06614439	Y
9798	36.06654104	-119.1430836	TULARE	UNINCORPORATED	-119.1430836	36.06654104	N
3441	36.06764984	-119.1432419	TULARE	UNINCORPORATED	-119.143158	36.06861496	N
6798	36.07151843	-119.1430581	TULARE	UNINCORPORATED	-119.1430581	36.07151843	N
6152	36.09743864	-119.0708273	TULARE	UNINCORPORATED	-119.0708273	36.09743864	N
3955	36.09801865	-119.0708466	TULARE	UNINCORPORATED	-119.0707474	36.09807587	Y
6249	36.09826179	-119.0706354	TULARE	UNINCORPORATED	-119.0706354	36.09826179	Y
8358	36.09866092	-119.0708461	TULARE	UNINCORPORATED	-119.0708461	36.09866092	Y
4554	36.09889984	-119.0707016	TULARE	UNINCORPORATED	-119.070755	36.09872055	Y
6317	36.09971286	-119.0708663	TULARE	UNINCORPORATED	-119.0708663	36.09971286	N
7996	36.10087192	-119.0708885	TULARE	UNINCORPORATED	-119.0708885	36.10087192	N
4900	36.10297012	-119.0708694	TULARE	UNINCORPORATED	-119.0709229	36.10290527	N
8607	36.10378131	-119.0709621	TULARE	UNINCORPORATED	-119.0709621	36.10378131	N
7822	36.10551366	-119.0709777	TULARE	UNINCORPORATED	-119.0709777	36.10551366	N
6664	36.10576729	-119.0709797	TULARE	UNINCORPORATED	-119.0709797	36.10576729	Y
7184	36.10590463	-119.0709809	TULARE	UNINCORPORATED	-119.0709809	36.10590463	Y
7216	36.10666002	-119.0709876	TULARE	UNINCORPORATED	-119.0709876	36.10666002	N
7263	36.10686603	-119.0709894	TULARE	UNINCORPORATED	-119.0709894	36.10686603	N
6449	36.1069428	-119.0710051	TULARE	UNINCORPORATED	-119.0710051	36.1069428	N
10231	36.110569	-119.0712204	TULARE	UNINCORPORATED	-119.071167	36.10844803	Y
7537	36.10913531	-119.0712261	TULARE	UNINCORPORATED	-119.0712261	36.10913531	Y
6344	36.10927239	-119.0710094	TULARE	UNINCORPORATED	-119.0710094	36.10927239	Y
11282	36.10982164	-119.0710216	TULARE	UNINCORPORATED	-119.0710216	36.10982164	Y
8591	36.11023354	-119.0710347	TULARE	UNINCORPORATED	-119.0710347	36.11023354	N
2091	36.11041	-119.0713	TULARE	UNINCORPORATED	-119.0712565	36.11023958	N
4214	36.11244965	-119.0713425	TULARE	UNINCORPORATED	-119.071373	36.11265182	Y
4808	33.11346817	-119.0713882	TULARE	UNINCORPORATED	-119.0714264	36.11379242	N
3772	36.11368942	-119.0714111	TULARE	UNINCORPORATED	-119.0714493	36.11423874	N
1812	36.1158	-119.07151	TULARE	UNINCORPORATED	-119.0715183	36.11568526	N
4528	36.11698914	-119.0715637	TULARE	UNINCORPORATED	-119.0715408	36.11613083	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
7080	Crossroads	UNINCORPORATED	-119.2317284	36.06576414		0	0
8448	Crossroads	UNINCORPORATED	-119.2313901	36.06576414		0	0
8361	Crossroads	UNINCORPORATED	-119.2249211	36.06576414		0	0
4016	TIMS	UNINCORPORATED	-119.2198868	36.06576538		0	0
1620	TIMS	UNINCORPORATED	-119.2323399	36.06579116		0	0
8379	Crossroads	UNINCORPORATED	-119.187704	36.06583102		0	0
7030	Crossroads	UNINCORPORATED	-119.2196554	36.06584145		0	0
10726	TIMS	UNINCORPORATED	-119.1393585	36.06584167		0	0
3808	TIMS	UNINCORPORATED	-119.1432953	36.06586838		0	0
2710	TIMS	UNINCORPORATED	-119.14316	36.06614439		0	1
9798	Crossroads	UNINCORPORATED	-119.1430836	36.06654104		0	0
3441	TIMS	UNINCORPORATED	-119.143158	36.06861496		0	0
6798	Crossroads	UNINCORPORATED	-119.1430581	36.07151843		0	0
6152	Crossroads	UNINCORPORATED	-119.0708273	36.09743864		0	0
3955	TIMS	UNINCORPORATED	-119.0707474	36.09807587		0	0
6249	Crossroads	UNINCORPORATED	-119.0706354	36.09826179		0	0
8358	Crossroads	UNINCORPORATED	-119.0708461	36.09866092		0	0
4554	TIMS	UNINCORPORATED	-119.070755	36.09872055		0	0
6317	Crossroads	UNINCORPORATED	-119.0708663	36.09971286		0	0
7996	Crossroads	UNINCORPORATED	-119.0708885	36.10087192		0	0
4900	TIMS	UNINCORPORATED	-119.0709229	36.10290527		0	0
8607	Crossroads	UNINCORPORATED	-119.0709621	36.10378131		0	0
7822	Crossroads	UNINCORPORATED	-119.0709777	36.10551366		0	0
6664	Crossroads	UNINCORPORATED	-119.0709797	36.10576729		0	0
7184	Crossroads	UNINCORPORATED	-119.0709809	36.10590463		0	0
7216	Crossroads	UNINCORPORATED	-119.0709876	36.10666002		0	0
7263	Crossroads	UNINCORPORATED	-119.0709894	36.10686603		0	0
6449	Crossroads	UNINCORPORATED	-119.0710051	36.1069428		0	0
10231	TIMS	UNINCORPORATED	-119.0712204	36.110569		0	0
7537	Crossroads	UNINCORPORATED	-119.0712261	36.10913531		0	0
6344	Crossroads	UNINCORPORATED	-119.0710094	36.10927239		0	0
11282	Crossroads	UNINCORPORATED	-119.0710216	36.10982164		0	0
8591	Crossroads	UNINCORPORATED	-119.0710347	36.11023354		0	0
2091	TIMS	UNINCORPORATED	-119.0712565	36.11023958		0	0
4214	TIMS	UNINCORPORATED	-119.071373	36.11265182		0	0
4808	TIMS	UNINCORPORATED	-119.0714264	36.11379242		0	1
3772	TIMS	UNINCORPORATED	-119.0714493	36.11423874		0	0
1812	TIMS	UNINCORPORATED	-119.0715183	36.11568526		1	0
4528	TIMS	UNINCORPORATED	-119.0715408	36.11613083		1	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
7080	0	0	1	1	0	0	0	0
8448	0	0	1	1	1	0	0	1
8361	0	0	1	1	0	1	0	1
4016	0	1	0	6	0	0	1	0
1620	0	1	0	6	0	0	0	0
8379	0	0	1	1	0	1	0	0
7030	0	0	1	1	0	0	0	0
10726	1	0	0	11	0	1	1	0
3808	0	1	0	6	0	0	1	0
2710	0	0	0	165	0	0	0	0
9798	0	0	1	1	0	1	0	1
3441	0	1	0	6	0	0	0	0
6798	0	0	1	1	0	1	0	1
6152	0	0	1	1	0	0	0	0
3955	1	0	0	11	0	1	0	0
6249	0	0	1	1	0	1	0	1
8358	0	0	1	1	0	0	0	0
4554	1	0	0	11	0	0	0	0
6317	0	0	1	1	0	1	0	1
7996	0	0	1	1	0	0	0	0
4900	0	1	0	6	1	0	0	1
8607	0	0	1	1	0	0	0	0
7822	0	0	1	1	0	1	0	1
6664	0	0	1	1	0	0	0	0
7184	0	0	1	1	0	1	1	0
7216	0	0	1	1	0	1	1	0
7263	0	0	1	1	0	1	0	1
6449	0	0	1	1	1	0	0	0
10231	1	0	0	11	0	1	0	1
7537	0	0	1	1	0	0	0	0
6344	0	0	1	1	0	0	0	0
11282	0	0	1	1	1	0	0	0
8591	0	0	1	1	0	1	0	1
2091	0	1	0	6	0	0	0	0
4214	0	1	0	6	0	0	0	0
4808	0	0	0	165	0	0	0	1
3772	0	1	0	6	0	0	0	0
1812	0	0	0	165	1	0	0	1
4528	0	0	0	165	0	0	0	1

OBJECT_ID	NIGHTTIME
7080	0
8448	0
8361	0
4016	0
1620	0
8379	0
7030	0
10726	0
3808	0
2710	0
9798	1
3441	0
6798	1
6152	0
3955	1
6249	0
8358	0
4554	1
6317	1
7996	0
4900	0
8607	1
7822	1
6664	1
7184	0
7216	1
7263	0
6449	0
10231	0
7537	0
6344	0
11282	1
8591	1
2091	0
4214	0
4808	0
3772	1
1812	1
4528	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
1610	90279365	2016	2016-09-28	1720	Wednesday	Female	21	20
10669	91364401	2020	2020-12-04	1000	Friday	Male	33	30
7254	1.36E+13	2017	2017-03-14	16:25	Tuesday	Not Stated	0	0
1399	90226457	2016	2016-07-04	2215	Monday	Female	39	30
6182	1.32E+13	2016	2016-02-05	16:30	Friday	Male	69	60
3244	90727132	2018	2018-05-08	1248	Tuesday	Male	57	50
4493	91029470	2019	2019-07-05	458	Friday	Male	23	20
6206	1.32E+13	2016	2016-02-09	15:45	Tuesday	Male	30	30
9862	91175006	2020	2020-01-15	2500	Wednesday	Male	68	60
6698	1.34E+13	2016	2016-08-16	11:25	Tuesday	Not Stated	0	0
6765	1.34E+13	2016	2016-09-17	6:00	Saturday	Not Stated	0	0
2210	90448332	2017	2017-04-28	2230	Friday	Male	27	20
9825	91164923	2020	2020-01-08	1247	Wednesday	Female	19	10
1053	90125672	2016	2016-02-25	1132	Thursday	Male	41	40
2115	90426199	2017	2017-03-23	1950	Thursday	Female	51	50
1385	90221962	2016	2016-06-30	1535	Thursday	Male	50	50
9540	1.45E+13	2019	2019-09-13	14:18	Friday	Male	39	30
6571	1.33E+13	2016	2016-06-24	12:37	Friday	Female	39	30
7551	1.37E+13	2017	2017-06-18	17:10	Sunday	Not Stated	0	0
7206	1.36E+13	2017	2017-02-25	17:23	Saturday	Male	42	40
3564	90810098	2018	2018-09-03	640	Monday	Male	34	30
3239	90725517	2018	2018-05-01	1300	Tuesday	Male	32	30
2692	90574091	2017	2017-10-07	2035	Saturday	Male	17	10
2305	90471015	2017	2017-05-28	2125	Sunday	Male	24	20
2579	90550348	2017	2017-09-08	855	Friday	Male	22	20
8713	1.41E+13	2018	2018-09-08	7:04	Saturday	Male	20	20
6117	1.32E+13	2016	2016-01-11	12:06	Monday	Female	50	50
9814	91162312	2020	2020-01-03	1805	Friday	Male	65	60
2388	90498026	2017	2017-07-05	525	Wednesday	Male	26	20
8169	1.39E+13	2018	2018-02-08	11:42	Thursday	Female	53	50
3601	90817028	2018	2018-08-04	505	Saturday	Female	21	20
3046	90678948	2018	2018-01-23	630	Tuesday	Female	47	40
7265	1.36E+13	2017	2017-03-17	7:30	Friday	Not Stated	0	0
8779	1.42E+13	2018	2018-10-05	21:00	Friday	Not Stated	0	0
10043	91229918	2020	2020-04-23	1730	Thursday	Female	26	20
1641	90287768	2016	2016-09-18	300	Sunday	Female	20	20
2320	90474481	2017	2017-06-02	755	Friday	Female	21	20
2090	90418751	2017	2017-03-22	1230	Wednesday	Male	12	10
2558	90543794	2017	2017-09-07	1350	Thursday	Female	38	30

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
1610	Making U-Turn	17	ROAD 224	AVENUE 182	200	N
10669	Other Unsafe Turning	10	ROAD 224	AVENUE 182	496	N
7254	Ran Off Road	16	ROAD 224	AVENUE 184	225	N
1399	Ran Off Road	22	ROAD 224	AVENUE 184	1056	N
6182	Proceeding Straight	16	ROAD 224	AVENUE 188	17	S
3244	Proceeding Straight	12	AVENUE 224	ROAD 188	17	E
4493	Ran Off Road	4	ROAD 188	AVENUE 224	1056	S
6206	Passing Other Vehicle	15	ROAD 152	AVENUE 188	1056	N
9862	Ran Off Road	25	ROAD 152	AVENUE 192	1584	S
6698	Ran Off Road	11	ROAD 152	AVENUE 192	1500	S
6765	Other Unsafe Turning	6	AVENUE 192	ROAD 168 (E)	528	W
2210	Proceeding Straight	22	ROAD 224	AVENUE 192	25	S
9825	Crossed Into Opposing Lane - Unpl	12	AVENUE 192	ROAD 152	208	E
1053	Passing Other Vehicle	11	AVENUE 192	ROAD 152	4224	E
2115	Proceeding Straight	19	AVENUE 192	ROAD 168	528	W
1385	Proceeding Straight	15	AVENUE 192	ROAD 140	31	W
9540	Passing Other Vehicle	14	AVENUE 192	ROAD 152	1056	E
6571	Proceeding Straight	12	AVENUE 192	ROAD 152	1584	E
7551	Ran Off Road	17	AVENUE 192	ROAD 152	2640	E
7206	Proceeding Straight	17	AVENUE 192	ROAD 152	50	W
3564	Ran Off Road	6	AVENUE 192	SPACER DR	500	W
3239	Proceeding Straight	13	AVENUE 192	ROAD 140	5280	W
2692	Proceeding Straight	20	AVENUE 192	SR-65	40	W
2305	Ran Off Road	21	ROAD 224	AVENUE 192	804	N
2579	Ran Off Road	8	AVENUE 192	ROAD 224	710	W
8713	Passing Other Vehicle	7	AVENUE 192	ROAD 152	1410	W
6117	Proceeding Straight	12	AVENUE 192	ROAD 152	1531	W
9814	Crossed Into Opposing Lane - Unpl	18	AVENUE 192	SPACER DRIVE	859	E
2388	Crossed Into Opposing Lane	5	AVENUE 192	ROAD 136	701	W
8169	Passing Other Vehicle	11	AVENUE 192	ROAD 152	3907	W
3601	Crossed Into Opposing Lane	5	AVENUE 192	SPACER DRIVE	316	E
3046	Crossed Into Opposing Lane	6	AVENUE 192	SPACER DRIVE(DRIVE	248	E
7265	Ran Off Road	7	AVENUE 192	ROAD 136	1056	W
8779	Proceeding Straight	21	SPACER DR	AVENUE 192	300	N
10043	Other Unsafe Turning	17	ROAD 276	AVENUE 196	2640	S
1641	Other Unsafe Turning	3	SPACER DR	AVENUE 192	230	N
2320	Proceeding Straight	7	ORANGE BELT DRIVE	AVENUE 194	50	S
2090	Making Right Turn	12	AVENUE 194	RICHARDSON ROAD	250	E
2558	Making U-Turn	13	AVENUE 194	ROAD 196	300	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
1610	N	Clear	N		Y	Complaint of Pain	0
10669	N	Clear	N		Y	Complaint of Pain	0
7254	N	Clear	N			Property Damage Only	0
1399	N	Clear	N		Y	Other Visible Injury	0
6182	N	Clear	N			Property Damage Only	0
3244	N	Clear	N		N	Complaint of Pain	0
4493	N	Clear	N		Y	Severe Injury	0
6206	N	Clear	N			Property Damage Only	0
9862	N	Fog	N		Y	Complaint of Pain	0
6698	N	Clear	N			Property Damage Only	0
6765	N	Clear	N			Property Damage Only	0
2210	N	Clear	N		Y	Complaint of Pain	0
9825	N	Cloudy	N		Y	Severe Injury	0
1053	N	Clear	N		Y	Complaint of Pain	0
2115	N	Clear	N		Y	Complaint of Pain	0
1385	N	Clear	N		Y	Other Visible Injury	0
9540	N	Clear	N			Property Damage Only	0
6571	N	Clear	N			Property Damage Only	0
7551	N	Clear	N			Property Damage Only	0
7206	N	Clear	N			Property Damage Only	0
3564	N	Clear	N		Y	Other Visible Injury	0
3239	N	Clear	N		N	Complaint of Pain	0
2692	N	Clear	N		Y	Complaint of Pain	0
2305	N	Clear	N		Y	Other Visible Injury	0
2579	N	Clear	N		Y	Other Visible Injury	0
8713	N	Clear	N			Property Damage Only	0
6117	N	Clear	N			Property Damage Only	0
9814	N	Cloudy	N		Y	Severe Injury	0
2388	N	Clear	N		Y	Other Visible Injury	0
8169	N	Clear	N			Property Damage Only	0
3601	N	Clear	N		Y	Fatal	1
3046	N	Clear	N		Y	Fatal	1
7265	N	Clear	N			Property Damage Only	0
8779	N	Clear	N			Property Damage Only	0
10043	N	Clear	N		Y	Other Visible Injury	0
1641	N	Clear	N		Y	Severe Injury	0
2320	N	Clear	N		N	Complaint of Pain	0
2090	N	Cloudy	N		N	Other Visible Injury	0
2558	N	Clear	N		N	Complaint of Pain	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
1610	2	2	Improper Turning	No	Broadside
10669	1	1	Improper Turning	Felony	Hit Object
7254	0	2	Improper Passing	Misdemeanor	Hit Object
1399	3	1	Improper Turning	No	Hit Object
6182	0	1	Unsafe Speed	No	Rear-End
3244	1	2	Unsafe Speed	No	Rear-End
4493	1	3	Driving Under Influence	No	Head-On
6206	0	1	Driving Under Influence	Misdemeanor	Overtuned
9862	1	1	Improper Turning	No	Hit Object
6698	0	1	Improper Turning	No	Hit Object
6765	0	1	Improper Turning	No	Overtuned
2210	3	2	Unsafe Speed	No	Rear-End
9825	2	2	Wrong Side of Road	No	Head-On
1053	1	2	Improper Passing	No	Sideswipe
2115	1	1	Other Than Driver (or Pedestrian)	No	Other
1385	1	2	Unsafe Speed	No	Rear-End
9540	0	1	Improper Passing	No	Sideswipe
6571	0	1	Unsafe Speed	No	Rear-End
7551	0	1	Improper Turning	Misdemeanor	Hit Object
7206	0	1	Driving Under Influence	No	Rear-End
3564	1	1	Unsafe Speed	No	Hit Object
3239	1	2	Unsafe Speed	No	Rear-End
2692	1	1	Unsafe Speed	No	Hit Object
2305	1	1	Improper Turning	No	Hit Object
2579	1	1	Improper Turning	No	Hit Object
8713	0	1	Improper Passing	No	Sideswipe
6117	0	0	Other Than Driver	No	Other
9814	5	2	Improper Turning	No	Head-On
2388	2	2	Driving Under Influence	No	Head-On
8169	0	2	Improper Turning	No	Broadside
3601	1	2	Wrong Side of Road	No	Head-On
3046	1	2	Wrong Side of Road	No	Head-On
7265	0	1	Improper Turning	No	Overtuned
8779	0	0	Other Than Driver	No	Other
10043	3	1	Improper Turning	No	Hit Object
1641	4	1	Improper Turning	No	Overtuned
2320	1	2	Unsafe Speed	No	Rear-End
2090	1	1	Improper Turning	No	Overtuned
2558	1	2	Unsafe Starting or Backing	No	Broadside

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
1610	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10669	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7254	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1399	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6182	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3244	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4493	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6206	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9862	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6698	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6765	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2210	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9825	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
1053	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2115	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1385	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9540	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6571	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7551	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7206	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
3564	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3239	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2692	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2305	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2579	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8713	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6117	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9814	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2388	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8169	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3601	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3046	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7265	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8779	Animal	No Pedestrian Involved	Slippery	No Unusual Condition	Daylight
10043	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1641	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
2320	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2090	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2558	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
1610	None	0					Y		Passenger Car/Station Waç
10669	None	0					Y		Passenger Car/Station Waç
7254	-	0					N	HNBD	Pickup Truck
1399	None	0					Y		Passenger Car/Station Waç
6182	-	0					N	HNBD	Passenger Car
3244	Functioning	0					Y		Passenger Car/Station Waç
4493	None	0				Y	Y	Y	Passenger Car/Station Waç
6206	-	0					N	HBD Under Influence	Pickup Truck
9862	None	0					Y		Pickup or Panel Truck
6698	-	0					N	HNBD	Passenger Car
6765	-	0					N	HNBD	Pickup Truck
2210	Functioning	0					Y		Passenger Car/Station Waç
9825	None	0					Y		Pickup or Panel Truck
1053	None	0					Y		Passenger Car/Station Waç
2115	None	0					Y		-
1385	None	0				Y	Y		Pickup or Panel Truck
9540	-	0					N	HNBD	Passenger Car
6571	-	0					N	HNBD	Passenger Car
7551	-	0					N	Impairment Not Known	Passenger Car
7206	-	0					N	HBD Under Influence	Passenger Car
3564	None	0					Y		Passenger Car/Station Waç
3239	None	0					Y		Passenger Car/Station Waç
2692	None	0					Y		Passenger Car/Station Waç
2305	None	0					Y		Passenger Car/Station Waç
2579	None	0					Y		Passenger Car/Station Waç
8713	-	0					N	HNBD	Passenger Car
6117	-	0					N	HNBD	Passenger Car
9814	None	0					Y		Pickup or Panel Truck
2388	None	0					Y	Y	Passenger Car/Station Waç
8169	-	0					N	HNBD	Pickup Truck
3601	None	0					Y	Y	Passenger Car/Station Waç
3046	Functioning	0					Y		Passenger Car/Station Waç
7265	-	0					N	HNBD	Passenger Car
8779	-	0					N	HNBD	Passenger Car
10043	None	0					Y		Passenger Car/Station Waç
1641	None	0					Y	Y	Passenger Car/Station Waç
2320	None	0					Y		Passenger Car/Station Waç
2090	None	0					Y		Other Vehicle
2558	None	0					Y		Passenger Car/Station Waç

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
1610	7	0	0	2	0	0	0	0	0	0
10669	7	0	0	1	0	0	0	0	0	0
7254	22	0	0	0	0	0	0	0	0	0
1399	1	0	3	0	0	0	0	0	0	0
6182	1	0	0	0	0	0	0	0	0	0
3244	7	0	0	1	0	0	0	0	0	0
4493	1	1	0	0	0	0	0	0	0	0
6206	22	0	0	0	0	0	0	0	0	0
9862	22	0	0	1	0	0	0	0	0	0
6698	7	0	0	0	0	0	0	0	0	0
6765	22	0	0	0	0	0	0	0	0	0
2210	7	0	0	3	0	0	0	0	0	0
9825	22	1	0	1	0	0	0	0	0	0
1053	1	0	0	1	0	0	0	0	0	0
2115	-	0	0	1	0	0	0	0	0	0
1385	22	0	1	0	0	0	0	0	0	0
9540	1	0	0	0	0	0	0	0	0	0
6571	8	0	0	0	0	0	0	0	0	0
7551	1	0	0	0	0	0	0	0	0	0
7206	1	0	0	0	0	0	0	0	0	0
3564	1	0	1	0	0	0	0	0	0	0
3239	1	0	0	1	0	0	0	0	0	0
2692	1	0	0	1	0	0	0	0	0	0
2305	7	0	1	0	0	0	0	0	0	0
2579	1	0	1	0	0	0	0	0	0	0
8713	1	0	0	0	0	0	0	0	0	0
6117	1	0	0	0	0	0	0	0	0	0
9814	22	1	2	2	0	0	0	0	0	0
2388	1	0	1	1	0	0	0	0	0	0
8169	22	0	0	0	0	0	0	0	0	0
3601	1	1	0	0	0	0	0	0	0	0
3046	7	1	0	0	0	0	0	0	0	0
7265	7	0	0	0	0	0	0	0	0	0
8779	7	0	0	0	0	0	0	0	0	0
10043	7	0	3	0	0	0	0	0	0	0
1641	1	1	2	1	0	0	0	0	0	0
2320	7	0	0	1	0	0	0	0	0	0
2090	96	0	1	0	0	0	0	0	0	0
2558	8	0	0	1	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
1610	36.12031	-119.07177	TULARE	UNINCORPORATED	-119.0717186	36.12049855	Y
10669	36.12102127	-119.07164	TULARE	UNINCORPORATED	-119.0717468	36.12131119	Y
7254	36.12406462	-119.0714654	TULARE	UNINCORPORATED	-119.0714654	36.12406462	Y
1399	36.12658	-119.07186	TULARE	UNINCORPORATED	-119.0717983	36.12639736	N
6182	36.1306106	-119.0715606	TULARE	UNINCORPORATED	-119.0715606	36.1306106	Y
3244	36.19639969	-119.1535034	TULARE	UNINCORPORATED	-119.0717621	36.13079834	Y
4493	36.19247818	-119.1535568	TULARE	UNINCORPORATED	-119.0717621	36.13079834	N
6206	36.13391343	-119.2322109	TULARE	UNINCORPORATED	-119.2322109	36.13391343	N
9862	36.14334106	-119.2328033	TULARE	UNINCORPORATED	-119.2323761	36.13391495	Y
6698	36.13419593	-119.2322069	TULARE	UNINCORPORATED	-119.2322069	36.13419593	N
6765	36.13823005	-119.1983684	TULARE	UNINCORPORATED	-119.1983684	36.13823005	N
2210	36.13819	-119.07172	TULARE	UNINCORPORATED	-119.07175	36.13823141	Y
9825	36.13819885	-119.2277985	TULARE	UNINCORPORATED	-119.23172	36.13825989	N
1053	36.1382	-119.21901	TULARE	UNINCORPORATED	-119.2181303	36.13826004	N
2115	36.1379	-119.19608	TULARE	UNINCORPORATED	-119.1984862	36.13826006	N
1385	36.13826	-119.25953	TULARE	UNINCORPORATED	-119.2596149	36.13828025	Y
9540	36.13828157	-119.2286925	TULARE	UNINCORPORATED	-119.2286925	36.13828157	N
6571	36.13828157	-119.2269045	TULARE	UNINCORPORATED	-119.2269045	36.13828157	N
7551	36.13828157	-119.2233284	TULARE	UNINCORPORATED	-119.2233284	36.13828157	N
7206	36.13828236	-119.2324379	TULARE	UNINCORPORATED	-119.2324379	36.13828236	Y
3564	36.13837814	-119.2735977	TULARE	UNINCORPORATED	-119.2738037	36.13829041	N
3239	36.13824844	-119.2620087	TULARE	UNINCORPORATED	-119.2771683	36.13829422	N
2692	36.13828	-119.06763	TULARE	UNINCORPORATED	-119.0676874	36.13829423	Y
2305	36.13866	-119.07156	TULARE	UNINCORPORATED	-119.07175	36.1383	N
2579	36.13829	-119.07414	TULARE	UNINCORPORATED	-119.0741516	36.13830006	N
8713	36.13830382	-119.2370434	TULARE	UNINCORPORATED	-119.2370434	36.13830382	N
6117	36.13830511	-119.2374532	TULARE	UNINCORPORATED	-119.2374532	36.13830511	N
9814	36.13838959	-119.2715912	TULARE	UNINCORPORATED	-119.2694092	36.13830566	Y
2388	36.13834	-119.26967	TULARE	UNINCORPORATED	-119.2705215	36.13830885	N
8169	36.1383304	-119.2454993	TULARE	UNINCORPORATED	-119.2454993	36.1383304	N
3601	36.13837051	-119.2715607	TULARE	UNINCORPORATED	-119.2712402	36.13834763	N
3046	36.13835907	-119.2716599	TULARE	UNINCORPORATED	-119.2714691	36.13837814	Y
7265	36.13842715	-119.2715583	TULARE	UNINCORPORATED	-119.2715583	36.13842715	N
8779	36.13853786	-119.2716704	TULARE	UNINCORPORATED	-119.2716704	36.13853786	N
10043	36.13628006	-118.9555664	TULARE	UNINCORPORATED	-118.9555969	36.13871002	Y
1641	36.1391	-119.2729	TULARE	UNINCORPORATED	-119.2729246	36.13891116	Y
2320	36.14209	-119.05912	TULARE	UNINCORPORATED	-119.0590717	36.1417845	Y
2090	36.14188	-119.05552	TULARE	UNINCORPORATED	-119.0556044	36.14192224	N
2558	36.14192	-119.13331	TULARE	UNINCORPORATED	-119.1331852	36.1419778	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
1610	TIMS	UNINCORPORATED	-119.0717186	36.12049855		0	0
10669	TIMS	UNINCORPORATED	-119.07164	36.12102127		0	0
7254	Crossroads	UNINCORPORATED	-119.0714654	36.12406462		0	0
1399	TIMS	UNINCORPORATED	-119.0717983	36.12639736		0	0
6182	Crossroads	UNINCORPORATED	-119.0715606	36.1306106		0	0
3244	TIMS	UNINCORPORATED	-119.0717621	36.13079834		0	0
4493	TIMS	UNINCORPORATED	-119.0717621	36.13079834		0	1
6206	Crossroads	UNINCORPORATED	-119.2322109	36.13391343		0	0
9862	TIMS	UNINCORPORATED	-119.2328033	36.14334106		0	0
6698	Crossroads	UNINCORPORATED	-119.2322069	36.13419593		0	0
6765	Crossroads	UNINCORPORATED	-119.1983684	36.13823005		0	0
2210	TIMS	UNINCORPORATED	-119.07175	36.13823141		0	0
9825	TIMS	UNINCORPORATED	-119.2277985	36.13819885		0	1
1053	TIMS	UNINCORPORATED	-119.2181303	36.13826004		0	0
2115	TIMS	UNINCORPORATED	-119.1984862	36.13826006		0	0
1385	TIMS	UNINCORPORATED	-119.2596149	36.13828025		0	0
9540	Crossroads	UNINCORPORATED	-119.2286925	36.13828157		0	0
6571	Crossroads	UNINCORPORATED	-119.2269045	36.13828157		0	0
7551	Crossroads	UNINCORPORATED	-119.2233284	36.13828157		0	0
7206	Crossroads	UNINCORPORATED	-119.2324379	36.13828236		0	0
3564	TIMS	UNINCORPORATED	-119.2738037	36.13829041		0	0
3239	TIMS	UNINCORPORATED	-119.2771683	36.13829422		0	0
2692	TIMS	UNINCORPORATED	-119.0676874	36.13829423		0	0
2305	TIMS	UNINCORPORATED	-119.07175	36.1383		0	0
2579	TIMS	UNINCORPORATED	-119.0741516	36.13830006		0	0
8713	Crossroads	UNINCORPORATED	-119.2370434	36.13830382		0	0
6117	Crossroads	UNINCORPORATED	-119.2374532	36.13830511		0	0
9814	TIMS	UNINCORPORATED	-119.2715912	36.13838959		0	1
2388	TIMS	UNINCORPORATED	-119.2705215	36.13830885		0	0
8169	Crossroads	UNINCORPORATED	-119.2454993	36.1383304		0	0
3601	TIMS	UNINCORPORATED	-119.2712402	36.13834763		1	0
3046	TIMS	UNINCORPORATED	-119.2714691	36.13837814		1	0
7265	Crossroads	UNINCORPORATED	-119.2715583	36.13842715		0	0
8779	Crossroads	UNINCORPORATED	-119.2716704	36.13853786		0	0
10043	TIMS	UNINCORPORATED	-118.9555664	36.13628006		0	0
1641	TIMS	UNINCORPORATED	-119.2729246	36.13891116		0	1
2320	TIMS	UNINCORPORATED	-119.0590717	36.1417845		0	0
2090	TIMS	UNINCORPORATED	-119.0556044	36.14192224		0	0
2558	TIMS	UNINCORPORATED	-119.1331852	36.1419778		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
1610	0	1	0	6	1	0	0	1
10669	0	1	0	6	0	1	0	1
7254	0	0	1	1	0	1	0	0
1399	1	0	0	11	0	1	0	1
6182	0	0	1	1	0	0	0	0
3244	0	1	0	6	0	0	0	0
4493	0	0	0	165	0	0	1	0
6206	0	0	1	1	0	0	1	0
9862	0	1	0	6	0	1	0	1
6698	0	0	1	1	0	1	0	1
6765	0	0	1	1	0	0	0	1
2210	0	1	0	6	0	0	0	0
9825	0	0	0	165	0	0	0	0
1053	0	1	0	6	0	0	0	0
2115	0	1	0	6	0	0	0	0
1385	1	0	0	11	0	0	0	0
9540	0	0	1	1	0	0	0	0
6571	0	0	1	1	0	0	0	0
7551	0	0	1	1	0	1	0	1
7206	0	0	1	1	0	0	1	0
3564	1	0	0	11	0	1	0	0
3239	0	1	0	6	0	0	0	0
2692	0	1	0	6	0	1	0	0
2305	1	0	0	11	0	1	0	1
2579	1	0	0	11	0	1	0	1
8713	0	0	1	1	0	0	0	0
6117	0	0	1	1	0	0	0	0
9814	0	0	0	165	0	0	0	1
2388	1	0	0	11	0	0	1	0
8169	0	0	1	1	1	0	0	1
3601	0	0	0	165	0	0	0	0
3046	0	0	0	165	0	0	0	0
7265	0	0	1	1	0	0	0	1
8779	0	0	1	1	0	0	0	0
10043	1	0	0	11	0	1	0	1
1641	0	0	0	165	0	0	0	1
2320	0	1	0	6	0	0	0	0
2090	1	0	0	11	0	0	0	1
2558	0	1	0	6	1	0	0	0

OBJECT_ID	NIGHTTIME
1610	0
10669	0
7254	0
1399	0
6182	0
3244	0
4493	1
6206	0
9862	1
6698	0
6765	1
2210	1
9825	0
1053	0
2115	1
1385	0
9540	0
6571	0
7551	0
7206	0
3564	0
3239	0
2692	1
2305	1
2579	0
8713	0
6117	0
9814	1
2388	0
8169	0
3601	1
3046	0
7265	0
8779	0
10043	0
1641	1
2320	0
2090	0
2558	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
3504	90794326	2018	2018-08-17	1523	Friday	Female	69	60
6364	1.32E+13	2016	2016-04-08	22:38	Friday	Female	19	10
7088	1.35E+13	2017	2017-01-15	3:05	Sunday	Not Stated	0	0
7897	1.38E+13	2017	2017-10-24	22:35	Tuesday	Not Stated	0	0
2797	90600970	2017	2017-11-19	1700	Sunday	Not Stated	0	0
7219	1.36E+13	2017	2017-03-03	20:55	Friday	Not Stated	0	0
10204	91261382	2020	2020-06-22	1740	Monday	Male	37	30
7228	1.36E+13	2017	2017-03-05		Sunday	Not Stated	0	0
8493	1.4E+13	2018	2018-06-03	20:10	Sunday	Not Stated	0	0
2549	90542090	2017	2017-09-04	1925	Monday	Male	11	10
7071	1.35E+13	2017	2017-01-10		Tuesday	Not Stated	0	0
4963	91146906	2019	2019-12-07	1740	Saturday	Male	62	60
7067	1.35E+13	2017	2017-01-09		Monday	Not Stated	0	0
7473	1.37E+13	2017	2017-05-21	18:00	Sunday	Not Stated	0	0
9974	91209495	2020	2020-03-14	1630	Saturday	Male	13	10
2285	90467554	2017	2017-05-23	1650	Tuesday	Female	2	0
2701	90576039	2017	2017-10-07	2500	Saturday	Male	34	30
10474	91321746	2020	2020-09-15	2015	Tuesday	Male	51	50
1360	90216718	2016	2016-06-26	832	Sunday	Male	22	20
7383	1.36E+13	2017	2017-04-23	2:10	Sunday	Not Stated	0	0
6665	1.34E+13	2016	2016-07-30	14:45	Saturday	Male	28	20
6727	1.34E+13	2016	2016-09-02	17:30	Friday	Male	18	10
6352	1.32E+13	2016	2016-04-05	17:30	Tuesday	Male	60	60
6125	1.32E+13	2016	2016-01-13	13:10	Wednesday	Female	63	60
6338	1.32E+13	2016	2016-04-01	8:10	Friday	Female	18	10
8333	1.4E+13	2018	2018-04-09	7:50	Monday	Male	37	30
10764	1.46392E+13	2020	2020-01-30	17:57	Thursday	Male	61	60
7898	1.38E+13	2017	2017-10-24	22:30	Tuesday	Not Stated	0	0
7433	1.36E+13	2017	2017-05-09	10:30	Tuesday	Female	18	10
8184	1.39E+13	2018	2018-02-14	14:13	Wednesday	Male	50	50
6434	1.33E+13	2016	2016-05-06	15:50	Friday	Male	28	20
8609	1.41E+13	2018	2018-07-24	9:50	Tuesday	Not Stated	0	0
9130	1.43E+13	2019	2019-04-13	16:15	Saturday	Not Stated	0	0
2639	90561975	2017	2017-09-29	1115	Friday	Female	56	50
2046	90407321	2017	2017-03-05	1610	Sunday	Male	20	20
9469	1.45E+13	2019	2019-08-17	21:50	Saturday	Male	27	20
9799	1.46E+13	2019	2019-12-24	23:30	Tuesday	Not Stated	0	0
3701	90840681	2018	2018-10-09	1929	Tuesday	Male	0	0
3646	90826403	2018	2018-04-29	1510	Sunday	Male	24	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
3504	Proceeding Straight	15	ORANGE BELT DRIVE	AVENUE 194	40	N
6364	Proceeding Straight	22	RICHARDSON RD	AVENUE 194	168	N
7088	Other Unsafe Turning	3	OKLAHOMA AVE	ROAD 196	70	E
7897	Ran Off Road	22	OKLAHOMA AVE	ROAD 196	600	E
2797	Backing	17	OKLAHOMA AVENUE	ROAD 196	320	E
7219	Ran Off Road	20	ROAD 234	AVENUE 194 (E)	532	N
10204	Proceeding Straight	17	SPACER DRIVE	AVENUE 192	2112	N
7228	Not Stated	0	ROAD 224	AVENUE 196 (E)	720	S
8493	Making Left Turn	20	AVENUE 195	WALLACE RD	200	W
2549	Ran Off Road	19	ROAD 234	AVENUE 196	760	S
7071	Proceeding Straight	0	RICHARDSON RD	AVENUE 195	60	N
4963	Ran Off Road	17	ROAD 276	AVENUE 196	690	S
7067	Proceeding Straight	0	VISTA AVE	ROAD 198	175	W
7473	Ran Off Road	18	ROAD 224	AVENUE 196 (E)	300	S
9974	Not Stated	16	VISTA AVE.	RD. 196	265	E
2285	Not Stated	16	VISTA AVENUE	ROAD 196	338	E
2701	Ran Off Road	25	AVENUE 196	ROAD 276	300	W
10474	Not Stated	20	ORANGE BELT DRIVE	AVENUE 196	226	S
1360	Ran Off Road	8	LYNCH DRIVE	ROAD 256	115	S
7383	Ran Off Road	2	AVENUE 196	ROAD 256	4224	E
6665	Not Stated	14	AVENUE 196	ROAD 234	258	W
6727	Proceeding Straight	17	ORANGE BELT DR	AVENUE 196	30	S
6352	Proceeding Straight	17	AVENUE 196	ROAD 232	200	W
6125	Proceeding Straight	13	AVENUE 196	WALLACE RD	100	W
6338	Changing Lanes	8	AVENUE 196	ROAD 228	1320	W
8333	Making U Turn	7	AVENUE 196	ROAD 228	500	W
10764	Proceeding Straight	17	AVENUE 196	ROAD 228	60	E
7898	Other Unsafe Turning	22	AVENUE 196	ROAD 196	528	E
7433	Proceeding Straight	10	AVENUE 196	ROAD 198	528	W
8184	Proceeding Straight	14	AVENUE 196	ROAD 216	300	E
6434	Other	15	AVENUE 196	ORANGE BELT DR	25	E
8609	Ran Off Road	9	AVENUE 196	ROAD 198	1000	E
9130	Other Unsafe Turning	16	AVENUE 196	ORANGE BELT DR	120	E
2639	Making Left Turn	11	AVENUE 196	ROAD 216	1584	W
2046	Other Unsafe Turning	16	AVENUE 196	ROAD 208	526	W
9469	Crossed Into Opposing Lane - Unpl	21	AVENUE 196	ROAD 244	1584	E
9799	Other Unsafe Turning	23	AVENUE 196	ROAD 244	528	E
3701	Proceeding Straight	19	AVENUE 196	ROAD 204	1056	W
3646	Crossed Into Opposing Lane	15	AVENUE 196	ROAD 216	205	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
3504	N	Clear	N		Y	Complaint of Pain	0
6364	N	Raining	N			Property Damage Only	0
7088	N	Cloudy	N			Property Damage Only	0
7897	N	Clear	N			Property Damage Only	0
2797	N	Clear	N		N	Other Visible Injury	0
7219	N	Clear	N			Property Damage Only	0
10204	N	Clear	N		Y	Complaint of Pain	0
7228	N	Raining	N			Property Damage Only	0
8493	N	Clear	N			Property Damage Only	0
2549	N	Clear	N		Y	Other Visible Injury	0
7071	N	Cloudy	N			Property Damage Only	0
4963	N	Cloudy	N		Y	Severe Injury	0
7067	N	Cloudy	N			Property Damage Only	0
7473	N	Clear	N			Property Damage Only	0
9974	N	Cloudy	N		N	Other Visible Injury	0
2285	N	Clear	N		N	Other Visible Injury	0
2701	N	Clear	N		Y	Other Visible Injury	0
10474	N	Clear	N		N	Severe Injury	0
1360	N	Clear	N		Y	Other Visible Injury	0
7383	N	Clear	N			Property Damage Only	0
6665	N	Clear	N			Property Damage Only	0
6727	N	Clear	N			Property Damage Only	0
6352	N	Clear	N			Property Damage Only	0
6125	N	Clear	N			Property Damage Only	0
6338	N	Clear	N			Property Damage Only	0
8333	N	Clear	N			Property Damage Only	0
10764	N	Clear	N		N	Property Damage Only	0
7898	N	Clear	N			Property Damage Only	0
7433	N	Clear	N			Property Damage Only	0
8184	N	Clear	N			Property Damage Only	0
6434	N	Clear	N			Property Damage Only	0
8609	N	Clear	N			Property Damage Only	0
9130	N	Clear	N			Property Damage Only	0
2639	N	Clear	N		Y	Other Visible Injury	0
2046	N	Raining	N		N	Complaint of Pain	0
9469	N	Clear	N			Property Damage Only	0
9799	N	Clear	N			Property Damage Only	0
3701	N	Clear	N		N	Complaint of Pain	0
3646	N	Cloudy	N		Y	Fatal	4

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
3504	1	2	Unsafe Speed	No	Rear-End
6364	0	1	Driving Under Influence	No	Sideswipe
7088	0	1	Improper Turning	Misdemeanor	Head-On
7897	0	1	Driving Under Influence	Misdemeanor	Sideswipe
2797	1	2	Unsafe Starting or Backing	Felony	Vehicle/Pedestrian
7219	0	1	Driving Under Influence	Misdemeanor	Hit Object
10204	2	2	Unsafe Speed	No	Broadside
7228	0	1	Improper Turning	No	Hit Object
8493	0	1	Improper Turning	Misdemeanor	Hit Object
2549	2	1	Improper Turning	No	Overtuned
7071	0	1	Improper Turning	Misdemeanor	Sideswipe
4963	1	1	Improper Turning	No	Hit Object
7067	0	1	Unsafe Speed	Misdemeanor	Sideswipe
7473	0	1	Improper Turning	Misdemeanor	Hit Object
9974	1	2	Pedestrian Violation	Felony	Vehicle/Pedestrian
2285	1	2	Pedestrian Violation	No	Vehicle/Pedestrian
2701	1	1	Improper Turning	No	Hit Object
10474	1	2	Pedestrian Violation	No	Vehicle/Pedestrian
1360	1	1	Improper Turning	No	Overtuned
7383	0	1	Driving Under Influence	No	Hit Object
6665	0	1	Pedestrian Violation	No	Hit Object
6727	0	1	Unsafe Speed	No	Rear-End
6352	0	1	Unsafe Speed	No	Sideswipe
6125	0	0	Other Than Driver	No	Other
6338	0	1	Unsafe Lane Change	No	Rear-End
8333	0	1	Improper Turning	No	Broadside
10764	0	0	Unsafe Speed	No	Rear-End
7898	0	1	Driving Under Influence	Misdemeanor	Sideswipe
7433	0	1	Unsafe Speed	No	Rear-End
8184	0	1	Unsafe Speed	Misdemeanor	Rear-End
6434	0	0	Unknown	No	Other
8609	0	1	Improper Turning	No	Hit Object
9130	0	1	Driving Under Influence	Misdemeanor	Sideswipe
2639	3	2	Auto R/W Violation	No	Broadside
2046	1	1	Improper Turning	No	Hit Object
9469	0	1	Improper Turning	Misdemeanor	Sideswipe
9799	0	1	Driving Under Influence	No	Hit Object
3701	1	1	Other Than Driver (or Pedestrian)	No	Hit Object
3646	1	2	Driving Under Influence	No	Head-On

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
3504	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6364	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
7088	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7897	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2797	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Dusk - Dawn
7219	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10204	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7228	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
8493	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
2549	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7071	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4963	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
7067	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
7473	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9974	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Daylight
2285	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Daylight
2701	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10474	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dark - Street Lights
1360	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7383	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6665	Fixed Object	In Road, Including Shoulder	Dry	No Unusual Condition	Daylight
6727	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6352	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6125	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6338	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8333	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10764	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7898	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7433	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8184	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6434	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8609	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9130	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2639	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2046	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
9469	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9799	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3701	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3646	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
3504	None	0					Y		Passenger Car/Station Wag
6364	-	0					N	HBD Under Influence	Passenger Car
7088	-	0					N	Impairment Not Known	Passenger Car
7897	-	0					N	HBD Under Influence	Passenger Car
2797	None	0	Y				Y		Passenger Car/Station Wag
7219	-	0					N	HBD Under Influence	Passenger Car
10204	None	0				Y	Y		Truck or Truck Tractor with
7228	-	0					N		Other
8493	-	0					N	Impairment Not Known	Passenger Car
2549	None	0			Y		Y		Motorcycle/Scooter
7071	-	0					N	Impairment Not Known	Other
4963	None	0					Y	Y	Pickup or Panel Truck
7067	-	0					N	Impairment Not Known	Other
7473	-	0					N	Impairment Not Known	Pickup Truck
9974	None	0	Y		Y		Y		Pedestrian
2285	None	0	Y				Y		Pedestrian
2701	None	0					Y		Passenger Car/Station Wag
10474	Functioning	0	Y				Y		Pedestrian
1360	None	0			Y		Y		Motorcycle/Scooter
7383	-	0					N	HBD Under Influence	Passenger Car
6665	-	0					N	Impairment Not Known	Pedestrian
6727	-	0					N	HNBD	Passenger Car
6352	-	0					N	HNBD	Passenger Car
6125	-	0					N	HNBD	Passenger Car
6338	-	0					N	HNBD	Passenger Car
8333	-	0					N	HNBD	Passenger Car
10764	None	0					N		Pickup Truck
7898	-	0					N	HBD Under Influence	Passenger Car
7433	-	0					N	HNBD	Pickup Truck
8184	-	0					N	Impairment Not Known	Passenger Car
6434	-	0					N	HNBD	Pickup Truck
8609	-	0					N	Sleepy - Fatigued	Passenger Car
9130	-	0					N	HBD Under Influence	Passenger Car
2639	None	0				Y	Y		Passenger Car/Station Wag
2046	None	0					Y		Pickup or Panel Truck
9469	-	0					N	Impairment Not Known	Other
9799	-	0					N	HBD Under Influence	Passenger Car
3701	None	0					Y		-
3646	Functioning	0					Y	Y	Passenger Car/Station Wag

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
3504	7	0	0	1	0	0	0	0	0	0
6364	1	0	0	0	0	0	0	0	0	0
7088	7	0	0	0	0	0	0	0	0	0
7897	8	0	0	0	0	0	0	0	0	0
2797	1	0	1	0	0	1	0	0	0	0
7219	1	0	0	0	0	0	0	0	0	0
10204	25	0	0	2	0	0	0	0	0	0
7228	99	0	0	0	0	0	0	0	0	0
8493	1	0	0	0	0	0	0	0	0	0
2549	3	0	2	0	0	0	0	0	0	2
7071	99	0	0	0	0	0	0	0	0	0
4963	22	1	0	0	0	0	0	0	0	0
7067	99	0	0	0	0	0	0	0	0	0
7473	22	0	0	0	0	0	0	0	0	0
9974	60	0	1	0	0	1	0	0	0	0
2285	60	0	1	0	0	1	0	0	0	0
2701	7	0	1	0	0	0	0	0	0	0
10474	60	1	0	0	0	1	0	0	0	0
1360	2	0	1	0	0	0	0	0	0	1
7383	1	0	0	0	0	0	0	0	0	0
6665	60	0	0	0	0	0	0	0	0	0
6727	1	0	0	0	0	0	0	0	0	0
6352	7	0	0	0	0	0	0	0	0	0
6125	7	0	0	0	0	0	0	0	0	0
6338	1	0	0	0	0	0	0	0	0	0
8333	1	0	0	0	0	0	0	0	0	0
10764	0	0	0	0	0	0	0	0	0	0
7898	8	0	0	0	0	0	0	0	0	0
7433	22	0	0	0	0	0	0	0	0	0
8184	1	0	0	0	0	0	0	0	0	0
6434	22	0	0	0	0	0	0	0	0	0
8609	1	0	0	0	0	0	0	0	0	0
9130	1	0	0	0	0	0	0	0	0	0
2639	1	0	1	2	0	0	0	0	0	0
2046	22	0	0	1	0	0	0	0	0	0
9469	99	0	0	0	0	0	0	0	0	0
9799	7	0	0	0	0	0	0	0	0	0
3701	-	0	0	1	0	0	0	0	0	0
3646	1	1	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
3504	36.14204025	-119.0592117	TULARE	UNINCORPORATED	-119.0591965	36.14200974	Y
6364	36.14217519	-119.056291	TULARE	UNINCORPORATED	-119.056291	36.14217519	Y
7088	36.14271366	-119.1340242	TULARE	UNINCORPORATED	-119.1340242	36.14271366	Y
7897	36.14272396	-119.1322293	TULARE	UNINCORPORATED	-119.1322293	36.14272396	N
2797	36.1428	-119.1331	TULARE	UNINCORPORATED	-119.1331475	36.14283738	N
7219	36.14313935	-119.0491919	TULARE	UNINCORPORATED	-119.0491919	36.14313935	N
10204	36.14344025	-119.2760391	TULARE	UNINCORPORATED	-119.2760696	36.1433754	Y
7228	36.14337566	-119.0716432	TULARE	UNINCORPORATED	-119.0716432	36.14337566	N
8493	36.14341131	-119.0577076	TULARE	UNINCORPORATED	-119.0577076	36.14341131	Y
2549	36.14339	-119.0494	TULARE	UNINCORPORATED	-119.0493187	36.14341265	N
7071	36.14357613	-119.0564223	TULARE	UNINCORPORATED	-119.0564223	36.14357613	Y
4963	36.14284897	-118.9558411	TULARE	UNINCORPORATED	-118.9567184	36.14382553	N
7067	36.1444813	-119.1306123	TULARE	UNINCORPORATED	-119.1306123	36.1444813	Y
7473	36.14452934	-119.0716529	TULARE	UNINCORPORATED	-119.0716529	36.14452934	N
9974	36.14461899	-119.1333237	TULARE	UNINCORPORATED	-119.1334	36.14461136	Y
2285	36.14462	-119.13317	TULARE	UNINCORPORATED	-119.1331565	36.14461263	N
2701	36.14252	-118.9557	TULARE	UNINCORPORATED	-118.9596977	36.1448743	N
10474	36.14485168	-119.0606079	TULARE	UNINCORPORATED	-119.0607529	36.14502335	N
1360	36.11172	-118.9999	TULARE	UNINCORPORATED	-119.0001634	36.14518453	Y
7383	36.14520033	-118.9859778	TULARE	UNINCORPORATED	-118.9859778	36.14520033	N
6665	36.14524619	-119.0501235	TULARE	UNINCORPORATED	-119.0501235	36.14524619	N
6727	36.1453268	-119.0607703	TULARE	UNINCORPORATED	-119.0607703	36.1453268	Y
6352	36.14534849	-119.0543557	TULARE	UNINCORPORATED	-119.0543557	36.14534849	Y
6125	36.14536109	-119.0573675	TULARE	UNINCORPORATED	-119.0573675	36.14536109	Y
6338	36.14536991	-119.0671723	TULARE	UNINCORPORATED	-119.0671723	36.14536991	N
8333	36.14538013	-119.0643952	TULARE	UNINCORPORATED	-119.0643952	36.14538013	N
10764	36.14538636	-119.0624986	TULARE	UNINCORPORATED	-119.0624986	36.14538636	Y
7898	36.14540129	-119.1325352	TULARE	UNINCORPORATED	-119.1325352	36.14540129	N
7433	36.14540447	-119.1318273	TULARE	UNINCORPORATED	-119.1318273	36.14540447	N
8184	36.14540559	-119.0884581	TULARE	UNINCORPORATED	-119.0884581	36.14540559	N
6434	36.14541024	-119.0607003	TULARE	UNINCORPORATED	-119.0607003	36.14541024	Y
8609	36.14541186	-119.1266524	TULARE	UNINCORPORATED	-119.1266524	36.14541186	N
9130	36.14541747	-119.0603787	TULARE	UNINCORPORATED	-119.0603787	36.14541747	Y
2639	36.4554	-119.09383	TULARE	UNINCORPORATED	-119.0950285	36.14546064	N
2046	36.14551	-119.10994	TULARE	UNINCORPORATED	-119.1092894	36.14546605	N
9469	36.14547138	-119.0214689	TULARE	UNINCORPORATED	-119.0214689	36.14547138	N
9799	36.14547804	-119.0250453	TULARE	UNINCORPORATED	-119.0250453	36.14547804	N
3701	36.14550018	-119.1200409	TULARE	UNINCORPORATED	-119.1199799	36.14549255	N
3646	36.14548874	-119.0892181	TULARE	UNINCORPORATED	-119.088974	36.14549255	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
3504	TIMS	UNINCORPORATED	-119.0591965	36.14200974		0	0
6364	Crossroads	UNINCORPORATED	-119.056291	36.14217519		0	0
7088	Crossroads	UNINCORPORATED	-119.1340242	36.14271366		0	0
7897	Crossroads	UNINCORPORATED	-119.1322293	36.14272396		0	0
2797	TIMS	UNINCORPORATED	-119.1331475	36.14283738		0	0
7219	Crossroads	UNINCORPORATED	-119.0491919	36.14313935		0	0
10204	TIMS	UNINCORPORATED	-119.2760391	36.14344025		0	0
7228	Crossroads	UNINCORPORATED	-119.0716432	36.14337566		0	0
8493	Crossroads	UNINCORPORATED	-119.0577076	36.14341131		0	0
2549	TIMS	UNINCORPORATED	-119.0493187	36.14341265		0	0
7071	Crossroads	UNINCORPORATED	-119.0564223	36.14357613		0	0
4963	TIMS	UNINCORPORATED	-118.9567184	36.14382553		0	1
7067	Crossroads	UNINCORPORATED	-119.1306123	36.1444813		0	0
7473	Crossroads	UNINCORPORATED	-119.0716529	36.14452934		0	0
9974	TIMS	UNINCORPORATED	-119.1333237	36.14461899		0	0
2285	TIMS	UNINCORPORATED	-119.1331565	36.14461263		0	0
2701	TIMS	UNINCORPORATED	-118.9596977	36.1448743		0	0
10474	TIMS	UNINCORPORATED	-119.0606079	36.14485168		0	1
1360	TIMS	UNINCORPORATED	-119.0001634	36.14518453		0	0
7383	Crossroads	UNINCORPORATED	-118.9859778	36.14520033		0	0
6665	Crossroads	UNINCORPORATED	-119.0501235	36.14524619		0	0
6727	Crossroads	UNINCORPORATED	-119.0607703	36.1453268		0	0
6352	Crossroads	UNINCORPORATED	-119.0543557	36.14534849		0	0
6125	Crossroads	UNINCORPORATED	-119.0573675	36.14536109		0	0
6338	Crossroads	UNINCORPORATED	-119.0671723	36.14536991		0	0
8333	Crossroads	UNINCORPORATED	-119.0643952	36.14538013		0	0
10764	Crossroads	UNINCORPORATED	-119.0624986	36.14538636		0	0
7898	Crossroads	UNINCORPORATED	-119.1325352	36.14540129		0	0
7433	Crossroads	UNINCORPORATED	-119.1318273	36.14540447		0	0
8184	Crossroads	UNINCORPORATED	-119.0884581	36.14540559		0	0
6434	Crossroads	UNINCORPORATED	-119.0607003	36.14541024		0	0
8609	Crossroads	UNINCORPORATED	-119.1266524	36.14541186		0	0
9130	Crossroads	UNINCORPORATED	-119.0603787	36.14541747		0	0
2639	TIMS	UNINCORPORATED	-119.0950285	36.14546064		0	0
2046	TIMS	UNINCORPORATED	-119.1092894	36.14546605		0	0
9469	Crossroads	UNINCORPORATED	-119.0214689	36.14547138		0	0
9799	Crossroads	UNINCORPORATED	-119.0250453	36.14547804		0	0
3701	TIMS	UNINCORPORATED	-119.1199799	36.14549255		0	0
3646	TIMS	UNINCORPORATED	-119.088974	36.14549255		1	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
3504	0	1	0	6	0	0	0	0
6364	0	0	1	1	0	0	1	0
7088	0	0	1	1	0	0	0	1
7897	0	0	1	1	0	0	1	0
2797	1	0	0	11	0	0	0	0
7219	0	0	1	1	0	1	1	0
10204	0	1	0	6	1	0	0	0
7228	0	0	1	1	0	1	0	1
8493	0	0	1	1	0	1	0	1
2549	1	0	0	11	0	0	0	1
7071	0	0	1	1	0	0	0	1
4963	0	0	0	165	0	1	0	1
7067	0	0	1	1	0	0	0	0
7473	0	0	1	1	0	1	0	1
9974	1	0	0	11	0	0	0	0
2285	1	0	0	11	0	0	0	0
2701	1	0	0	11	0	1	0	1
10474	0	0	0	165	0	0	0	0
1360	1	0	0	11	0	0	0	1
7383	0	0	1	1	0	1	1	0
6665	0	0	1	1	0	1	0	0
6727	0	0	1	1	0	0	0	0
6352	0	0	1	1	0	0	0	0
6125	0	0	1	1	0	0	0	0
6338	0	0	1	1	0	0	0	0
8333	0	0	1	1	1	0	0	1
10764	0	0	1	1	0	0	0	0
7898	0	0	1	1	0	0	1	0
7433	0	0	1	1	0	0	0	0
8184	0	0	1	1	0	0	0	0
6434	0	0	1	1	0	0	0	0
8609	0	0	1	1	0	1	0	1
9130	0	0	1	1	0	0	1	0
2639	1	0	0	11	1	0	0	0
2046	0	1	0	6	0	1	0	1
9469	0	0	1	1	0	0	0	1
9799	0	0	1	1	0	1	1	0
3701	0	1	0	6	0	1	0	0
3646	0	0	0	165	0	0	1	0

OBJECT_ID	NIGHTTIME
3504	0
6364	1
7088	1
7897	1
2797	0
7219	1
10204	0
7228	1
8493	0
2549	1
7071	1
4963	1
7067	1
7473	0
9974	0
2285	0
2701	1
10474	1
1360	0
7383	1
6665	0
6727	0
6352	0
6125	0
6338	0
8333	0
10764	1
7898	1
7433	0
8184	0
6434	0
8609	0
9130	0
2639	0
2046	0
9469	1
9799	1
3701	1
3646	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
2304	90470825	2017	2017-05-19	2250	Friday	Female	21	20
2015	90398889	2017	2017-02-20	1625	Monday	Female	75	70
3471	90788558	2018	2018-06-29	1145	Friday	Female	74	70
3157	90705969	2018	2018-04-07	1825	Saturday	Male	85	80
1358	90214894	2016	2016-06-25	145	Saturday	Male	51	50
9988	91213459	2020	2020-03-14	2140	Saturday	Male	44	40
1043	90122057	2016	2016-02-15	1255	Monday	Male	22	20
1614	90280911	2016	2016-09-24	230	Saturday	Male	31	30
3079	90685423	2018	2018-03-14	2240	Wednesday	Male	18	10
1461	90244639	2016	2016-08-09	2150	Tuesday	Male	52	50
2087	90417458	2017	2017-03-12	1715	Sunday	Male	41	40
1126	90149049	2016	2016-03-31	1905	Thursday	Male	19	10
2848	90612710	2017	2017-12-01	800	Friday	Female	19	10
1170	90164590	2016	2016-04-19	750	Tuesday	Male	65	60
3425	90774971	2018	2018-07-20	1700	Friday	Male	20	20
4180	90961442	2019	2019-03-27	745	Wednesday	Male	17	10
4858	91118282	2019	2019-11-02	1735	Saturday	Male	34	30
3180	90710758	2018	2018-04-22	1825	Sunday	Male	19	10
3582	90814343	2018	2018-09-08	2340	Saturday	Male	22	20
1022	90113878	2016	2016-02-01	840	Monday	Male	49	40
2689	90572017	2017	2017-10-12	1235	Thursday	Male	75	70
4510	91033850	2019	2019-07-07	1420	Sunday	Male	34	30
3656	90829082	2018	2018-09-27	2105	Thursday	Male	54	50
3991	90915953	2019	2019-01-25	1510	Friday	Male	50	50
1155	90157709	2016	2016-04-09	1035	Saturday	Male	34	30
4762	91095375	2019	2019-10-08	1620	Tuesday	Male	46	40
2810	90604989	2017	2017-11-16	1645	Thursday	Male	22	20
4595	91055326	2019	2019-08-17	1110	Saturday	Female	29	20
9953	91202967	2020	2020-03-04	2200	Wednesday	Male	19	10
1476	90246129	2016	2016-08-09	1650	Tuesday	Male	24	20
1904	90365639	2017	2017-01-08	1345	Sunday	Male	29	20
3213	90718695	2018	2018-05-01	400	Tuesday	Female	35	30
6679	1.34E+13	2016	2016-08-05	17:30	Friday	Not Stated	0	0
4851	91116322	2019	2019-11-06	1400	Wednesday	Female	17	10
7539	1.37E+13	2017	2017-06-12	13:25	Monday	Male	23	20
6171	1.32E+13	2016	2016-01-31		Sunday	Not Stated	0	0
2281	90466933	2017	2017-05-21	2040	Sunday	Male	21	20
6991	1.35E+13	2016	2016-12-17	12:40	Saturday	Male	61	60
9091	1.43E+13	2019	2019-03-29	21:18	Friday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
2304	Entering Traffic	22	AVENUE 196	ROAD 204	820	W
2015	Ran Off Road	16	AVENUE 196	ROAD 200	930	E
3471	Crossed Into Opposing Lane	11	ROAD 152	AVENUE 192	2640	N
3157	Changing Lanes	18	SR-65 (N/B)	AVENUE 196	50	S
1358	Other Unsafe Turning	1	AVENUE 196	ROAD 256	50	W
9988	Entering Traffic	21	AVENUE 196	ROAD 198	1100	E
1043	Ran Off Road	12	AVENUE 196	ROAD 250	1320	E
1614	Ran Off Road	2	AVENUE 196	ROAD 196	270	W
3079	Ran Off Road	22	AVENUE 196	ROAD 248	2112	E
1461	Other Unsafe Turning	21	AVENUE 196	ROAD 224	300	W
2087	Ran Off Road	17	ALLEYWAY (NORTH OF AVENUE 196)	ROAD 228	475	W
1126	Proceeding Straight	19	AVENUE 196	ROAD 228	1056	W
2848	Proceeding Straight	8	AVENUE 196	ROAD 228	635	W
1170	Entering Traffic	7	AVENUE 196	MEREDITH DRIVE	528	W
3425	Crossed Into Opposing Lane	17	ROAD 196	SR-198	300	N
4180	Proceeding Straight	7	ROAD 196	STATE ROUTE 198	240	N
4858	Making Right Turn	17	ROAD 196	STATE ROUTE 198	14	N
3180	Crossed Into Opposing Lane	18	AVENUE 196	ROAD 198	85	E
3582	Ran Off Road	23	AVENUE 196	ROAD 230	65	W
1022	Stopped	8	ROAD 196	SR-198	6	N
2689	Proceeding Straight	12	RD. 196	SR-198	180	N
4510	Proceeding Straight	14	AVENUE 196	ROAD 196	35	E
3656	Ran Off Road	21	AVENUE 196	ROAD 248	528	W
3991	Proceeding Straight	15	AVENUE 196	ORANGE BELT DRIVE	35	E
1155	Making Left Turn	10	AVENUE 196	ROAD 248	1056	W
4762	Proceeding Straight	16	AVENUE 196	ORANGE BELT DRIVE	36	W
2810	Other Unsafe Turning	16	AVENUE 196	ROAD 236	528	E
4595	Proceeding Straight	11	AVENUE 196	ROAD 236	22	E
9953	Other Unsafe Turning	22	AVENUE 196	RICHARDSON ROAD	115	E
1476	Proceeding Straight	16	AVENUE 196	TAYLOR ROAD	167	E
1904	Proceeding Straight	13	BALFOUR DRIVE	AVENUE 196	50	N
3213	Proceeding Straight	4	ROAD 196	AVENUE 196	130	N
6679	Ran Off Road	17	BALFOUR DR	AVENUE 196	200	N
4851	Ran Off Road	14	ROAD 256	LYNCH DR	200	N
7539	Changing Lanes	13	ORANGE BELT DR	BRUCE DR	50	S
6171	Ran Off Road	0	ROAD 234	AVENUE 194 (E)	1750	N
2281	Ran Off Road	20	19661 WALLACE ROAD	AVENUE 196	320	N
6991	Making U Turn	12	ORANGE BELT DR	LAWSON DR	150	S
9091	Proceeding Straight	21	ROAD 216	AVENUE 196	528	N

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
2304	N	Clear	N		Y	Other Visible Injury	0
2015	N	Cloudy	N		Y	Other Visible Injury	0
3471	N	Clear	N		Y	Fatal	1
3157	N	Cloudy	N		N	Complaint of Pain	0
1358	N	Clear	N		Y	Complaint of Pain	0
9988	N	Clear	N		Y	Other Visible Injury	0
1043	N	Clear	N		Y	Complaint of Pain	0
1614	N	Clear	N		Y	Other Visible Injury	0
3079	N	Raining	N		Y	Severe Injury	0
1461	N	Clear	N		Y	Severe Injury	0
2087	N	Clear	N		N	Other Visible Injury	0
1126	N	Clear	N		Y	Complaint of Pain	0
2848	N	Clear	N		Y	Complaint of Pain	0
1170	N	Clear	N		N	Complaint of Pain	0
3425	N	Clear	N		Y	Complaint of Pain	0
4180	N	Cloudy	N		N	Complaint of Pain	0
4858	N	Clear	N		Y	Other Visible Injury	0
3180	N	Clear	N		Y	Other Visible Injury	0
3582	N	Clear	N		Y	Other Visible Injury	0
1022	N	Clear	N		N	Complaint of Pain	0
2689	N	Clear	N		Y	Other Visible Injury	0
4510	N	Clear	N		N	Complaint of Pain	0
3656	N	Clear	N		Y	Complaint of Pain	0
3991	N	Clear	N		N	Complaint of Pain	0
1155	N	Cloudy	N		Y	Complaint of Pain	0
4762	N	Clear	N		N	Complaint of Pain	0
2810	N	Clear	N		Y	Severe Injury	0
4595	N	Clear	N		Y	Complaint of Pain	0
9953	N	Clear	N		Y	Other Visible Injury	0
1476	N	Clear	N		Y	Severe Injury	0
1904	N	Cloudy	N		Y	Other Visible Injury	0
3213	N	Clear	N		N	Complaint of Pain	0
6679	N	Clear	N			Property Damage Only	0
4851	N	Clear	N		Y	Severe Injury	0
7539	N	Clear	N			Property Damage Only	0
6171	N	Cloudy	N			Property Damage Only	0
2281	N	Clear	N		Y	Complaint of Pain	0
6991	N	Clear	N			Property Damage Only	0
9091	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
2304	1	2	Auto R/W Violation	Misdemeanor	Broadside
2015	1	1	Improper Turning	No	Hit Object
3471	0	2	Improper Passing	No	Head-On
3157	1	2	Unsafe Lane Change	No	Rear-End
1358	1	1	Improper Turning	No	Hit Object
9988	2	3	Driving Under Influence	Felony	Sideswipe
1043	1	2	Improper Turning	No	Rear-End
1614	3	3	Driving Under Influence	No	Hit Object
3079	2	1	Driving Under Influence	No	Hit Object
1461	1	1	Improper Turning	No	Hit Object
2087	1	1	Improper Turning	Misdemeanor	Hit Object
1126	1	2	Unsafe Speed	No	Rear-End
2848	2	4	Unsafe Speed	No	Rear-End
1170	1	2	Unsafe Starting or Backing	No	Sideswipe
3425	2	2	Wrong Side of Road	No	Broadside
4180	2	2	Unsafe Speed	No	Rear-End
4858	1	2	Improper Turning	No	Broadside
3180	1	2	Wrong Side of Road	No	Sideswipe
3582	1	1	Driving Under Influence	No	Hit Object
1022	1	2	Unsafe Starting or Backing	No	Rear-End
2689	1	2	Unsafe Speed	No	Rear-End
4510	1	2	Driving Under Influence	No	Rear-End
3656	2	2	Improper Turning	No	Hit Object
3991	1	2	Unsafe Starting or Backing	No	Rear-End
1155	1	3	Auto R/W Violation	No	Broadside
4762	1	2	Unsafe Speed	No	Rear-End
2810	1	2	Improper Turning	Felony	Head-On
4595	1	2	Unsafe Speed	No	Rear-End
9953	1	2	Driving Under Influence	No	Sideswipe
1476	1	1	Driving Under Influence	No	Hit Object
1904	1	2	Unsafe Speed	No	Rear-End
3213	1	2	Wrong Side of Road	No	Sideswipe
6679	0	1	Improper Turning	No	Rear-End
4851	1	1	Improper Turning	No	Hit Object
7539	0	1	Unsafe Lane Change	Misdemeanor	Sideswipe
6171	0	1	Improper Turning	Misdemeanor	Hit Object
2281	1	2	Driving Under Influence	Misdemeanor	Hit Object
6991	0	1	Unsafe Starting or Backing	No	Broadside
9091	0	0	Other Than Driver	No	Other

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
2304	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2015	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
3471	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3157	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1358	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9988	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1043	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1614	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3079	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
1461	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2087	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1126	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
2848	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1170	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3425	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4180	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4858	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3180	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3582	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
1022	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2689	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4510	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3656	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3991	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1155	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4762	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2810	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
4595	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9953	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
1476	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1904	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3213	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6679	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4851	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7539	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6171	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2281	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6991	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9091	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
2304	None	0					Y		Passenger Car/Station Waç
2015	None	0					Y		Passenger Car/Station Waç
3471	None	0					Y		Passenger Car/Station Waç
3157	Functioning	0					Y		Pickup or Panel Truck
1358	None	0					Y		Pickup or Panel Truck
9988	None	0					Y	Y	Passenger Car/Station Waç
1043	None	0					Y		Passenger Car/Station Waç
1614	None	0					Y	Y	Passenger Car/Station Waç
3079	None	0					Y	Y	Passenger Car/Station Waç
1461	None	0					Y		Passenger Car/Station Waç
2087	None	0					Y		Pickup or Panel Truck
1126	None	0					Y		Passenger Car/Station Waç
2848	None	0					Y		Passenger Car/Station Waç
1170	None	0					Y		Pickup or Panel Truck
3425	None	0					Y		Pickup or Panel Truck
4180	Functioning	0					Y		Pickup or Panel Truck
4858	Functioning	0		Y			Y		Motorcycle/Scooter
3180	None	0					Y		Passenger Car/Station Waç
3582	None	0					Y	Y	Pickup or Panel Truck
1022	Functioning	0					Y		Passenger Car/Station Waç
2689	None	0					Y		Passenger Car/Station Waç
4510	Functioning	0					Y	Y	Pickup or Panel Truck
3656	None	0					Y		Pickup or Panel Truck
3991	Functioning	0					Y		Pickup or Panel Truck
1155	None	0					Y		Passenger Car/Station Waç
4762	Functioning	0					Y		Pickup or Panel Truck
2810	None	0					Y		Passenger Car/Station Waç
4595	None	0					Y		Passenger Car/Station Waç
9953	None	0					Y	Y	Passenger Car/Station Waç
1476	None	0					Y	Y	Passenger Car/Station Waç
1904	Functioning	0					Y		Passenger Car/Station Waç
3213	None	0					Y		-
6679	-	0					N	HNBD	Passenger Car
4851	None	0					Y		Passenger Car/Station Waç
7539	-	0					N	Impairment Not Known	Passenger Car
6171	-	0					N	Impairment Not Known	Other
2281	None	0					Y	Y	Pickup or Panel Truck
6991	-	0					N	HNBD	Passenger Car
9091	-	0					N	HNBD	School Bus

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
2304	1	0	1	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0
3471	1	0	0	0	0	0	0	0	0	0
3157	22	0	0	1	0	0	0	0	0	0
1358	22	0	0	1	0	0	0	0	0	0
9988	1	0	1	1	0	0	0	0	0	0
1043	1	0	0	1	0	0	0	0	0	0
1614	1	0	3	0	0	0	0	0	0	0
3079	1	2	0	0	0	0	0	0	0	0
1461	1	1	0	0	0	0	0	0	0	0
2087	22	0	1	0	0	0	0	0	0	0
1126	1	0	0	1	0	0	0	0	0	0
2848	1	0	0	2	0	0	0	0	0	0
1170	22	0	0	1	0	0	0	0	0	0
3425	22	0	0	2	0	0	0	0	0	0
4180	22	0	0	2	0	0	0	0	0	0
4858	2	0	1	0	0	0	0	0	0	1
3180	1	0	1	0	0	0	0	0	0	0
3582	22	0	1	0	0	0	0	0	0	0
1022	8	0	0	1	0	0	0	0	0	0
2689	1	0	1	0	0	0	0	0	0	0
4510	22	0	0	1	0	0	0	0	0	0
3656	22	0	0	2	0	0	0	0	0	0
3991	22	0	0	1	0	0	0	0	0	0
1155	7	0	0	1	0	0	0	0	0	0
4762	22	0	0	1	0	0	0	0	0	0
2810	1	1	0	0	0	0	0	0	0	0
4595	7	0	0	1	0	0	0	0	0	0
9953	7	0	1	0	0	0	0	0	0	0
1476	1	1	0	0	0	0	0	0	0	0
1904	1	0	1	0	0	0	0	0	0	0
3213	-	0	0	1	0	0	0	0	0	0
6679	1	0	0	0	0	0	0	0	0	0
4851	7	1	0	0	0	0	0	0	0	0
7539	7	0	0	0	0	0	0	0	0	0
6171	99	0	0	0	0	0	0	0	0	0
2281	22	0	0	1	0	0	0	0	0	0
6991	1	0	0	0	0	0	0	0	0	0
9091	13	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
2304	36.14547	-119.11921	TULARE	UNINCORPORATED	-119.1191841	36.14549312	N
2015	36.14546	-119.12233	TULARE	UNINCORPORATED	-119.1223838	36.14549663	N
3471	36.14184189	-119.2325974	TULARE	UNINCORPORATED	-119.2327576	36.14550018	N
3157	36.14550018	-119.0721588	TULARE	UNINCORPORATED	-119.0721588	36.14550018	Y
1358	36.1456	-119.00172	TULARE	UNINCORPORATED	-119.0003391	36.14550039	Y
9988	36.14554977	-119.1273499	TULARE	UNINCORPORATED	-119.1262665	36.14551163	Y
1043	36.14549	-119.01043	TULARE	UNINCORPORATED	-119.0104294	36.14551653	N
1614	36.14552	-119.13568	TULARE	UNINCORPORATED	-119.135241	36.14552259	N
3079	36.14559174	-119.0112534	TULARE	UNINCORPORATED	-119.0109024	36.14552307	N
1461	36.14544	-119.07369	TULARE	UNINCORPORATED	-119.0740749	36.14552318	N
2087	36.14613	-119.06452	TULARE	UNINCORPORATED	-119.0643677	36.14552375	N
1126	36.14562	-119.06685	TULARE	UNINCORPORATED	-119.0663223	36.14553	N
2848	36.14553	-119.065	TULARE	UNINCORPORATED	-119.0648981	36.14553002	N
1170	36.14553	-119.06375	TULARE	UNINCORPORATED	-119.0645362	36.14553002	N
3425	36.32777023	-119.1347733	TULARE	UNINCORPORATED	-119.1299896	36.14554977	N
4180	36.32703018	-119.1349564	TULARE	UNINCORPORATED	-119.1299896	36.14554977	Y
4858	36.32645035	-119.134903	TULARE	UNINCORPORATED	-119.1299896	36.14554977	Y
3180	36.14559174	-119.1297607	TULARE	UNINCORPORATED	-119.1296997	36.14554977	Y
3582	36.14551163	-119.0584183	TULARE	UNINCORPORATED	-119.0585175	36.14554977	Y
1022	36.32656	-119.13498	TULARE	UNINCORPORATED	-119.12999	36.14555	Y
2689	36.3267	-119.1347	TULARE	UNINCORPORATED	-119.12999	36.14555	Y
4510	36.14553833	-119.1343765	TULARE	UNINCORPORATED	-119.1342087	36.14556122	Y
3656	36.145401	-119.0198975	TULARE	UNINCORPORATED	-119.0198364	36.14556503	N
3991	36.14863968	-119.0608292	TULARE	UNINCORPORATED	-119.0608368	36.14558792	Y
1155	36.14558	-119.02209	TULARE	UNINCORPORATED	-119.0216217	36.14558792	N
4762	36.14559937	-119.060997	TULARE	UNINCORPORATED	-119.0610733	36.14560318	Y
2810	36.14568	-119.04159	TULARE	UNINCORPORATED	-119.0431371	36.14563349	N
4595	36.14567184	-119.0449066	TULARE	UNINCORPORATED	-119.0448532	36.1456337	Y
9953	36.1455307	-119.0560989	TULARE	UNINCORPORATED	-119.0562134	36.14570236	N
1476	36.14573	-119.05533	TULARE	UNINCORPORATED	-119.0550551	36.14571471	Y
1904	36.14602	-119.05959	TULARE	UNINCORPORATED	-119.0595713	36.14582442	Y
3213	36.14598846	-119.1343536	TULARE	UNINCORPORATED	-119.1343384	36.14591599	Y
6679	36.14594525	-119.0595879	TULARE	UNINCORPORATED	-119.0595879	36.14594525	Y
4851	36.11220169	-118.9999084	TULARE	UNINCORPORATED	-119.0001984	36.1460495	Y
7539	36.14609072	-119.0611125	TULARE	UNINCORPORATED	-119.0611125	36.14609072	Y
6171	36.14648509	-119.0492086	TULARE	UNINCORPORATED	-119.0492086	36.14648509	N
2281	36.14667	-119.0573	TULARE	UNINCORPORATED	-119.05719	36.146578	N
6991	36.14672233	-119.0614372	TULARE	UNINCORPORATED	-119.0614372	36.14672233	Y
9091	36.14685562	-119.0895133	TULARE	UNINCORPORATED	-119.0895133	36.14685562	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
2304	TIMS	UNINCORPORATED	-119.1191841	36.14549312		0	0
2015	TIMS	UNINCORPORATED	-119.1223838	36.14549663		0	0
3471	TIMS	UNINCORPORATED	-119.2327576	36.14550018		1	0
3157	TIMS	UNINCORPORATED	-119.0721588	36.14550018		0	0
1358	TIMS	UNINCORPORATED	-119.0003391	36.14550039		0	0
9988	TIMS	UNINCORPORATED	-119.1273499	36.14554977		0	0
1043	TIMS	UNINCORPORATED	-119.0104294	36.14551653		0	0
1614	TIMS	UNINCORPORATED	-119.135241	36.14552259		0	0
3079	TIMS	UNINCORPORATED	-119.0109024	36.14552307		0	1
1461	TIMS	UNINCORPORATED	-119.0740749	36.14552318		0	1
2087	TIMS	UNINCORPORATED	-119.0643677	36.14552375		0	0
1126	TIMS	UNINCORPORATED	-119.0663223	36.14553		0	0
2848	TIMS	UNINCORPORATED	-119.0648981	36.14553002		0	0
1170	TIMS	UNINCORPORATED	-119.0645362	36.14553002		0	0
3425	TIMS	UNINCORPORATED	-119.1299896	36.14554977		0	0
4180	TIMS	UNINCORPORATED	-119.1299896	36.14554977		0	0
4858	TIMS	UNINCORPORATED	-119.1299896	36.14554977		0	0
3180	TIMS	UNINCORPORATED	-119.1296997	36.14554977		0	0
3582	TIMS	UNINCORPORATED	-119.0585175	36.14554977		0	0
1022	TIMS	UNINCORPORATED	-119.12999	36.14555		0	0
2689	TIMS	UNINCORPORATED	-119.12999	36.14555		0	0
4510	TIMS	UNINCORPORATED	-119.1342087	36.14556122		0	0
3656	TIMS	UNINCORPORATED	-119.0198364	36.14556503		0	0
3991	TIMS	UNINCORPORATED	-119.0608368	36.14558792		0	0
1155	TIMS	UNINCORPORATED	-119.0216217	36.14558792		0	0
4762	TIMS	UNINCORPORATED	-119.0610733	36.14560318		0	0
2810	TIMS	UNINCORPORATED	-119.0431371	36.14563349		0	1
4595	TIMS	UNINCORPORATED	-119.0448532	36.1456337		0	0
9953	TIMS	UNINCORPORATED	-119.0560989	36.1455307		0	0
1476	TIMS	UNINCORPORATED	-119.0550551	36.14571471		0	1
1904	TIMS	UNINCORPORATED	-119.0595713	36.14582442		0	0
3213	TIMS	UNINCORPORATED	-119.1343384	36.14591599		0	0
6679	Crossroads	UNINCORPORATED	-119.0595879	36.14594525		0	0
4851	TIMS	UNINCORPORATED	-119.0001984	36.1460495		0	1
7539	Crossroads	UNINCORPORATED	-119.0611125	36.14609072		0	0
6171	Crossroads	UNINCORPORATED	-119.0492086	36.14648509		0	0
2281	TIMS	UNINCORPORATED	-119.05719	36.146578		0	0
6991	Crossroads	UNINCORPORATED	-119.0614372	36.14672233		0	0
9091	Crossroads	UNINCORPORATED	-119.0895133	36.14685562		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
2304	1	0	0	11	1	0	0	0
2015	1	0	0	11	0	1	0	1
3471	0	0	0	165	0	0	0	0
3157	0	1	0	6	0	0	0	0
1358	0	1	0	6	0	1	0	1
9988	1	0	0	11	0	0	1	0
1043	0	1	0	6	0	0	0	1
1614	1	0	0	11	0	1	1	0
3079	0	0	0	165	0	1	1	0
1461	0	0	0	165	0	1	0	1
2087	1	0	0	11	0	1	0	1
1126	0	1	0	6	0	0	0	0
2848	0	1	0	6	0	0	0	0
1170	0	1	0	6	0	0	0	0
3425	0	1	0	6	1	0	0	0
4180	0	1	0	6	0	0	0	0
4858	1	0	0	11	1	0	0	1
3180	1	0	0	11	0	0	0	0
3582	1	0	0	11	0	1	1	0
1022	0	1	0	6	0	0	0	0
2689	1	0	0	11	0	0	0	0
4510	0	1	0	6	0	0	1	0
3656	0	1	0	6	0	1	0	1
3991	0	1	0	6	0	0	0	0
1155	0	1	0	6	1	0	0	0
4762	0	1	0	6	0	0	0	0
2810	0	0	0	165	0	0	0	1
4595	0	1	0	6	0	0	0	0
9953	1	0	0	11	0	0	1	0
1476	0	0	0	165	0	1	1	0
1904	1	0	0	11	0	0	0	0
3213	0	1	0	6	0	0	0	0
6679	0	0	1	1	0	0	0	1
4851	0	0	0	165	0	1	0	1
7539	0	0	1	1	0	0	0	0
6171	0	0	1	1	0	1	0	1
2281	0	1	0	6	0	1	1	0
6991	0	0	1	1	1	0	0	0
9091	0	0	1	1	0	0	0	0

OBJECT_ID	NIGHTTIME
2304	1
2015	0
3471	0
3157	0
1358	1
9988	1
1043	0
1614	1
3079	1
1461	1
2087	0
1126	0
2848	0
1170	0
3425	0
4180	0
4858	0
3180	0
3582	1
1022	0
2689	0
4510	0
3656	1
3991	0
1155	0
4762	0
2810	0
4595	0
9953	1
1476	0
1904	0
3213	1
6679	0
4851	0
7539	0
6171	1
2281	1
6991	0
9091	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6428	1.33E+13	2016	2016-05-04	15:45	Wednesday	Male	20	20
6594	1.33E+13	2016	2016-07-03	0:50	Sunday	Male	21	20
6608	1.33E+13	2016	2016-07-08	10:45	Friday	Male	0	0
4932	91140659	2019	2019-10-03	2200	Thursday	Male	0	0
8110	1.39E+13	2018	2018-01-21		Sunday	Not Stated	0	0
6979	1.35E+13	2016	2016-12-13	1:18	Tuesday	Not Stated	0	0
8092	1.39E+13	2018	2018-01-16	7:59	Tuesday	Not Stated	0	0
6381	1.33E+13	2016	2016-04-16	16:14	Saturday	Male	66	60
9101	1.43E+13	2019	2019-04-01	2:05	Monday	Not Stated	0	0
9668	1.45E+13	2019	2019-11-01	18:35	Friday	Not Stated	0	0
8128	1.39E+13	2018	2018-01-25	15:18	Thursday	Female	44	40
6891	1.35E+13	2016	2016-11-16	6:21	Wednesday	Not Stated	0	0
10680	91367844	2020	2020-12-04	1740	Friday	Female	27	20
6868	1.35E+13	2016	2016-11-05	17:30	Saturday	Not Stated	0	0
1993	90393630	2017	2017-02-10	205	Friday	Male	28	20
7476	1.37E+13	2017	2017-05-22		Monday	Not Stated	0	0
10180	91254518	2020	2020-06-12	2310	Friday	Male	28	20
6763	1.34E+13	2016	2016-09-15	22:23	Thursday	Female	26	20
7107	1.35E+13	2017	2017-01-22	20:55	Sunday	Male	39	30
7999	1.38E+13	2017	2017-11-27	7:50	Monday	Female	51	50
8176	1.39E+13	2018	2018-02-10	13:05	Saturday	Female	33	30
1571	90269434	2016	2016-09-13	1810	Tuesday	Male	17	10
4446	91017771	2019	2019-06-23	140	Sunday	Male	22	20
1214	90174219	2016	2016-04-22	2055	Friday	Male	23	20
3883	90886922	2018	2018-12-14	1715	Friday	Female	34	30
6584	1.33E+13	2016	2016-06-29	9:30	Wednesday	Male	55	50
3319	90750027	2018	2018-06-11	535	Monday	Male	20	20
6154	1.32E+13	2016	2016-01-23	21:55	Saturday	Male	21	20
7192	1.36E+13	2017	2017-02-20	10:30	Monday	Male	57	50
8009	1.39E+13	2017	2017-12-04	7:15	Monday	Not Stated	0	0
1963	90386645	2017	2017-01-22	900	Sunday	Male	23	20
4451	91018704	2019	2019-06-15	20	Saturday	Male	57	50
2726	90581609	2017	2017-10-20	650	Friday	Female	25	20
3901	90891217	2018	2018-12-15	940	Saturday	Male	67	60
10743	1.46161E+13	2020	2020-01-07	07:05	Tuesday	Male	79	70
6831	1.34E+13	2016	2016-10-17		Monday	Not Stated	0	0
6669	1.34E+13	2016	2016-08-01	13:43	Monday	Not Stated	0	0
9049	1.43E+13	2019	2019-03-10	17:20	Sunday	Not Stated	0	0
3360	90757304	2018	2018-06-22	1422	Friday	Male	40	40

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6428	Making Right Turn	15	AVENUE 197	WALLACE RD	19	E
6594	Other Unsafe Turning	0	AVENUE 197	WALLACE RD	150	W
6608	Proceeding Straight	10	ORANGE BELT DR	LAWSON DR	50	N
4932	Other Unsafe Turning	22	AVENUE 197	WALLACE ROAD	135	E
8110	Backing	0	PRESTON AVE	ROAD 226	200	E
6979	Ran Off Road	1	ORANGE BELT DR	BURNS DR	15	N
8092	Backing	7	AVENUE 198	ROAD 231	105	W
6381	Backing	16	AVENUE 198	ROAD 226	292	E
9101	Other Unsafe Turning	2	AVENUE 198	MEREDITH DR	176	W
9668	Making U Turn	18	ORANGE BELT DR	AVENUE 198	30	N
8128	Backing	15	HARPER AVE	GUTHRIE CT	20	W
6891	Other Unsafe Turning	6	HARPER AVE	MEREDITH DR	528	W
10680	Proceeding Straight	17	ROAD 228	ORANGE BELT DRIVE	20	N
6868	Ran Off Road	17	ORANGE BELT DR	ROAD 228	300	N
1993	Proceeding Straight	2	ROAD 232	AVENUE 200	720	S
7476	Ran Off Road	0	ROAD 196	AVENUE 200	528	S
10180	Crossed Into Opposing Lane - Unpl	23	ORANGE BELT DRIVE	AVENUE 200	528	S
6763	Passing Other Vehicle	22	ORANGE BELT DR	AVENUE 200	100	S
7107	Slowing/Stopping	20	MEREDITH DR	AVENUE 200	15	S
7999	Proceeding Straight	7	ORANGE BELT DR	AVENUE 200	10	S
8176	Proceeding Straight	13	AVENUE 200	STATE HWY 65	8	E
1571	Ran Off Road	18	AVENUE 200	ROAD 196	2112	E
4446	Other Unsafe Turning	1	AVENUE 200	ROAD 204	341	E
1214	Other Unsafe Turning	20	AVENUE 228	ROAD 200	210	E
3883	Proceeding Straight	17	ORANGE BELT DRIVE	AVENUE 200	30	N
6584	Other Unsafe Turning	9	ROAD 228	AVENUE 200	528	N
3319	Ran Off Road	5	ORANGE BELT DRIVE	AVENUE 200	600	N
6154	Ran Off Road	21	ROAD 228	AVENUE 200	1584	N
7192	Making Left Turn	10	ROAD 48	AVENUE 229	30	S
8009	Ran Off Road	7	SIERRA AVE	STATE HWY 99 NB ON/C	20064	W
1963	Ran Off Road	9	AVE 232	RD 60	528	W
4451	Proceeding Straight	0	AVENUE 232	ROAD 60	1100	W
2726	Making U-Turn	6	ROAD 232 (RICHGROVE DRIV	AVENUE 56	2640	S
3901	Proceeding Straight	9	ROAD 232	AVENUE 56	8712	S
10743	Traveling Wrong Way	7	AVENUE 232	ROAD 60	455	E
6831	Other Unsafe Turning	0	AVENUE 232	ROAD 56	150	W
6669	Ran Off Road	13	ROAD 44	AVENUE 232	137	S
9049	Proceeding Straight	17	AVENUE 232	ROAD 56	1056	W
3360	Proceeding Straight	14	AVENUE 232	ROAD 76	4	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6428	N	Clear	N			Property Damage Only	0
6594	N	Clear	N			Property Damage Only	0
6608	N	Clear	N			Property Damage Only	0
4932	N	Clear	N		Y	Other Visible Injury	0
8110	N	Clear	N			Property Damage Only	0
6979	N	Clear	N			Property Damage Only	0
8092	N	Fog	N			Property Damage Only	0
6381	N	Clear	N			Property Damage Only	0
9101	N	Clear	N			Property Damage Only	0
9668	N	Clear	N			Property Damage Only	0
8128	N	Cloudy	N			Property Damage Only	0
6891	N	Clear	N			Property Damage Only	0
10680	N	Clear	N		N	Complaint of Pain	0
6868	N	Clear	N			Property Damage Only	0
1993	N	Raining	N		Y	Severe Injury	0
7476	N	Other	N			Property Damage Only	0
10180	N	Clear	N		N	Complaint of Pain	0
6763	N	Clear	N			Property Damage Only	0
7107	N	Raining	N			Property Damage Only	0
7999	N	Raining	N			Property Damage Only	0
8176	N	Clear	N			Property Damage Only	0
1571	N	Clear	N		Y	Other Visible Injury	0
4446	N	Clear	N		Y	Severe Injury	0
1214	N	Cloudy	N		Y	Complaint of Pain	0
3883	N	Cloudy	N		Y	Complaint of Pain	0
6584	N	Clear	N			Property Damage Only	0
3319	N	Clear	N		Y	Complaint of Pain	0
6154	N	Clear	N			Property Damage Only	0
7192	N	Cloudy	N			Property Damage Only	0
8009	N	Clear	N			Property Damage Only	0
1963	N	Cloudy	N		Y	Other Visible Injury	0
4451	N	Clear	N		Y	Severe Injury	0
2726	N	Cloudy	N		Y	Complaint of Pain	0
3901	N	Clear	N		N	Severe Injury	0
10743	N	Fog	N		N	Property Damage Only	0
6831	N	Clear	N			Property Damage Only	0
6669	N	Clear	N			Property Damage Only	0
9049	N	Clear	N			Property Damage Only	0
3360	N	Clear	N		Y	Other Visible Injury	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6428	0	1	Wrong Side of Road	No	Sideswipe
6594	0	1	Driving Under Influence	Misdemeanor	Sideswipe
6608	0	1	Unsafe Speed	Misdemeanor	Rear-End
4932	1	2	Improper Turning	Felony	Head-On
8110	0	1	Unsafe Starting or Backing	Misdemeanor	Other
6979	0	1	Improper Turning	No	Hit Object
8092	0	1	Unsafe Starting or Backing	No	Broadside
6381	0	1	Driving Under Influence	No	Sideswipe
9101	0	1	Improper Turning	No	Sideswipe
9668	0	1	Driving Under Influence	No	Hit Object
8128	0	1	Auto R/W Violation	No	Rear-End
6891	0	1	Improper Turning	No	Rear-End
10680	3	2	Unsafe Speed	No	Rear-End
6868	0	1	Improper Turning	Misdemeanor	Sideswipe
1993	2	1	Driving Under Influence	No	Hit Object
7476	0	1	Improper Turning	Misdemeanor	Hit Object
10180	1	2	Wrong Side of Road	No	Sideswipe
6763	0	1	Improper Passing	Misdemeanor	Other
7107	0	1	Improper Turning	Misdemeanor	Head-On
7999	0	1	Unsafe Speed	No	Rear-End
8176	0	1	Unsafe Starting or Backing	No	Rear-End
1571	1	1	Improper Turning	No	Hit Object
4446	2	1	Improper Turning	No	Hit Object
1214	2	1	Improper Turning	No	Hit Object
3883	1	2	Driving Under Influence	No	Rear-End
6584	0	1	Improper Turning	No	Hit Object
3319	1	1	Improper Turning	No	Hit Object
6154	0	1	Driving Under Influence	Misdemeanor	Hit Object
7192	0	1	Auto R/W Violation	No	Head-On
8009	0	1	Improper Turning	No	Hit Object
1963	1	1	Improper Turning	No	Overturned
4451	2	2	Unsafe Speed	No	Hit Object
2726	1	2	Unsafe Starting or Backing	No	Broadside
3901	1	2	Improper Turning	No	Other
10743	0	0	Driving Under Influence	No	Head-On
6831	0	1	Improper Turning	Misdemeanor	Hit Object
6669	0	1	Driving Under Influence	No	Hit Object
9049	0	0	Other Than Driver	No	Other
3360	1	1	Unsafe Speed	No	Overturned

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6428	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6594	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6608	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4932	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8110	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6979	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8092	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6381	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9101	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9668	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8128	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6891	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
10680	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6868	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1993	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
7476	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10180	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6763	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7107	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights
7999	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8176	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1571	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4446	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1214	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3883	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6584	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3319	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6154	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7192	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8009	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1963	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
4451	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2726	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dusk - Dawn
3901	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10743	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
6831	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6669	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9049	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3360	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6428	-	0					N	HNBD	Passenger Car
6594	-	0					N	HBD Under Influence	Passenger Car
6608	-	0					N	HBD Impairment Unknown	Passenger Car
4932	None	0					Y	Y	Passenger Car/Station Waç
8110	-	0					N	Impairment Not Known	Other
6979	-	0					N	HNBD	Passenger Car
8092	-	0					N	HNBD	Passenger Car
6381	-	0					N	HBD Under Influence	Pickup Truck
9101	-	0					N	HBD Impairment Unknown	Passenger Car
9668	-	0					N	HBD Under Influence	Passenger Car
8128	-	0					N	HNBD	Pickup Truck
6891	-	0					N	HNBD	Pickup Truck
10680	Functioning	0					Y		Passenger Car/Station Waç
6868	-	0					N	Impairment Not Known	Pickup Truck
1993	None	0					Y	Y	Passenger Car/Station Waç
7476	-	0					N	Impairment Not Known	Other
10180	None	0					Y		Passenger Car/Station Waç
6763	-	0					N	Impairment Not Known	Passenger Car
7107	-	0					N	HNBD	Passenger Car
7999	-	0					N	HNBD	Passenger Car
8176	-	0					N	HNBD	Passenger Car
1571	None	0					Y		Pickup or Panel Truck
4446	None	0					Y		Pickup or Panel Truck
1214	None	0					Y		Passenger Car/Station Waç
3883	None	0				Y	Y	Y	Passenger Car/Station Waç
6584	-	0					N	HNBD	Pickup Truck
3319	None	0					Y		Passenger Car/Station Waç
6154	-	0					N	HBD Under Influence	Passenger Car
7192	-	0					N	Under Drug Influence	Passenger Car
8009	-	0					N	Sleepy - Fatigued	Passenger Car
1963	None	0					Y	Y	Passenger Car/Station Waç
4451	None	0					Y		Passenger Car/Station Waç
2726	None	0					Y		Passenger Car/Station Waç
3901	None	0		Y			Y		Bicycle
10743	None	0					N		Pickup Truck
6831	-	0					N	Impairment Not Known	Pickup Truck
6669	-	0					N	HBD Under Influence	Passenger Car
9049	-	0					N	HNBD	Passenger Car
3360	None	0				Y	Y		Truck or Truck Tractor with

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6428	1	0	0	0	0	0	0	0	0	0
6594	1	0	0	0	0	0	0	0	0	0
6608	1	0	0	0	0	0	0	0	0	0
4932	1	0	1	0	0	0	0	0	0	0
8110	99	0	0	0	0	0	0	0	0	0
6979	1	0	0	0	0	0	0	0	0	0
8092	7	0	0	0	0	0	0	0	0	0
6381	22	0	0	0	0	0	0	0	0	0
9101	1	0	0	0	0	0	0	0	0	0
9668	1	0	0	0	0	0	0	0	0	0
8128	22	0	0	0	0	0	0	0	0	0
6891	22	0	0	0	0	0	0	0	0	0
10680	1	0	0	3	0	0	0	0	0	0
6868	22	0	0	0	0	0	0	0	0	0
1993	1	2	0	0	0	0	0	0	0	0
7476	99	0	0	0	0	0	0	0	0	0
10180	1	0	0	1	0	0	0	0	0	0
6763	1	0	0	0	0	0	0	0	0	0
7107	1	0	0	0	0	0	0	0	0	0
7999	1	0	0	0	0	0	0	0	0	0
8176	1	0	0	0	0	0	0	0	0	0
1571	22	0	1	0	0	0	0	0	0	0
4446	22	2	0	0	0	0	0	0	0	0
1214	7	0	0	2	0	0	0	0	0	0
3883	1	0	0	1	0	0	0	0	0	0
6584	22	0	0	0	0	0	0	0	0	0
3319	1	0	0	1	0	0	0	0	0	0
6154	7	0	0	0	0	0	0	0	0	0
7192	1	0	0	0	0	0	0	0	0	0
8009	1	0	0	0	0	0	0	0	0	0
1963	1	0	1	0	0	0	0	0	0	0
4451	8	1	1	0	0	0	0	0	0	0
2726	7	0	0	1	0	0	0	0	0	0
3901	4	1	0	0	0	0	1	0	0	0
10743	0	0	0	0	0	0	0	0	0	0
6831	22	0	0	0	0	0	0	0	0	0
6669	1	0	0	0	0	0	0	0	0	0
9049	1	0	0	0	0	0	0	0	0	0
3360	26	0	1	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6428	36.14712065	-119.0569873	TULARE	UNINCORPORATED	-119.0569873	36.14712065	Y
6594	36.14712691	-119.0575596	TULARE	UNINCORPORATED	-119.0575596	36.14712691	Y
6608	36.14723333	-119.0616847	TULARE	UNINCORPORATED	-119.0616847	36.14723333	Y
4932	36.14741135	-119.0566635	TULARE	UNINCORPORATED	-119.0567322	36.1473465	Y
8110	36.14776547	-119.0665142	TULARE	UNINCORPORATED	-119.0665142	36.14776547	Y
6979	36.1481036	-119.0620394	TULARE	UNINCORPORATED	-119.0620394	36.1481036	Y
8092	36.14895738	-119.0563155	TULARE	UNINCORPORATED	-119.0563155	36.14895738	Y
6381	36.14901232	-119.06651	TULARE	UNINCORPORATED	-119.06651	36.14901232	N
9101	36.14901232	-119.0645626	TULARE	UNINCORPORATED	-119.0645626	36.14901232	Y
9668	36.14903432	-119.0624279	TULARE	UNINCORPORATED	-119.0624279	36.14903432	Y
8128	36.14969555	-119.0600643	TULARE	UNINCORPORATED	-119.0600643	36.14969555	Y
6891	36.14976874	-119.0661642	TULARE	UNINCORPORATED	-119.0661642	36.14976874	N
10680	36.15034866	-119.0628967	TULARE	UNINCORPORATED	-119.0629044	36.15019226	N
6868	36.15076183	-119.0632143	TULARE	UNINCORPORATED	-119.0632143	36.15076183	N
1993	36.15082	-119.05399	TULARE	UNINCORPORATED	-119.0539342	36.15084488	N
7476	36.15119486	-119.1344271	TULARE	UNINCORPORATED	-119.1344271	36.15119486	N
10180	36.15121841	-119.0635376	TULARE	UNINCORPORATED	-119.0639114	36.15164185	Y
6763	36.15242152	-119.0647254	TULARE	UNINCORPORATED	-119.0647254	36.15242152	Y
7107	36.15259212	-119.065838	TULARE	UNINCORPORATED	-119.065838	36.15259212	Y
7999	36.15262402	-119.0649002	TULARE	UNINCORPORATED	-119.0649002	36.15262402	Y
8176	36.15263553	-119.0756668	TULARE	UNINCORPORATED	-119.0756668	36.15263553	Y
1571	36.15271	-119.12686	TULARE	UNINCORPORATED	-119.1274244	36.1527423	N
4446	36.15269089	-119.1152191	TULARE	UNINCORPORATED	-119.1155167	36.15274811	N
1214	36.20354	-119.12549	TULARE	UNINCORPORATED	-119.0629	36.15279	Y
3883	36.15288925	-119.0650101	TULARE	UNINCORPORATED	-119.0650101	36.15287399	Y
6584	36.1540831	-119.062747	TULARE	UNINCORPORATED	-119.062747	36.1540831	N
3319	36.15359879	-119.0653	TULARE	UNINCORPORATED	-119.0657883	36.15430832	N
6154	36.15698375	-119.0627777	TULARE	UNINCORPORATED	-119.0627777	36.15698375	N
7192	36.20508681	-119.4663713	TULARE	UNINCORPORATED	-119.4663713	36.20508681	Y
8009	36.20857988	-119.3954774	TULARE	UNINCORPORATED	-119.3954774	36.20857988	N
1963	36.23802	-119.39211	TULARE	UNINCORPORATED	-119.4408581	36.21032522	N
4451	36.21025085	-119.4438324	TULARE	UNINCORPORATED	-119.4427948	36.21034622	N
2726	35.88652	-119.05378	TULARE	UNINCORPORATED	-119.44815	36.21041	N
3901	35.86751938	-119.0538406	TULARE	UNINCORPORATED	-119.4481506	36.21041107	N
10743	36.21046678	-119.4375521	TULARE	UNINCORPORATED	-119.4375521	36.21046678	N
6831	36.21059445	-119.4487471	TULARE	UNINCORPORATED	-119.4487471	36.21059445	Y
6669	36.21063572	-119.4751111	TULARE	UNINCORPORATED	-119.4751111	36.21063572	Y
9049	36.21064531	-119.4518174	TULARE	UNINCORPORATED	-119.4518174	36.21064531	N
3360	36.21070862	-119.4028778	TULARE	UNINCORPORATED	-119.4021225	36.21064758	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6428	Crossroads	UNINCORPORATED	-119.0569873	36.14712065		0	0
6594	Crossroads	UNINCORPORATED	-119.0575596	36.14712691		0	0
6608	Crossroads	UNINCORPORATED	-119.0616847	36.14723333		0	0
4932	TIMS	UNINCORPORATED	-119.0567322	36.1473465		0	0
8110	Crossroads	UNINCORPORATED	-119.0665142	36.14776547		0	0
6979	Crossroads	UNINCORPORATED	-119.0620394	36.1481036		0	0
8092	Crossroads	UNINCORPORATED	-119.0563155	36.14895738		0	0
6381	Crossroads	UNINCORPORATED	-119.06651	36.14901232		0	0
9101	Crossroads	UNINCORPORATED	-119.0645626	36.14901232		0	0
9668	Crossroads	UNINCORPORATED	-119.0624279	36.14903432		0	0
8128	Crossroads	UNINCORPORATED	-119.0600643	36.14969555		0	0
6891	Crossroads	UNINCORPORATED	-119.0661642	36.14976874		0	0
10680	TIMS	UNINCORPORATED	-119.0628967	36.15034866		0	0
6868	Crossroads	UNINCORPORATED	-119.0632143	36.15076183		0	0
1993	TIMS	UNINCORPORATED	-119.0539342	36.15084488		0	1
7476	Crossroads	UNINCORPORATED	-119.1344271	36.15119486		0	0
10180	TIMS	UNINCORPORATED	-119.0635376	36.15121841		0	0
6763	Crossroads	UNINCORPORATED	-119.0647254	36.15242152		0	0
7107	Crossroads	UNINCORPORATED	-119.065838	36.15259212		0	0
7999	Crossroads	UNINCORPORATED	-119.0649002	36.15262402		0	0
8176	Crossroads	UNINCORPORATED	-119.0756668	36.15263553		0	0
1571	TIMS	UNINCORPORATED	-119.1274244	36.1527423		0	0
4446	TIMS	UNINCORPORATED	-119.1155167	36.15274811		0	1
1214	TIMS	UNINCORPORATED	-119.0629	36.15279		0	0
3883	TIMS	UNINCORPORATED	-119.0650101	36.15287399		0	0
6584	Crossroads	UNINCORPORATED	-119.062747	36.1540831		0	0
3319	TIMS	UNINCORPORATED	-119.0657883	36.15430832		0	0
6154	Crossroads	UNINCORPORATED	-119.0627777	36.15698375		0	0
7192	Crossroads	UNINCORPORATED	-119.4663713	36.20508681		0	0
8009	Crossroads	UNINCORPORATED	-119.3954774	36.20857988		0	0
1963	TIMS	UNINCORPORATED	-119.4408581	36.21032522		0	0
4451	TIMS	UNINCORPORATED	-119.4427948	36.21034622		0	1
2726	TIMS	UNINCORPORATED	-119.44815	36.21041		0	0
3901	TIMS	UNINCORPORATED	-119.4481506	36.21041107		0	1
10743	Crossroads	UNINCORPORATED	-119.4375521	36.21046678		0	0
6831	Crossroads	UNINCORPORATED	-119.4487471	36.21059445		0	0
6669	Crossroads	UNINCORPORATED	-119.4751111	36.21063572		0	0
9049	Crossroads	UNINCORPORATED	-119.4518174	36.21064531		0	0
3360	TIMS	UNINCORPORATED	-119.4021225	36.21064758		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6428	0	0	1	1	0	0	0	0
6594	0	0	1	1	0	0	1	0
6608	0	0	1	1	0	0	0	0
4932	1	0	0	11	0	0	0	1
8110	0	0	1	1	0	0	0	0
6979	0	0	1	1	0	1	0	1
8092	0	0	1	1	1	0	0	0
6381	0	0	1	1	0	0	1	0
9101	0	0	1	1	0	0	0	1
9668	0	0	1	1	0	1	1	0
8128	0	0	1	1	0	0	0	0
6891	0	0	1	1	0	0	0	1
10680	0	1	0	6	0	0	0	0
6868	0	0	1	1	0	0	0	1
1993	0	0	0	165	0	1	1	0
7476	0	0	1	1	0	1	0	1
10180	0	1	0	6	0	0	0	0
6763	0	0	1	1	0	0	0	0
7107	0	0	1	1	0	0	0	1
7999	0	0	1	1	0	0	0	0
8176	0	0	1	1	0	0	0	0
1571	1	0	0	11	0	1	0	1
4446	0	0	0	165	0	1	0	1
1214	0	1	0	6	0	1	0	1
3883	0	1	0	6	0	0	1	0
6584	0	0	1	1	0	1	0	1
3319	0	1	0	6	0	1	0	1
6154	0	0	1	1	0	1	1	0
7192	0	0	1	1	0	0	0	0
8009	0	0	1	1	0	1	0	1
1963	1	0	0	11	0	0	0	1
4451	0	0	0	165	0	1	0	0
2726	0	1	0	6	1	0	0	0
3901	0	0	0	165	0	0	0	1
10743	0	0	1	1	0	0	1	0
6831	0	0	1	1	0	1	0	1
6669	0	0	1	1	0	1	1	0
9049	0	0	1	1	0	0	0	0
3360	1	0	0	11	0	0	0	0

OBJECT_ID	NIGHTTIME
6428	0
6594	1
6608	0
4932	1
8110	0
6979	1
8092	0
6381	0
9101	1
9668	1
8128	0
6891	0
10680	1
6868	0
1993	1
7476	0
10180	1
6763	1
7107	1
7999	0
8176	0
1571	0
4446	1
1214	1
3883	1
6584	0
3319	0
6154	1
7192	0
8009	0
1963	0
4451	1
2726	0
3901	0
10743	0
6831	1
6669	0
9049	0
3360	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
1039	90120528	2016	2016-02-13	835	Saturday	Male	44	40
4277	90978819	2019	2019-04-18	845	Thursday	Male	25	20
6865	1.35E+13	2016	2016-11-03	14:25	Thursday	Female	29	20
3498	90793217	2018	2018-08-14	1459	Tuesday	Male	30	30
3066	90683076	2018	2018-03-08	827	Thursday	Male	54	50
9149	1.44E+13	2019	2019-04-22	15:00	Monday	Not Stated	0	0
1167	90161717	2016	2016-04-19	1600	Tuesday	Male	59	50
7068	1.35E+13	2017	2017-01-09	2:06	Monday	Not Stated	0	0
9800	1.46E+13	2019	2019-12-24	20:40	Tuesday	Not Stated	0	0
10343	91293942	2020	2020-07-29	2135	Wednesday	Male	50	50
10487	91323597	2020	2020-10-13	35	Tuesday	Female	29	20
2077	90414601	2017	2017-03-16	2100	Thursday	Female	52	50
4158	90955841	2019	2019-03-23	2230	Saturday	Male	41	40
4896	91129859	2019	2019-11-12	1709	Tuesday	Female	26	20
8588	1.41E+13	2018	2018-07-14	17:38	Saturday	Male	34	30
8769	1.42E+13	2018	2018-09-30	23:47	Sunday	Not Stated	0	0
8897	1.42E+13	2018	2018-12-09	9:40	Sunday	Male	28	20
9405	1.44E+13	2019	2019-07-18	21:42	Thursday	Not Stated	0	0
8900	1.42E+13	2018	2018-12-10	10:50	Monday	Not Stated	0	0
9447	1.45E+13	2019	2019-08-05	14:15	Monday	Not Stated	0	0
10762	1.46371E+13	2020	2020-01-28	09:30	Tuesday	Male	39	30
10325	91289015	2020	2020-08-15	300	Saturday	Male	50	50
8988	1.43E+13	2019	2019-01-30	8:35	Wednesday	Male	29	20
7669	1.37E+13	2017	2017-07-31	7:30	Monday	Not Stated	0	0
8051	1.39E+13	2017	2017-12-23	5:40	Saturday	Male	46	40
9481	1.45E+13	2019	2019-08-21	6:50	Wednesday	Not Stated	0	0
8826	1.42E+13	2018	2018-10-22	8:05	Monday	Male	28	20
8869	1.42E+13	2018	2018-11-23	2:55	Friday	Not Stated	0	0
7612	1.37E+13	2017	2017-07-10	11:30	Monday	Not Stated	0	0
7257	1.36E+13	2017	2017-03-15	2:00	Wednesday	Not Stated	0	0
1894	90361336	2016	2016-12-31	1336	Saturday	Male	18	10
9333	1.44E+13	2019	2019-06-13	17:34	Thursday	Male	34	30
10570	91342184	2020	2020-11-07	615	Saturday	Male	27	20
3766	90859202	2018	2018-11-04	835	Sunday	Female	30	30
9438	1.45E+13	2019	2019-08-01	15:55	Thursday	Female	27	20
9780	1.46E+13	2019	2019-12-18	16:50	Wednesday	Not Stated	0	0
8308	1.4E+13	2018	2018-03-29	14:18	Thursday	Not Stated	0	0
6483	1.33E+13	2016	2016-05-21	13:30	Saturday	Male	20	20
8419	1.4E+13	2018	2018-05-06	18:45	Sunday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
1039	Entering Traffic	8	AVENUE 232	ROAD 76	340	W
4277	Passing Other Vehicle	8	AVENUE 232	ROAD 44	1540	E
6865	Proceeding Straight	14	ROAD 68	AVENUE 232	61	S
3498	Proceeding Straight	14	AVENUE 232	ROAD 76	1991	E
3066	Ran Off Road	8	AVENUE 232	ENTERPRISE ST.	98	W
9149	Other Unsafe Turning	15	AVENUE 232	ROAD 76	946	W
1167	Ran Off Road	16	TULARE AVENUE	ENTERPRISE STREET	115	W
7068	Ran Off Road	2	AVENUE 232	ROAD 76	2112	W
9800	Proceeding Straight	20	AVENUE 232	ENTERPRISE ST	1584	W
10343	Proceeding Straight	21	AVENUE 232	ROAD 44	2746	W
10487	Other Unsafe Turning	0	AVENUE 232	ROAD 68	1584	E
2077	Ran Off Road	21	AVE 232	ROAD 68	1056	E
4158	Proceeding Straight	22	RD. 36	AVENUE 232	6	S
4896	Ran Off Road	17	AVENUE 232	ROAD 36	6	E
8588	Proceeding Straight	17	AVENUE 232	ROAD 68	20	E
8769	Other Unsafe Turning	23	AVENUE 232	ROAD 68	18	E
8897	Proceeding Straight	9	AVENUE 232	ROAD 68	12	E
9405	Proceeding Straight	21	AVENUE 232	ROAD 44	2800	E
8900	Ran Off Road	10	AVENUE 232	ROAD 48	48	E
9447	Proceeding Straight	14	AVENUE 232	ROAD 48	528	W
10762	Other Unsafe Turning	9	AVENUE 232	ROAD 44	1120	E
10325	Other Unsafe Turning	3	AVENUE 232	ROAD 28	520	E
8988	Proceeding Straight	8	ROAD 36	AVENUE 232	34	S
7669	Ran Off Road	7	AVENUE 232	ROAD 36	950	E
8051	Proceeding Straight	5	ROAD 36	AVENUE 232	10	N
9481	Other Unsafe Turning	6	AVENUE 232	ROAD 36	2640	W
8826	Traveling Wrong Way	8	ROAD 76	AVENUE 232	2112	N
8869	Proceeding Straight	2	ROAD 36	AVENUE 232	2217	N
7612	Other Unsafe Turning	11	MORRISON ST	PROSPERITY AVE	1056	S
7257	Ran Off Road	2	AVENUE 240	ROAD 152	4298	E
1894	Ran Off Road	13	AVENUE 240	ROAD 152	3202	E
9333	Entering Traffic	17	AVENUE 240	ROAD 148	1056	W
10570	Ran Off Road	6	AVENUE 240	ROAD 140	2300	E
3766	Proceeding Straight	8	ROAD 140 N/B	AVENUE 240	32	S
9438	Making U Turn	15	AVENUE 240	ROAD 140	500	E
9780	Not Stated	16	ROAD 140	AVENUE 240	6	N
8308	Ran Off Road	14	AVENUE 240	ROAD 140	1056	W
6483	Backing	13	MORRISON ST	PROSPERITY AVE	24	S
8419	Ran Off Road	18	AVENUE 240	ROAD 140	4301	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
1039	N	Fog	N		Y	Complaint of Pain	0
4277	N	Clear	N		Y	Complaint of Pain	0
6865	N	Cloudy	N			Property Damage Only	0
3498	N	Clear	N		Y	Complaint of Pain	0
3066	N	Clear	N		Y	Other Visible Injury	0
9149	N	Clear	N			Property Damage Only	0
1167	N	Clear	N		Y	Other Visible Injury	0
7068	N	Cloudy	N			Property Damage Only	0
9800	N	Clear	N			Property Damage Only	0
10343	N	Clear	N		Y	Fatal	1
10487	N	Clear	N		Y	Complaint of Pain	0
2077	N	Clear	N		Y	Complaint of Pain	0
4158	N	Clear	N		N	Complaint of Pain	0
4896	N	Clear	N		Y	Complaint of Pain	0
8588	N	Clear	N			Property Damage Only	0
8769	N	Clear	N			Property Damage Only	0
8897	N	Clear	N			Property Damage Only	0
9405	N	Clear	N			Property Damage Only	0
8900	N	Cloudy	N			Property Damage Only	0
9447	N	Clear	N			Property Damage Only	0
10762	N	Cloudy	N		N	Property Damage Only	0
10325	N	Clear	N		Y	Other Visible Injury	0
8988	N	Fog	N			Property Damage Only	0
7669	N	Clear	N			Property Damage Only	0
8051	N	Clear	N			Property Damage Only	0
9481	N	Clear	N			Property Damage Only	0
8826	N	Clear	N			Property Damage Only	0
8869	N	Clear	N			Property Damage Only	0
7612	N	Clear	N			Property Damage Only	0
7257	N	Clear	N			Property Damage Only	0
1894	N	Cloudy	N		Y	Other Visible Injury	0
9333	N	Clear	N			Property Damage Only	0
10570	N	Cloudy	N		Y	Other Visible Injury	0
3766	N	Clear	N		Y	Other Visible Injury	0
9438	N	Clear	N			Property Damage Only	0
9780	N	Clear	N			Property Damage Only	0
8308	N	Clear	N			Property Damage Only	0
6483	N	Clear	N			Property Damage Only	0
8419	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
1039	3	2	Auto R/W Violation	No	Broadside
4277	1	2	Improper Turning	No	Sideswipe
6865	0	1	Auto R/W Violation	No	Hit Object
3498	3	2	Unsafe Speed	No	Rear-End
3066	1	1	Improper Turning	No	Overtured
9149	0	1	Improper Turning	No	Hit Object
1167	2	1	Improper Turning	No	Overtured
7068	0	1	Improper Turning	No	Other
9800	0	0	Other Than Driver	No	Other
10343	0	2	Lights	No	Rear-End
10487	1	1	Driving Under Influence	No	Hit Object
2077	2	1	Improper Turning	No	Hit Object
4158	1	2	Driving Under Influence	Felony	Rear-End
4896	1	1	Improper Turning	No	Hit Object
8588	0	1	Unsafe Speed	No	Rear-End
8769	0	1	Improper Turning	Misdemeanor	Hit Object
8897	0	1	Unsafe Speed	No	Hit Object
9405	0	0	Other Than Driver	No	Other
8900	0	1	Improper Turning	No	Hit Object
9447	0	0	Other Than Driver	No	Other
10762	0	0	Improper Turning	No	Hit Object
10325	1	1	Improper Turning	No	Hit Object
8988	0	1	Unsafe Speed	No	Broadside
7669	0	1	Improper Turning	No	Hit Object
8051	0	1	Unsafe Speed	No	Rear-End
9481	0	1	Improper Turning	No	Hit Object
8826	0	1	Wrong Side of Road	No	Sideswipe
8869	0	0	Other Than Driver	No	Other
7612	0	1	Improper Turning	No	Hit Object
7257	0	1	Improper Turning	Misdemeanor	Hit Object
1894	1	1	Improper Turning	No	Hit Object
9333	0	1	Auto R/W Violation	No	Broadside
10570	1	1	Unsafe Speed	No	Hit Object
3766	2	3	Unsafe Speed	No	Rear-End
9438	0	1	Auto R/W Violation	No	Broadside
9780	0	1	Improper Turning	No	Other
8308	0	1	Improper Turning	No	Hit Object
6483	0	1	Unsafe Starting or Backing	No	Other
8419	0	1	Improper Turning	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
1039	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4277	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6865	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3498	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3066	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9149	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1167	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7068	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
9800	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10343	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10487	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2077	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4158	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4896	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8588	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8769	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8897	Other Object	No Pedestrian Involved	Dry	Other	Dark - No Street Lights
9405	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8900	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9447	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10762	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10325	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8988	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7669	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8051	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9481	Fixed Object	No Pedestrian Involved	Dry	Construction Or Repair	Daylight
8826	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8869	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7612	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7257	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1894	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
9333	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10570	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dusk - Dawn
3766	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9438	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9780	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8308	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6483	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8419	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
1039	None	0					Y		Passenger Car/Station Waç
4277	None	0					Y		Pickup or Panel Truck
6865	-	0				Y	N	HNBD	Truck
3498	None	0					Y		Passenger Car/Station Waç
3066	None	0					Y		Pickup or Panel Truck
9149	-	0					N	Sleepy - Fatigued	Pickup Truck
1167	None	0					Y		Passenger Car/Station Waç
7068	-	0				Y	N	HNBD	Truck
9800	-	0					N	HNBD	Passenger Car
10343	None	0		Y			Y		Other Vehicle
10487	None	0					Y	Y	Passenger Car/Station Waç
2077	None	0					Y		Passenger Car/Station Waç
4158	Functioning	0					Y	Y	Passenger Car/Station Waç
4896	None	0					Y		Passenger Car/Station Waç
8588	-	0					N	HNBD	Pickup Truck
8769	-	0					N	Impairment Not Known	Passenger Car
8897	-	0					N	HNBD	Passenger Car
9405	-	0				Y	N	HNBD	Truck
8900	-	0					N	HNBD	Passenger Car
9447	-	0					N	HNBD	Other
10762	None	0					N		Passenger Car
10325	None	0					Y		Passenger Car/Station Waç
8988	-	0					N	HNBD	Passenger Car
7669	-	0					N	HNBD	Pickup Truck
8051	-	0					N	HNBD	Passenger Car
9481	-	0					N	HNBD	Passenger Car
8826	-	0					N	HNBD	Pickup Truck
8869	-	0					N	HNBD	Passenger Car
7612	-	0					N	HNBD	Passenger Car
7257	-	0					N	Impairment Not Known	Passenger Car
1894	None	0					Y		Passenger Car/Station Waç
9333	-	0					N	HNBD	Passenger Car
10570	None	0					Y		Passenger Car/Station Waç
3766	Functioning	0					Y		Passenger Car/Station Waç
9438	-	0					N	HNBD	Pickup Truck
9780	-	0					N		Passenger Car
8308	-	0					N	HNBD	Passenger Car
6483	-	0					N	HNBD	Passenger Car
8419	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
1039	7	0	0	3	0	0	0	0	0	0
4277	22	0	0	1	0	0	0	0	0	0
6865	25	0	0	0	0	0	0	0	0	0
3498	1	0	0	3	0	0	0	0	0	0
3066	22	0	1	0	0	0	0	0	0	0
9149	22	0	0	0	0	0	0	0	0	0
1167	7	0	2	0	0	0	0	0	0	0
7068	25	0	0	0	0	0	0	0	0	0
9800	1	0	0	0	0	0	0	0	0	0
10343	46	0	0	0	0	0	0	0	1	0
10487	1	0	0	1	0	0	0	0	0	0
2077	7	0	0	2	0	0	0	0	0	0
4158	1	0	0	1	0	0	0	0	0	0
4896	1	0	0	1	0	0	0	0	0	0
8588	22	0	0	0	0	0	0	0	0	0
8769	7	0	0	0	0	0	0	0	0	0
8897	1	0	0	0	0	0	0	0	0	0
9405	25	0	0	0	0	0	0	0	0	0
8900	1	0	0	0	0	0	0	0	0	0
9447	46	0	0	0	0	0	0	0	0	0
10762	0	0	0	0	0	0	0	0	0	0
10325	1	0	1	0	0	0	0	0	0	0
8988	7	0	0	0	0	0	0	0	0	0
7669	22	0	0	0	0	0	0	0	0	0
8051	1	0	0	0	0	0	0	0	0	0
9481	1	0	0	0	0	0	0	0	0	0
8826	22	0	0	0	0	0	0	0	0	0
8869	1	0	0	0	0	0	0	0	0	0
7612	1	0	0	0	0	0	0	0	0	0
7257	1	0	0	0	0	0	0	0	0	0
1894	7	0	1	0	0	0	0	0	0	0
9333	1	0	0	0	0	0	0	0	0	0
10570	1	0	1	0	0	0	0	0	0	0
3766	1	0	2	0	0	0	0	0	0	0
9438	22	0	0	0	0	0	0	0	0	0
9780	1	0	0	0	0	0	0	0	0	0
8308	1	0	0	0	0	0	0	0	0	0
6483	7	0	0	0	0	0	0	0	0	0
8419	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
1039	36.2106	-119.40361	TULARE	UNINCORPORATED	-119.4036126	36.21065975	N
4277	36.21062088	-119.4698181	TULARE	UNINCORPORATED	-119.4698868	36.21066666	N
6865	36.21066844	-119.421085	TULARE	UNINCORPORATED	-119.421085	36.21066844	Y
3498	36.21062851	-119.3951416	TULARE	UNINCORPORATED	-119.3951492	36.2107048	N
3066	36.21067047	-119.3847733	TULARE	UNINCORPORATED	-119.3847733	36.21072769	Y
9149	36.21072772	-119.4053572	TULARE	UNINCORPORATED	-119.4053572	36.21072772	N
1167	36.21063	-119.38505	TULARE	UNINCORPORATED	-119.3847595	36.21073941	Y
7068	36.21076017	-119.4093093	TULARE	UNINCORPORATED	-119.4093093	36.21076017	N
9800	36.21076176	-119.389928	TULARE	UNINCORPORATED	-119.389928	36.21076176	N
10343	36.21072006	-119.484581	TULARE	UNINCORPORATED	-119.4843979	36.21077347	Y
10487	36.21065903	-119.415802	TULARE	UNINCORPORATED	-119.4157486	36.21078873	Y
2077	36.21062	-119.41789	TULARE	UNINCORPORATED	-119.4175339	36.21080727	N
4158	36.21083069	-119.4929504	TULARE	UNINCORPORATED	-119.4929504	36.21081543	Y
4896	36.21097183	-119.4929199	TULARE	UNINCORPORATED	-119.4929276	36.21083069	Y
8588	36.21083575	-119.4210172	TULARE	UNINCORPORATED	-119.4210172	36.21083575	Y
8769	36.21083578	-119.421024	TULARE	UNINCORPORATED	-119.421024	36.21083578	Y
8897	36.21083585	-119.4210443	TULARE	UNINCORPORATED	-119.4210443	36.21083585	Y
9405	36.21086795	-119.4656053	TULARE	UNINCORPORATED	-119.4656053	36.21086795	N
8900	36.21087274	-119.4660613	TULARE	UNINCORPORATED	-119.4660613	36.21087274	Y
9447	36.21090216	-119.4680133	TULARE	UNINCORPORATED	-119.4680133	36.21090216	N
10762	36.21095303	-119.4712989	TULARE	UNINCORPORATED	-119.4712989	36.21095303	N
10325	36.21092987	-119.5089798	TULARE	UNINCORPORATED	-119.5090408	36.2109642	Y
8988	36.21116151	-119.4930543	TULARE	UNINCORPORATED	-119.4930543	36.21116151	Y
7669	36.2111996	-119.4898333	TULARE	UNINCORPORATED	-119.4898333	36.2111996	N
8051	36.21128099	-119.4930524	TULARE	UNINCORPORATED	-119.4930524	36.21128099	Y
9481	36.21145656	-119.5019979	TULARE	UNINCORPORATED	-119.5019979	36.21145656	N
8826	36.21650171	-119.4022875	TULARE	UNINCORPORATED	-119.4022875	36.21650171	N
8869	36.217343	-119.49298	TULARE	UNINCORPORATED	-119.49298	36.217343	N
7612	36.22301227	-119.3031435	TULARE	UNINCORPORATED	-119.3031435	36.22301227	N
7257	36.22527093	-119.2189914	TULARE	UNINCORPORATED	-119.2189914	36.22527093	N
1894	36.2253	-119.22285	TULARE	UNINCORPORATED	-119.2226965	36.22534574	N
9333	36.22559922	-119.2460058	TULARE	UNINCORPORATED	-119.2460058	36.22559922	N
10570	36.22576141	-119.2521286	TULARE	UNINCORPORATED	-119.252594	36.22569656	Y
3766	36.22571945	-119.2603836	TULARE	UNINCORPORATED	-119.260376	36.22570038	Y
9438	36.22570428	-119.258699	TULARE	UNINCORPORATED	-119.258699	36.22570428	N
9780	36.22573405	-119.2603941	TULARE	UNINCORPORATED	-119.2603941	36.22573405	Y
8308	36.22575584	-119.2639738	TULARE	UNINCORPORATED	-119.2639738	36.22575584	N
6483	36.22584701	-119.3031526	TULARE	UNINCORPORATED	-119.3031526	36.22584701	Y
8419	36.22587344	-119.2749741	TULARE	UNINCORPORATED	-119.2749741	36.22587344	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
1039	TIMS	UNINCORPORATED	-119.4036126	36.21065975		0	0
4277	TIMS	UNINCORPORATED	-119.4698868	36.21066666		0	0
6865	Crossroads	UNINCORPORATED	-119.421085	36.21066844		0	0
3498	TIMS	UNINCORPORATED	-119.3951492	36.2107048		0	0
3066	TIMS	UNINCORPORATED	-119.3847733	36.21072769		0	0
9149	Crossroads	UNINCORPORATED	-119.4053572	36.21072772		0	0
1167	TIMS	UNINCORPORATED	-119.3847595	36.21073941		0	0
7068	Crossroads	UNINCORPORATED	-119.4093093	36.21076017		0	0
9800	Crossroads	UNINCORPORATED	-119.389928	36.21076176		0	0
10343	TIMS	UNINCORPORATED	-119.484581	36.21072006		1	0
10487	TIMS	UNINCORPORATED	-119.415802	36.21065903		0	0
2077	TIMS	UNINCORPORATED	-119.4175339	36.21080727		0	0
4158	TIMS	UNINCORPORATED	-119.4929504	36.21081543		0	0
4896	TIMS	UNINCORPORATED	-119.4929276	36.21083069		0	0
8588	Crossroads	UNINCORPORATED	-119.4210172	36.21083575		0	0
8769	Crossroads	UNINCORPORATED	-119.421024	36.21083578		0	0
8897	Crossroads	UNINCORPORATED	-119.4210443	36.21083585		0	0
9405	Crossroads	UNINCORPORATED	-119.4656053	36.21086795		0	0
8900	Crossroads	UNINCORPORATED	-119.4660613	36.21087274		0	0
9447	Crossroads	UNINCORPORATED	-119.4680133	36.21090216		0	0
10762	Crossroads	UNINCORPORATED	-119.4712989	36.21095303		0	0
10325	TIMS	UNINCORPORATED	-119.5089798	36.21092987		0	0
8988	Crossroads	UNINCORPORATED	-119.4930543	36.21116151		0	0
7669	Crossroads	UNINCORPORATED	-119.4898333	36.2111996		0	0
8051	Crossroads	UNINCORPORATED	-119.4930524	36.21128099		0	0
9481	Crossroads	UNINCORPORATED	-119.5019979	36.21145656		0	0
8826	Crossroads	UNINCORPORATED	-119.4022875	36.21650171		0	0
8869	Crossroads	UNINCORPORATED	-119.49298	36.217343		0	0
7612	Crossroads	UNINCORPORATED	-119.3031435	36.22301227		0	0
7257	Crossroads	UNINCORPORATED	-119.2189914	36.22527093		0	0
1894	TIMS	UNINCORPORATED	-119.2226965	36.22534574		0	0
9333	Crossroads	UNINCORPORATED	-119.2460058	36.22559922		0	0
10570	TIMS	UNINCORPORATED	-119.2521286	36.22576141		0	0
3766	TIMS	UNINCORPORATED	-119.260376	36.22570038		0	0
9438	Crossroads	UNINCORPORATED	-119.258699	36.22570428		0	0
9780	Crossroads	UNINCORPORATED	-119.2603941	36.22573405		0	0
8308	Crossroads	UNINCORPORATED	-119.2639738	36.22575584		0	0
6483	Crossroads	UNINCORPORATED	-119.3031526	36.22584701		0	0
8419	Crossroads	UNINCORPORATED	-119.2749741	36.22587344		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
1039	0	1	0	6	1	0	0	0
4277	0	1	0	6	0	0	0	1
6865	0	0	1	1	0	1	0	0
3498	0	1	0	6	0	0	0	0
3066	1	0	0	11	0	0	0	1
9149	0	0	1	1	0	1	0	1
1167	1	0	0	11	0	0	0	1
7068	0	0	1	1	0	0	0	1
9800	0	0	1	1	0	0	0	0
10343	0	0	0	165	0	0	0	0
10487	0	1	0	6	0	1	1	0
2077	0	1	0	6	0	1	0	1
4158	0	1	0	6	0	0	1	0
4896	0	1	0	6	0	1	0	1
8588	0	0	1	1	0	0	0	0
8769	0	0	1	1	0	1	0	1
8897	0	0	1	1	0	1	0	0
9405	0	0	1	1	0	0	0	0
8900	0	0	1	1	0	1	0	1
9447	0	0	1	1	0	0	0	0
10762	0	0	1	1	0	1	0	1
10325	1	0	0	11	0	1	0	1
8988	0	0	1	1	1	0	0	0
7669	0	0	1	1	0	1	0	1
8051	0	0	1	1	0	0	0	0
9481	0	0	1	1	0	1	0	1
8826	0	0	1	1	0	0	0	0
8869	0	0	1	1	0	0	0	0
7612	0	0	1	1	0	1	0	1
7257	0	0	1	1	0	1	0	1
1894	1	0	0	11	0	1	0	1
9333	0	0	1	1	1	0	0	0
10570	1	0	0	11	0	1	0	0
3766	1	0	0	11	0	0	0	0
9438	0	0	1	1	1	0	0	0
9780	0	0	1	1	0	0	0	1
8308	0	0	1	1	0	1	0	1
6483	0	0	1	1	0	0	0	0
8419	0	0	1	1	0	1	0	1

OBJECT_ID	NIGHTTIME
1039	0
4277	0
6865	0
3498	0
3066	0
9149	0
1167	0
7068	1
9800	1
10343	1
10487	1
2077	1
4158	1
4896	1
8588	0
8769	1
8897	1
9405	1
8900	0
9447	0
10762	0
10325	1
8988	0
7669	0
8051	1
9481	0
8826	0
8869	1
7612	0
7257	1
1894	0
9333	0
10570	0
3766	0
9438	0
9780	1
8308	0
6483	0
8419	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
4593	91054799	2019	2019-08-12	1322	Monday	Female	24	20
2835	90610078	2017	2017-11-25	618	Saturday	Male	18	10
8756	1.41E+13	2018	2018-09-25	14:35	Tuesday	Not Stated	0	0
8813	1.42E+13	2018	2018-10-18	6:50	Thursday	Male	40	40
7294	1.36E+13	2017	2017-03-28	0:53	Tuesday	Not Stated	0	0
1347	90211167	2016	2016-06-20	1908	Monday	Female	26	20
9976	91209703	2020	2020-03-10	1838	Tuesday	Female	34	30
8660	1.41E+13	2018	2018-08-22	16:45	Wednesday	Female	61	60
4407	91007783	2019	2019-05-28	645	Tuesday	Female	24	20
6202	1.32E+13	2016	2016-02-08	16:38	Monday	Male	77	70
3028	90675157	2018	2018-02-27	740	Tuesday	Female	28	20
6749	1.34E+13	2016	2016-09-11	13:45	Sunday	Female	28	20
8129	1.39E+13	2018	2018-01-25	2:20	Thursday	Not Stated	0	0
3690	90837842	2018	2018-10-13	1545	Saturday	Male	38	30
3751	90853242	2018	2018-10-30	1530	Tuesday	Male	20	20
7459	1.37E+13	2017	2017-05-16	8:10	Tuesday	Female	47	40
3188	90712088	2018	2018-04-19	1900	Thursday	Male	59	50
7113	1.35E+13	2017	2017-01-23	12:45	Monday	Not Stated	0	0
9172	1.44E+13	2019	2019-04-27	15:50	Saturday	Not Stated	0	0
8166	1.39E+13	2018	2018-02-07	8:00	Wednesday	Female	37	30
4267	90975011	2019	2019-04-18	2240	Thursday	Female	20	20
9008	1.43E+13	2019	2019-02-09	21:40	Saturday	Female	20	20
10292	91281205	2020	2020-05-11	120	Monday	Female	21	20
10612	91353050	2020	2020-11-17	2233	Tuesday	Male	25	20
8348	1.4E+13	2018	2018-04-14	15:40	Saturday	Male	25	20
8829	1.42E+13	2018	2018-10-23	15:30	Tuesday	Female	28	20
9963	91206818	2020	2020-03-02	2059	Monday	Male	82	80
1868	90352207	2016	2016-12-09	215	Friday	Male	23	20
10330	91290094	2020	2020-08-03	1900	Monday	Female	47	40
1093	90137262	2016	2016-03-14	1228	Monday	Male	95	90
3278	90739026	2018	2018-05-20	2130	Sunday	Female	25	20
4130	90948277	2019	2019-03-09	1842	Saturday	Male	51	50
8573	1.41E+13	2018	2018-07-05	14:32	Thursday	Male	53	50
4121	90947030	2019	2019-03-09	1905	Saturday	Female	20	20
8749	1.41E+13	2018	2018-09-21	14:35	Friday	Male	26	20
9021	1.43E+13	2019	2019-02-16	4:50	Saturday	Not Stated	0	0
1238	90180442	2016	2016-04-28	845	Thursday	Male	49	40
9665	1.45E+13	2019	2019-10-31	6:40	Thursday	Male	21	20
8067	1.39E+13	2017	2017-12-30	1:20	Saturday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
4593	Other Unsafe Turning	13	AVENUE 240 (PROSPERITY A	ROAD 140	4224	W
2835	Ran Off Road	6	AVENUE 240 W/B	ROAD 140	4984	W
8756	Ran Off Road	14	AVENUE 240	ROAD 126	3168	E
8813	Making Left Turn	6	AVENUE 240	ROAD 126	1584	E
7294	Ran Off Road	0	ROAD 140	AVENUE 240	104	N
1347	Other Unsafe Turning	19	AVE. 240	RD. 126	21	W
9976	Crossed Into Opposing Lane - Unpl	18	AVENUE 240 (PROSPERITY A	ROAD 126	547	W
8660	Proceeding Straight	16	AVENUE 240	ROAD 126	25	W
4407	Parked	6	AVENUE 240	LEWIS LN	215	E
6202	Making Left Turn	16	AVENUE 240	OAKMORE ST	300	E
3028	Proceeding Straight	7	AVENUE 240	N OAKMORE STREET	174	W
6749	Passing Other Vehicle	13	AVENUE 240	OAKMORE ST	528	W
8129	Ran Off Road	2	ROAD 140	AVENUE 240	290	N
3690	Making Left Turn	15	ROAD 140	AVENUE 240	1056	N
3751	Proceeding Straight	15	ROAD 140	AVENUE 240	1056	N
7459	Proceeding Straight	8	ROAD 140	AVENUE 240	1212	N
3188	Proceeding Straight	19	ROAD 126	AVENUE 240	2112	N
7113	Ran Off Road	12	ROAD 188	AVENUE 256	1056	S
9172	Proceeding Straight	15	ROAD 108	OAKDALE AVE	1320	S
8166	Proceeding Straight	8	ROAD 108	OAKDALE AVE	1181	S
4267	Other Unsafe Turning	22	ROAD 152	AVENUE 256	1056	S
9008	Changing Lanes	21	ROAD 108	OAKDALE AVE	1056	S
10292	Ran Off Road	1	AVENUE 256	STATE ROUTE 65	379	W
10612	Other Unsafe Turning	22	AVENUE 256	SR-65	1056	W
8348	Making U Turn	15	AVENUE 256	ROAD 196	528	E
8829	Proceeding Straight	15	AVENUE 256	ROAD 196	8	E
9963	Other Unsafe Turning	20	AVENUE 256	ROAD 188	50	E
1868	Other Unsafe Turning	2	AVE 256	ROAD 188	82	E
10330	Proceeding Straight	19	AVENUE 256	ROAD 188	450	W
1093	Proceeding Straight	12	AVENUE 256 EB	ROAD 188	85	E
3278	Proceeding Straight	21	ROAD 108	OAKDALE AVENUE	350	S
4130	Other Unsafe Turning	18	AVENUE 256	ROAD 180	2112	E
8573	Proceeding Straight	14	ROAD 188	AVENUE 256	30	S
4121	Proceeding Straight	19	AVENUE 256	ROAD 184	750	W
8749	Proceeding Straight	14	AVENUE 256	ROAD 180	3970	W
9021	Other Unsafe Turning	4	AVENUE 256	ROAD 180	4224	W
1238	Proceeding Straight	8	AVENUE 256	ROAD 180	1056	E
9665	Entering Traffic	6	AVENUE 256	ROAD 164	5808	E
8067	Ran Off Road	1	AVENUE 256	ROAD 164	5280	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
4593	N	Clear	N		Y	Other Visible Injury	0
2835	N	Clear	N		Y	Other Visible Injury	0
8756	N	Clear	N			Property Damage Only	0
8813	N	Clear	N			Property Damage Only	0
7294	N	Clear	N			Property Damage Only	0
1347	N	Clear	N		Y	Complaint of Pain	0
9976	N	Raining	N		Y	Severe Injury	0
8660	N	Clear	N			Property Damage Only	0
4407	N	Clear	N		Y	Complaint of Pain	0
6202	N	Clear	N			Property Damage Only	0
3028	N	Raining	N		Y	Other Visible Injury	0
6749	N	Clear	N			Property Damage Only	0
8129	N	Clear	N			Property Damage Only	0
3690	N	Clear	N		Y	Complaint of Pain	0
3751	N	Clear	N		Y	Severe Injury	0
7459	N	Clear	N			Property Damage Only	0
3188	N	Clear	N		Y	Complaint of Pain	0
7113	N	Other	N			Property Damage Only	0
9172	N	Clear	N			Property Damage Only	0
8166	N	Clear	N			Property Damage Only	0
4267	N	Clear	N		Y	Complaint of Pain	0
9008	N	Clear	N			Property Damage Only	0
10292	N	Clear	N		Y	Fatal	3
10612	N	Clear	N		Y	Complaint of Pain	0
8348	N	Clear	N			Property Damage Only	0
8829	N	Clear	N			Property Damage Only	0
9963	N	Clear	N		Y	Complaint of Pain	0
1868	N	Clear	N		Y	Severe Injury	0
10330	N	Clear	N		N	Other Visible Injury	0
1093	N	Cloudy	N		Y	Other Visible Injury	0
3278	N	Clear	N		Y	Other Visible Injury	0
4130	N	Cloudy	N		Y	Complaint of Pain	0
8573	N	Cloudy	N			Property Damage Only	0
4121	N	Cloudy	N		Y	Complaint of Pain	0
8749	N	Clear	N			Property Damage Only	0
9021	N	Clear	N			Property Damage Only	0
1238	N	Cloudy	N		Y	Other Visible Injury	0
9665	N	Clear	N			Property Damage Only	0
8067	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
4593	1	1	Improper Turning	No	Hit Object
2835	1	1	Improper Turning	No	Hit Object
8756	0	1	Driving Under Influence	No	Hit Object
8813	0	1	Improper Turning	No	Sideswipe
7294	0	1	Driving Under Influence	No	Hit Object
1347	1	2	Improper Turning	No	Head-On
9976	4	2	Wrong Side of Road	No	Head-On
8660	0	1	Unsafe Speed	No	Rear-End
4407	2	2	Hazardous Parking	No	Vehicle/Pedestrian
6202	0	1	Auto R/W Violation	No	Hit Object
3028	2	2	Unsafe Speed	No	Head-On
6749	0	1	Wrong Side of Road	No	Sideswipe
8129	0	1	Driving Under Influence	No	Hit Object
3690	1	3	Auto R/W Violation	No	Head-On
3751	4	5	Unsafe Speed	No	Rear-End
7459	0	1	Improper Turning	Misdemeanor	Broadside
3188	1	1	Unsafe Speed	No	Hit Object
7113	0	1	Unsafe Speed	No	Hit Object
9172	0	1	Unsafe Speed	Misdemeanor	Rear-End
8166	0	1	Following Too Closely	No	Rear-End
4267	1	1	Improper Turning	No	Hit Object
9008	0	1	Unsafe Lane Change	No	Sideswipe
10292	0	1	Driving Under Influence	No	Hit Object
10612	1	1	Improper Turning	Misdemeanor	Hit Object
8348	0	1	Improper Turning	No	Broadside
8829	0	1	Unsafe Speed	No	Rear-End
9963	1	1	Improper Turning	No	Hit Object
1868	2	1	Driving Under Influence	No	Hit Object
10330	1	2	Unsafe Speed	No	Rear-End
1093	1	1	Traffic Signals and Signs	No	Hit Object
3278	3	2	Driving Under Influence	No	Rear-End
4130	1	1	Driving Under Influence	No	Hit Object
8573	0	1	Unsafe Speed	No	Rear-End
4121	2	2	Unsafe Speed	No	Rear-End
8749	0	1	Unsafe Speed	No	Rear-End
9021	0	1	Improper Turning	No	Hit Object
1238	1	2	Unsafe Speed	No	Rear-End
9665	0	1	Improper Turning	No	Broadside
8067	0	1	Driving Under Influence	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
4593	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2835	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8756	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8813	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7294	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1347	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9976	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8660	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4407	Pedestrian	Not in Road	Dry	No Unusual Condition	Dusk - Dawn
6202	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3028	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
6749	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8129	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3690	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3751	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7459	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3188	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7113	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
9172	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8166	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4267	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9008	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10292	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10612	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8348	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8829	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9963	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1868	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
10330	Bicycle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
1093	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3278	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4130	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8573	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4121	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8749	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9021	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1238	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9665	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8067	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
4593	None	0					Y		Passenger Car/Station Waç
2835	None	0					Y		Passenger Car/Station Waç
8756	-	0					N	HBD Under Influence	Passenger Car
8813	-	0					N	HNBD	Passenger Car
7294	-	0					N	Under Drug Influence	Passenger Car
1347	None	0					Y		Passenger Car/Station Waç
9976	None	0					Y		Passenger Car/Station Waç
8660	-	0					N	HNBD	Passenger Car
4407	None	0	Y				Y		Passenger Car/Station Waç
6202	-	0					N	HNBD	Passenger Car
3028	None	0					Y		Passenger Car/Station Waç
6749	-	0					N	HNBD	Passenger Car
8129	-	0					N	HBD Under Influence	Pickup Truck
3690	None	0					Y		Pickup or Panel Truck
3751	None	0				Y	Y		Truck or Truck Tractor
7459	-	0					N	Impairment Not Known	Passenger Car
3188	None	0					Y		Passenger Car/Station Waç
7113	-	0					N	HNBD	Pickup Truck
9172	-	0					N	HNBD	Passenger Car
8166	-	0					N	HNBD	Passenger Car
4267	None	0					Y		Passenger Car/Station Waç
9008	-	0					N	Impairment Not Known	Pickup Truck
10292	Functioning	0					Y	Y	Passenger Car/Station Waç
10612	None	0					Y	Y	Passenger Car/Station Waç
8348	-	0					N	HNBD	Passenger Car
8829	-	0					N	HNBD	Passenger Car
9963	None	0					Y		Passenger Car/Station Waç
1868	None	0					Y	Y	Pickup or Panel Truck
10330	None	0		Y			Y		Passenger Car/Station Waç
1093	Functioning	0					Y		Pickup or Panel Truck
3278	None	0					Y	Y	Passenger Car/Station Waç
4130	None	0					Y	Y	Passenger Car/Station Waç
8573	-	0					N	HNBD	Passenger Car
4121	None	0					Y		Passenger Car/Station Waç
8749	-	0					N	HNBD	Passenger Car
9021	-	0					N	Impairment Not Known	Pickup Truck
1238	None	0					Y		Passenger Car/Station Waç
9665	-	0					N	HNBD	Pickup Truck
8067	-	0					N	HBD Under Influence	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
4593	1	0	1	0	0	0	0	0	0	0
2835	1	0	1	0	0	0	0	0	0	0
8756	1	0	0	0	0	0	0	0	0	0
8813	1	0	0	0	0	0	0	0	0	0
7294	1	0	0	0	0	0	0	0	0	0
1347	1	0	0	1	0	0	0	0	0	0
9976	1	3	1	0	0	0	0	0	0	0
8660	1	0	0	0	0	0	0	0	0	0
4407	7	0	0	2	0	1	0	0	0	0
6202	1	0	0	0	0	0	0	0	0	0
3028	7	0	2	0	0	0	0	0	0	0
6749	8	0	0	0	0	0	0	0	0	0
8129	22	0	0	0	0	0	0	0	0	0
3690	22	0	0	1	0	0	0	0	0	0
3751	21	1	1	2	0	0	0	0	0	0
7459	1	0	0	0	0	0	0	0	0	0
3188	8	0	0	1	0	0	0	0	0	0
7113	22	0	0	0	0	0	0	0	0	0
9172	1	0	0	0	0	0	0	0	0	0
8166	7	0	0	0	0	0	0	0	0	0
4267	1	0	0	1	0	0	0	0	0	0
9008	22	0	0	0	0	0	0	0	0	0
10292	1	0	0	0	0	0	0	0	0	0
10612	1	0	0	1	0	0	0	0	0	0
8348	1	0	0	0	0	0	0	0	0	0
8829	1	0	0	0	0	0	0	0	0	0
9963	1	0	0	1	0	0	0	0	0	0
1868	22	1	1	0	0	0	0	0	0	0
10330	1	0	1	0	0	0	0	1	0	0
1093	23	0	1	0	0	0	0	0	0	0
3278	1	0	1	2	0	0	0	0	0	0
4130	1	0	0	1	0	0	0	0	0	0
8573	1	0	0	0	0	0	0	0	0	0
4121	1	0	0	2	0	0	0	0	0	0
8749	1	0	0	0	0	0	0	0	0	0
9021	22	0	0	0	0	0	0	0	0	0
1238	1	0	1	0	0	0	0	0	0	0
9665	22	0	0	0	0	0	0	0	0	0
8067	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
4593	36.22592926	-119.2748184	TULARE	UNINCORPORATED	-119.2746887	36.22591019	N
2835	36.22597	-119.27759	TULARE	UNINCORPORATED	-119.2772593	36.22593257	N
8756	36.22593841	-119.2809744	TULARE	UNINCORPORATED	-119.2809744	36.22593841	N
8813	36.22599657	-119.286344	TULARE	UNINCORPORATED	-119.286344	36.22599657	N
7294	36.22600324	-119.2603941	TULARE	UNINCORPORATED	-119.2603941	36.22600324	Y
1347	36.22605	-119.29259	TULARE	UNINCORPORATED	-119.2917511	36.22605143	Y
9976	36.22610092	-119.293602	TULARE	UNINCORPORATED	-119.2935333	36.22608566	Y
8660	36.22608653	-119.2917978	TULARE	UNINCORPORATED	-119.2917978	36.22608653	Y
4407	36.22613144	-119.2979889	TULARE	UNINCORPORATED	-119.2979965	36.22612	Y
6202	36.22612183	-119.2952118	TULARE	UNINCORPORATED	-119.2952118	36.22612183	N
3028	36.22631836	-119.296257	TULARE	UNINCORPORATED	-119.2967682	36.22612381	Y
6749	36.22615086	-119.2980187	TULARE	UNINCORPORATED	-119.2980187	36.22615086	N
8129	36.22651416	-119.2603941	TULARE	UNINCORPORATED	-119.2603941	36.22651416	N
3690	36.22888947	-119.2600021	TULARE	UNINCORPORATED	-119.2604065	36.22868729	N
3751	36.22930908	-119.2604675	TULARE	UNINCORPORATED	-119.2604065	36.22868729	N
7459	36.22904675	-119.2603941	TULARE	UNINCORPORATED	-119.2603941	36.22904675	N
3188	36.2313118	-119.2917328	TULARE	UNINCORPORATED	-119.2916336	36.23184586	N
7113	36.25102676	-119.1540675	TULARE	UNINCORPORATED	-119.1540675	36.25102676	N
9172	36.25109493	-119.3312917	TULARE	UNINCORPORATED	-119.3312917	36.25109493	N
8166	36.25147674	-119.3312914	TULARE	UNINCORPORATED	-119.3312914	36.25147674	N
4267	36.25199127	-119.2335815	TULARE	UNINCORPORATED	-119.2336426	36.25155258	N
9008	36.25182009	-119.3312912	TULARE	UNINCORPORATED	-119.3312912	36.25182009	N
10292	36.25363159	-119.1377106	TULARE	UNINCORPORATED	-119.1376343	36.25358582	Y
10612	36.25370026	-119.1400909	TULARE	UNINCORPORATED	-119.1399307	36.25362015	Y
8348	36.25369336	-119.1343514	TULARE	UNINCORPORATED	-119.1343514	36.25369336	N
8829	36.25372099	-119.1361146	TULARE	UNINCORPORATED	-119.1361146	36.25372099	Y
9963	36.25373077	-119.1538925	TULARE	UNINCORPORATED	-119.1540604	36.25376511	N
1868	36.25385	-119.15346	TULARE	UNINCORPORATED	-119.1539524	36.25376867	Y
10330	36.25410843	-119.1588135	TULARE	UNINCORPORATED	-119.1557541	36.25376892	Y
1093	36.25261	-119.15336	TULARE	UNINCORPORATED	-119.1539423	36.25376899	Y
3278	36.25405121	-119.3310928	TULARE	UNINCORPORATED	-119.3310928	36.25379944	N
4130	36.2538681	-119.1636581	TULARE	UNINCORPORATED	-119.1649628	36.2538414	N
8573	36.25384503	-119.1540688	TULARE	UNINCORPORATED	-119.1540688	36.25384503	Y
4121	36.2538681	-119.1636581	TULARE	UNINCORPORATED	-119.1657486	36.25384903	N
8749	36.25387164	-119.1859175	TULARE	UNINCORPORATED	-119.1859175	36.25387164	N
9021	36.25387723	-119.1867789	TULARE	UNINCORPORATED	-119.1867789	36.25387723	N
1238	36.2539	-119.16821	TULARE	UNINCORPORATED	-119.1685428	36.25387993	N
9665	36.25388184	-119.1874899	TULARE	UNINCORPORATED	-119.1874899	36.25388184	N
8067	36.25389345	-119.1892805	TULARE	UNINCORPORATED	-119.1892805	36.25389345	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
4593	TIMS	UNINCORPORATED	-119.2746887	36.22591019		0	0
2835	TIMS	UNINCORPORATED	-119.2772593	36.22593257		0	0
8756	Crossroads	UNINCORPORATED	-119.2809744	36.22593841		0	0
8813	Crossroads	UNINCORPORATED	-119.286344	36.22599657		0	0
7294	Crossroads	UNINCORPORATED	-119.2603941	36.22600324		0	0
1347	TIMS	UNINCORPORATED	-119.2917511	36.22605143		0	0
9976	TIMS	UNINCORPORATED	-119.293602	36.22610092		0	1
8660	Crossroads	UNINCORPORATED	-119.2917978	36.22608653		0	0
4407	TIMS	UNINCORPORATED	-119.2979965	36.22612		0	0
6202	Crossroads	UNINCORPORATED	-119.2952118	36.22612183		0	0
3028	TIMS	UNINCORPORATED	-119.2967682	36.22612381		0	0
6749	Crossroads	UNINCORPORATED	-119.2980187	36.22615086		0	0
8129	Crossroads	UNINCORPORATED	-119.2603941	36.22651416		0	0
3690	TIMS	UNINCORPORATED	-119.2604065	36.22868729		0	0
3751	TIMS	UNINCORPORATED	-119.2604065	36.22868729		0	1
7459	Crossroads	UNINCORPORATED	-119.2603941	36.22904675		0	0
3188	TIMS	UNINCORPORATED	-119.2916336	36.23184586		0	0
7113	Crossroads	UNINCORPORATED	-119.1540675	36.25102676		0	0
9172	Crossroads	UNINCORPORATED	-119.3312917	36.25109493		0	0
8166	Crossroads	UNINCORPORATED	-119.3312914	36.25147674		0	0
4267	TIMS	UNINCORPORATED	-119.2336426	36.25155258		0	0
9008	Crossroads	UNINCORPORATED	-119.3312912	36.25182009		0	0
10292	TIMS	UNINCORPORATED	-119.1377106	36.25363159		1	0
10612	TIMS	UNINCORPORATED	-119.1400909	36.25370026		0	0
8348	Crossroads	UNINCORPORATED	-119.1343514	36.25369336		0	0
8829	Crossroads	UNINCORPORATED	-119.1361146	36.25372099		0	0
9963	TIMS	UNINCORPORATED	-119.1538925	36.25373077		0	0
1868	TIMS	UNINCORPORATED	-119.1539524	36.25376867		0	1
10330	TIMS	UNINCORPORATED	-119.1588135	36.25410843		0	0
1093	TIMS	UNINCORPORATED	-119.1539423	36.25376899		0	0
3278	TIMS	UNINCORPORATED	-119.3310928	36.25379944		0	0
4130	TIMS	UNINCORPORATED	-119.1649628	36.2538414		0	0
8573	Crossroads	UNINCORPORATED	-119.1540688	36.25384503		0	0
4121	TIMS	UNINCORPORATED	-119.1657486	36.25384903		0	0
8749	Crossroads	UNINCORPORATED	-119.1859175	36.25387164		0	0
9021	Crossroads	UNINCORPORATED	-119.1867789	36.25387723		0	0
1238	TIMS	UNINCORPORATED	-119.1685428	36.25387993		0	0
9665	Crossroads	UNINCORPORATED	-119.1874899	36.25388184		0	0
8067	Crossroads	UNINCORPORATED	-119.1892805	36.25389345		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
4593	1	0	0	11	0	1	0	1
2835	1	0	0	11	0	1	0	1
8756	0	0	1	1	0	1	1	0
8813	0	0	1	1	0	0	0	1
7294	0	0	1	1	0	1	1	0
1347	0	1	0	6	0	0	0	1
9976	0	0	0	165	0	0	0	0
8660	0	0	1	1	0	0	0	0
4407	0	1	0	6	0	0	0	0
6202	0	0	1	1	0	1	0	0
3028	1	0	0	11	0	0	0	0
6749	0	0	1	1	0	0	0	0
8129	0	0	1	1	0	1	1	0
3690	0	1	0	6	0	0	0	0
3751	0	0	0	165	0	0	0	0
7459	0	0	1	1	1	0	0	1
3188	0	1	0	6	0	1	0	0
7113	0	0	1	1	0	1	0	0
9172	0	0	1	1	0	0	0	0
8166	0	0	1	1	0	0	0	0
4267	0	1	0	6	0	1	0	1
9008	0	0	1	1	0	0	0	0
10292	0	0	0	165	0	1	1	0
10612	0	1	0	6	0	1	0	1
8348	0	0	1	1	1	0	0	1
8829	0	0	1	1	0	0	0	0
9963	0	1	0	6	0	1	0	1
1868	0	0	0	165	0	1	1	0
10330	1	0	0	11	0	0	0	0
1093	1	0	0	11	0	1	0	0
3278	1	0	0	11	0	0	1	0
4130	0	1	0	6	0	1	1	0
8573	0	0	1	1	0	0	0	0
4121	0	1	0	6	0	0	0	0
8749	0	0	1	1	0	0	0	0
9021	0	0	1	1	0	1	0	1
1238	1	0	0	11	0	0	0	0
9665	0	0	1	1	1	0	0	1
8067	0	0	1	1	0	1	1	0

OBJECT_ID	NIGHTTIME
4593	0
2835	0
8756	0
8813	0
7294	1
1347	0
9976	0
8660	0
4407	0
6202	0
3028	0
6749	0
8129	1
3690	0
3751	0
7459	0
3188	0
7113	0
9172	0
8166	0
4267	1
9008	1
10292	1
10612	1
8348	0
8829	0
9963	1
1868	1
10330	0
1093	0
3278	1
4130	1
8573	0
4121	1
8749	0
9021	1
1238	0
9665	1
8067	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
9901	91184716	2020	2020-02-07	1825	Friday	Male	34	30
2191	90443348	2017	2017-04-15	1600	Saturday	Female	17	10
7922	1.38E+13	2017	2017-11-03	14:44	Friday	Female	22	20
2417	90504678	2017	2017-07-14	705	Friday	Male	67	60
8355	1.4E+13	2018	2018-04-17	5:37	Tuesday	Not Stated	0	0
7588	1.37E+13	2017	2017-06-29	4:28	Thursday	Not Stated	0	0
6881	1.35E+13	2016	2016-11-12	23:00	Saturday	Not Stated	0	0
1832	90341695	2016	2016-12-03	1600	Saturday	Male	26	20
7186	1.36E+13	2017	2017-02-18		Saturday	Not Stated	0	0
4688	91075786	2019	2019-09-08	1850	Sunday	Female	20	20
9627	1.45E+13	2019	2019-10-16	8:30	Wednesday	Not Stated	0	0
8013	1.39E+13	2017	2017-12-08	12:03	Friday	Female	52	50
7366	1.36E+13	2017	2017-04-16	8:30	Sunday	Not Stated	0	0
7940	1.38E+13	2017	2017-11-10	14:25	Friday	Not Stated	0	0
10593	91347766	2020	2020-11-17	1610	Tuesday	Female	33	30
7589	1.37E+13	2017	2017-06-29	5:25	Thursday	Not Stated	0	0
8077	1.39E+13	2018	2018-01-08	2:40	Monday	Not Stated	0	0
2642	90562356	2017	2017-09-26	1430	Tuesday	Female	55	50
9615	1.45E+13	2019	2019-10-12	1:15	Saturday	Not Stated	0	0
8592	1.41E+13	2018	2018-07-16	11:50	Monday	Male	31	30
8745	1.41E+13	2018	2018-09-20	18:20	Thursday	Male	48	40
6766	1.34E+13	2016	2016-09-17	9:45	Saturday	Male	23	20
4693	91077332	2019	2019-09-15	600	Sunday	Female	36	30
6845	1.34E+13	2016	2016-10-24	6:20	Monday	Male	49	40
7480	1.37E+13	2017	2017-05-24	15:05	Wednesday	Not Stated	0	0
3553	90807999	2018	2018-08-31	1145	Friday	Male	45	40
3687	90837182	2018	2018-10-12	1625	Friday	Male	42	40
3627	90824426	2018	2018-09-25	1130	Tuesday	Female	63	60
7474	1.37E+13	2017	2017-05-21	14:45	Sunday	Not Stated	0	0
9452	1.45E+13	2019	2019-08-08	20:05	Thursday	Not Stated	0	0
1711	90309399	2016	2016-10-20	2145	Thursday	Male	38	30
7295	1.36E+13	2017	2017-03-28	9:23	Tuesday	Female	29	20
9571	1.45E+13	2019	2019-09-24	15:55	Tuesday	Male	34	30
9295	1.44E+13	2019	2019-06-01	23:55	Saturday	Female	20	20
4819	91110820	2019	2019-10-19	1705	Saturday	Male	18	10
8093	1.39E+13	2018	2018-01-16	18:20	Tuesday	Not Stated	0	0
1924	90372988	2017	2017-01-05	1415	Thursday	Male	28	20
9111	1.43E+13	2019	2019-04-03	6:50	Wednesday	Male	36	30
7920	1.38E+13	2017	2017-11-02	2:53	Thursday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
9901	Other Unsafe Turning	18	AVENUE 256	ROAD 180	528	E
2191	Making Left Turn	16	AVENUE 256	ROAD 180	525	E
7922	Passing Other Vehicle	14	AVENUE 256	ROAD 164	4752	E
2417	Slowing/Stopping	7	AVENUE 256	ROAD 180	86	E
8355	Proceeding Straight	5	AVENUE 256	ROAD 188	70	E
7588	Proceeding Straight	4	AVENUE 256	ROAD 188	46	W
6881	Proceeding Straight	23	AVENUE 256	ROAD 188	150	W
1832	Proceeding Straight	16	AVENUE 256	ROAD 180	528	W
7186	Ran Off Road	0	AVENUE 256	ROAD 188	528	W
4688	Making Left Turn	18	AVENUE 256	ROAD 180	1056	W
9627	Ran Off Road	8	AVENUE 256	ROAD 188	1320	W
8013	Proceeding Straight	12	AVENUE 256	ROAD 188	2087	W
7366	Ran Off Road	8	AVENUE 256	ROAD 188	2112	W
7940	Ran Off Road	14	AVENUE 256	ROAD 188	3168	W
10593	Other Unsafe Turning	16	AVENUE 256	ROAD 180	4224	W
7589	Other Unsafe Turning	5	AVENUE 256	ROAD 180	1584	E
8077	Other Unsafe Turning	2	AVENUE 256	ROAD 180	1584	E
2642	Stopped	14	ROAD 164	AVENUE 256	40	S
9615	Ran Off Road	1	AVENUE 256	ROAD 180	528	E
8592	Entering Traffic	11	AVENUE 256	ROAD 180	6	W
8745	Passing Other Vehicle	18	AVENUE 256	ROAD 180	16	W
6766	Proceeding Straight	9	AVENUE 256	ROAD 164	1320	E
4693	Other Unsafe Turning	6	AVENUE 256	ROAD 180	7920	W
6845	Proceeding Straight	6	AVENUE 256	ROAD 164	528	E
7480	Slowing/Stopping	15	ROAD 180	AVENUE 256	30	N
3553	Entering Traffic	11	AVENUE 256	ROAD 164	884	E
3687	Proceeding Straight	16	AVENUE 256	ROAD 164	335	E
3627	Proceeding Straight	11	AVENUE 256 W/B	ROAD 164	75	E
7474	Passing Other Vehicle	14	AVENUE 256	HYPERICUM ST	225	E
9452	Making Left Turn	20	AVENUE 256	HYPERICUM ST	20	E
1711	Passing Other Vehicle	21	AVENUE 256	HYPERICUMaleRD	170	E
7295	Proceeding Straight	9	AVENUE 256	ROAD 156	1	W
9571	Proceeding Straight	15	AVENUE 256	ROAD 156	120	W
9295	Crossed Into Opposing Lane - Unpl	23	AVENUE 256	ROAD 156	250	W
4819	Other Unsafe Turning	17	AVENUE 256 (OAKDALE AVEN	ROAD 156	180	E
8093	Proceeding Straight	18	AVENUE 256	ROAD 152	200	W
1924	Proceeding Straight	14	AVE. 256	RD. 152	37	E
9111	Making Left Turn	6	AVENUE 256	ROAD 148	65	E
7920	Other Unsafe Turning	2	AVENUE 256	ROAD 148	134	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
9901	N	Clear	N		Y	Complaint of Pain	0
2191	N	Clear	N		Y	Complaint of Pain	0
7922	N	Cloudy	N			Property Damage Only	0
2417	N	Clear	N		Y	Complaint of Pain	0
8355	N	Other	N			Property Damage Only	0
7588	N	Clear	N			Property Damage Only	0
6881	N	Clear	N			Property Damage Only	0
1832	N	Clear	N		Y	Other Visible Injury	0
7186	N	Raining	N			Property Damage Only	0
4688	N	Clear	N		N	Complaint of Pain	0
9627	N	Clear	N			Property Damage Only	0
8013	N	Clear	N			Property Damage Only	0
7366	N	Clear	N			Property Damage Only	0
7940	N	Clear	N			Property Damage Only	0
10593	N	Clear	N		Y	Severe Injury	0
7589	N	Clear	N			Property Damage Only	0
8077	N	Raining	N			Property Damage Only	0
2642	N	Clear	N		Y	Complaint of Pain	0
9615	N	Clear	N			Property Damage Only	0
8592	N	Clear	N			Property Damage Only	0
8745	N	Clear	N			Property Damage Only	0
6766	N	Clear	N			Property Damage Only	0
4693	N	Clear	N		Y	Other Visible Injury	0
6845	N	Clear	N			Property Damage Only	0
7480	N	Clear	N			Property Damage Only	0
3553	N	Clear	N		Y	Other Visible Injury	0
3687	N	Clear	N		N	Complaint of Pain	0
3627	N	Clear	N		Y	Other Visible Injury	0
7474	N	Clear	N			Property Damage Only	0
9452	N	Clear	N			Property Damage Only	0
1711	N	Clear	N		Y	Other Visible Injury	0
7295	N	Clear	N			Property Damage Only	0
9571	N	Clear	N			Property Damage Only	0
9295	N	Clear	N			Property Damage Only	0
4819	N	Clear	N		Y	Complaint of Pain	0
8093	N	Clear	N			Property Damage Only	0
1924	N	Cloudy	N		Y	Complaint of Pain	0
9111	N	Clear	N			Property Damage Only	0
7920	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
9901	1	1	Improper Turning	No	Sideswipe
2191	1	2	Improper Turning	No	Sideswipe
7922	0	1	Improper Passing	Misdemeanor	Hit Object
2417	1	2	Unsafe Speed	No	Rear-End
8355	0	1	Traffic Signals and Signs	Misdemeanor	Hit Object
7588	0	1	Improper Turning	No	Hit Object
6881	0	1	Traffic Signals and Signs	No	Hit Object
1832	1	2	Driving Under Influence	No	Rear-End
7186	0	1	Improper Turning	Misdemeanor	Broadside
4688	1	2	Auto R/W Violation	No	Broadside
9627	0	1	Improper Turning	No	Hit Object
8013	0	1	Unsafe Speed	No	Rear-End
7366	0	1	Improper Turning	No	Hit Object
7940	0	1	Improper Turning	No	Hit Object
10593	2	1	Improper Turning	No	Hit Object
7589	0	1	Improper Turning	Misdemeanor	Hit Object
8077	0	1	Improper Turning	Misdemeanor	Hit Object
2642	2	2	Unsafe Speed	No	Rear-End
9615	0	1	Improper Turning	No	Hit Object
8592	0	1	Improper Turning	No	Broadside
8745	0	1	Wrong Side of Road	No	Sideswipe
6766	0	1	Driving Under Influence	No	Rear-End
4693	1	1	Improper Turning	No	Hit Object
6845	0	1	Unsafe Speed	No	Rear-End
7480	0	1	Unsafe Speed	No	Sideswipe
3553	1	2	Auto R/W Violation	No	Rear-End
3687	1	2	Unsafe Speed	No	Rear-End
3627	1	2	Unsafe Speed	No	Rear-End
7474	0	1	Improper Turning	No	Hit Object
9452	0	1	Unsafe Speed	No	Hit Object
1711	2	2	Improper Passing	No	Sideswipe
7295	0	1	Unsafe Speed	No	Rear-End
9571	0	1	Unsafe Speed	No	Rear-End
9295	0	1	Driving Under Influence	No	Head-On
4819	1	1	Improper Turning	No	Hit Object
8093	0	0	Other Than Driver	No	Hit Object
1924	4	3	Unsafe Speed	No	Rear-End
9111	0	2	Unsafe Speed	No	Rear-End
7920	0	1	Driving Under Influence	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
9901	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2191	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7922	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2417	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8355	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7588	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6881	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1832	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7186	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
4688	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9627	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8013	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7366	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7940	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10593	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7589	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8077	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
2642	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9615	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8592	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8745	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6766	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4693	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6845	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7480	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3553	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3687	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3627	Other Motor Vehicle	No Pedestrian Involved	Dry	Other	Daylight
7474	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9452	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
1711	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7295	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9571	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9295	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4819	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8093	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1924	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9111	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7920	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
9901	None	0					Y		Passenger Car/Station Waç
2191	None	0					Y		Passenger Car/Station Waç
7922	-	0					N	Impairment Not Known	Pickup Truck
2417	None	0			Y		Y		Passenger Car/Station Waç
8355	-	0					N	Impairment Not Known	Pickup Truck
7588	-	0					N	Sleepy - Fatigued	Passenger Car
6881	-	0					N	HNBD	Passenger Car
1832	None	0					Y	Y	Passenger Car/Station Waç
7186	-	0					N	Impairment Not Known	Passenger Car
4688	None	0					Y		Passenger Car/Station Waç
9627	-	0					N	Sleepy - Fatigued	Passenger Car
8013	-	0					N	HNBD	Passenger Car
7366	-	0					N	HNBD	Passenger Car
7940	-	0					N	HNBD	Passenger Car
10593	None	0					Y		Passenger Car/Station Waç
7589	-	0					N	Impairment Not Known	Passenger Car
8077	-	0					N	Impairment Not Known	Passenger Car
2642	Functioning	0					Y		Pickup or Panel Truck
9615	-	0					N	Sleepy - Fatigued	Passenger Car
8592	-	0					N	HNBD	Passenger Car
8745	-	0					N	HNBD	Passenger Car
6766	-	0					N	HBD Under Influence	Passenger Car
4693	None	0					Y		Pickup or Panel Truck
6845	-	0					N	HNBD	Passenger Car
7480	-	0			Y		N	HNBD	Truck
3553	None	0					Y		Pickup or Panel Truck
3687	Functioning	0					Y		Passenger Car/Station Waç
3627	Functioning	0					Y		Passenger Car/Station Waç
7474	-	0					N	HNBD	Passenger Car
9452	-	0					N	Impairment Not Known	Passenger Car
1711	None	0					Y		Passenger Car/Station Waç
7295	-	0					N	HNBD	Passenger Car
9571	-	0					N	HNBD	Passenger Car
9295	-	0					N	HBD Under Influence	Passenger Car
4819	None	0					Y		Passenger Car/Station Waç
8093	-	0					N	HNBD	Passenger Car
1924	None	0					Y		Passenger Car/Station Waç
9111	-	0					N	HNBD	Pickup Truck
7920	-	0					N	HBD Under Influence	Pickup Truck

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
9901	1	0	0	1	0	0	0	0	0	0
2191	1	0	0	1	0	0	0	0	0	0
7922	22	0	0	0	0	0	0	0	0	0
2417	1	0	0	1	0	0	0	0	0	0
8355	22	0	0	0	0	0	0	0	0	0
7588	1	0	0	0	0	0	0	0	0	0
6881	1	0	0	0	0	0	0	0	0	0
1832	1	0	1	0	0	0	0	0	0	0
7186	1	0	0	0	0	0	0	0	0	0
4688	1	0	0	1	0	0	0	0	0	0
9627	1	0	0	0	0	0	0	0	0	0
8013	1	0	0	0	0	0	0	0	0	0
7366	1	0	0	0	0	0	0	0	0	0
7940	1	0	0	0	0	0	0	0	0	0
10593	1	2	0	0	0	0	0	0	0	0
7589	1	0	0	0	0	0	0	0	0	0
8077	7	0	0	0	0	0	0	0	0	0
2642	22	0	0	2	0	0	0	0	0	0
9615	1	0	0	0	0	0	0	0	0	0
8592	7	0	0	0	0	0	0	0	0	0
8745	8	0	0	0	0	0	0	0	0	0
6766	1	0	0	0	0	0	0	0	0	0
4693	22	0	1	0	0	0	0	0	0	0
6845	1	0	0	0	0	0	0	0	0	0
7480	26	0	0	0	0	0	0	0	0	0
3553	22	0	1	0	0	0	0	0	0	0
3687	1	0	0	1	0	0	0	0	0	0
3627	1	0	1	0	0	0	0	0	0	0
7474	1	0	0	0	0	0	0	0	0	0
9452	7	0	0	0	0	0	0	0	0	0
1711	7	0	1	1	0	0	0	0	0	0
7295	1	0	0	0	0	0	0	0	0	0
9571	1	0	0	0	0	0	0	0	0	0
9295	1	0	0	0	0	0	0	0	0	0
4819	1	0	0	1	0	0	0	0	0	0
8093	1	0	0	0	0	0	0	0	0	0
1924	1	0	0	4	0	0	0	0	0	0
9111	22	0	0	0	0	0	0	0	0	0
7920	22	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
9901	36.25355148	-119.1710968	TULARE	UNINCORPORATED	-119.1703339	36.25389862	Y
2191	36.25398	-119.17013	TULARE	UNINCORPORATED	-119.1703416	36.25390009	N
7922	36.25390821	-119.1910711	TULARE	UNINCORPORATED	-119.1910711	36.25390821	N
2417	36.25395	-119.1717	TULARE	UNINCORPORATED	-119.1718287	36.25391674	Y
8355	36.25392519	-119.1538315	TULARE	UNINCORPORATED	-119.1538315	36.25392519	Y
7588	36.25392895	-119.1542249	TULARE	UNINCORPORATED	-119.1542249	36.25392895	Y
6881	36.25393238	-119.1545775	TULARE	UNINCORPORATED	-119.1545775	36.25393238	Y
1832	36.25394	-119.17216	TULARE	UNINCORPORATED	-119.1739087	36.25393515	N
7186	36.25394484	-119.1558594	TULARE	UNINCORPORATED	-119.1558594	36.25394484	N
4688	36.25392914	-119.1747665	TULARE	UNINCORPORATED	-119.1756973	36.25395203	N
9627	36.25397094	-119.1585453	TULARE	UNINCORPORATED	-119.1585453	36.25397094	N
8013	36.25399622	-119.1611463	TULARE	UNINCORPORATED	-119.1611463	36.25399622	N
7366	36.25399704	-119.1612311	TULARE	UNINCORPORATED	-119.1612311	36.25399704	N
7940	36.25402913	-119.1648122	TULARE	UNINCORPORATED	-119.1648122	36.25402913	N
10593	36.25391006	-119.1871796	TULARE	UNINCORPORATED	-119.1864319	36.25403976	Y
7589	36.25404373	-119.1666853	TULARE	UNINCORPORATED	-119.1666853	36.25404373	N
8077	36.25404373	-119.1666853	TULARE	UNINCORPORATED	-119.1666853	36.25404373	N
2642	36.25405	-119.20688	TULARE	UNINCORPORATED	-119.2069227	36.25406327	Y
9615	36.25407212	-119.1702665	TULARE	UNINCORPORATED	-119.1702665	36.25407212	N
8592	36.25408694	-119.1720775	TULARE	UNINCORPORATED	-119.1720775	36.25408694	Y
8745	36.25408727	-119.1721114	TULARE	UNINCORPORATED	-119.1721114	36.25408727	Y
6766	36.25410681	-119.2024662	TULARE	UNINCORPORATED	-119.2024662	36.25410681	N
4693	36.25397873	-119.1810608	TULARE	UNINCORPORATED	-119.1989517	36.25414276	N
6845	36.25416471	-119.2051509	TULARE	UNINCORPORATED	-119.2051509	36.25416471	N
7480	36.25416915	-119.1720562	TULARE	UNINCORPORATED	-119.1720562	36.25416915	Y
3553	36.25402069	-119.2038574	TULARE	UNINCORPORATED	-119.2038651	36.25418091	N
3687	36.25421143	-119.2056885	TULARE	UNINCORPORATED	-119.20578	36.25419235	N
3627	36.25423813	-119.2068863	TULARE	UNINCORPORATED	-119.206665	36.25419998	Y
7474	36.2542594	-119.2159084	TULARE	UNINCORPORATED	-119.2159084	36.2542594	Y
9452	36.25426503	-119.2166036	TULARE	UNINCORPORATED	-119.2166036	36.25426503	Y
1711	36.2543	-119.21599	TULARE	UNINCORPORATED	-119.2160241	36.25429467	Y
7295	36.25435624	-119.2247973	TULARE	UNINCORPORATED	-119.2247973	36.25435624	Y
9571	36.25435773	-119.2252009	TULARE	UNINCORPORATED	-119.2252009	36.25435773	Y
9295	36.25435936	-119.2256418	TULARE	UNINCORPORATED	-119.2256418	36.25435936	N
4819	36.25428009	-119.2240601	TULARE	UNINCORPORATED	-119.2241364	36.25437927	Y
8093	36.25443145	-119.2344255	TULARE	UNINCORPORATED	-119.2344255	36.25443145	Y
1924	36.25447	-119.23349	TULARE	UNINCORPORATED	-119.2335447	36.25444902	Y
9111	36.25453219	-119.24246	TULARE	UNINCORPORATED	-119.24246	36.25453219	Y
7920	36.2545579	-119.243134	TULARE	UNINCORPORATED	-119.243134	36.2545579	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
9901	TIMS	UNINCORPORATED	-119.1710968	36.25355148		0	0
2191	TIMS	UNINCORPORATED	-119.1703416	36.25390009		0	0
7922	Crossroads	UNINCORPORATED	-119.1910711	36.25390821		0	0
2417	TIMS	UNINCORPORATED	-119.1718287	36.25391674		0	0
8355	Crossroads	UNINCORPORATED	-119.1538315	36.25392519		0	0
7588	Crossroads	UNINCORPORATED	-119.1542249	36.25392895		0	0
6881	Crossroads	UNINCORPORATED	-119.1545775	36.25393238		0	0
1832	TIMS	UNINCORPORATED	-119.1739087	36.25393515		0	0
7186	Crossroads	UNINCORPORATED	-119.1558594	36.25394484		0	0
4688	TIMS	UNINCORPORATED	-119.1756973	36.25395203		0	0
9627	Crossroads	UNINCORPORATED	-119.1585453	36.25397094		0	0
8013	Crossroads	UNINCORPORATED	-119.1611463	36.25399622		0	0
7366	Crossroads	UNINCORPORATED	-119.1612311	36.25399704		0	0
7940	Crossroads	UNINCORPORATED	-119.1648122	36.25402913		0	0
10593	TIMS	UNINCORPORATED	-119.1871796	36.25391006		0	1
7589	Crossroads	UNINCORPORATED	-119.1666853	36.25404373		0	0
8077	Crossroads	UNINCORPORATED	-119.1666853	36.25404373		0	0
2642	TIMS	UNINCORPORATED	-119.2069227	36.25406327		0	0
9615	Crossroads	UNINCORPORATED	-119.1702665	36.25407212		0	0
8592	Crossroads	UNINCORPORATED	-119.1720775	36.25408694		0	0
8745	Crossroads	UNINCORPORATED	-119.1721114	36.25408727		0	0
6766	Crossroads	UNINCORPORATED	-119.2024662	36.25410681		0	0
4693	TIMS	UNINCORPORATED	-119.1989517	36.25414276		0	0
6845	Crossroads	UNINCORPORATED	-119.2051509	36.25416471		0	0
7480	Crossroads	UNINCORPORATED	-119.1720562	36.25416915		0	0
3553	TIMS	UNINCORPORATED	-119.2038651	36.25418091		0	0
3687	TIMS	UNINCORPORATED	-119.20578	36.25419235		0	0
3627	TIMS	UNINCORPORATED	-119.206665	36.25419998		0	0
7474	Crossroads	UNINCORPORATED	-119.2159084	36.2542594		0	0
9452	Crossroads	UNINCORPORATED	-119.2166036	36.25426503		0	0
1711	TIMS	UNINCORPORATED	-119.2160241	36.25429467		0	0
7295	Crossroads	UNINCORPORATED	-119.2247973	36.25435624		0	0
9571	Crossroads	UNINCORPORATED	-119.2252009	36.25435773		0	0
9295	Crossroads	UNINCORPORATED	-119.2256418	36.25435936		0	0
4819	TIMS	UNINCORPORATED	-119.2241364	36.25437927		0	0
8093	Crossroads	UNINCORPORATED	-119.2344255	36.25443145		0	0
1924	TIMS	UNINCORPORATED	-119.2335447	36.25444902		0	0
9111	Crossroads	UNINCORPORATED	-119.24246	36.25453219		0	0
7920	Crossroads	UNINCORPORATED	-119.243134	36.2545579		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
9901	0	1	0	6	0	0	0	1
2191	0	1	0	6	0	0	0	1
7922	0	0	1	1	0	1	0	0
2417	0	1	0	6	0	0	0	0
8355	0	0	1	1	0	1	0	0
7588	0	0	1	1	0	1	0	1
6881	0	0	1	1	0	1	0	0
1832	1	0	0	11	0	0	1	0
7186	0	0	1	1	1	0	0	1
4688	0	1	0	6	1	0	0	0
9627	0	0	1	1	0	1	0	1
8013	0	0	1	1	0	0	0	0
7366	0	0	1	1	0	1	0	1
7940	0	0	1	1	0	1	0	1
10593	0	0	0	165	0	1	0	1
7589	0	0	1	1	0	1	0	1
8077	0	0	1	1	0	1	0	1
2642	0	1	0	6	0	0	0	0
9615	0	0	1	1	0	1	0	1
8592	0	0	1	1	1	0	0	1
8745	0	0	1	1	0	0	0	0
6766	0	0	1	1	0	0	1	0
4693	1	0	0	11	0	1	0	1
6845	0	0	1	1	0	0	0	0
7480	0	0	1	1	0	0	0	0
3553	1	0	0	11	0	0	0	0
3687	0	1	0	6	0	0	0	0
3627	1	0	0	11	0	0	0	0
7474	0	0	1	1	0	1	0	1
9452	0	0	1	1	0	1	0	0
1711	1	0	0	11	0	0	0	0
7295	0	0	1	1	0	0	0	0
9571	0	0	1	1	0	0	0	0
9295	0	0	1	1	0	0	1	0
4819	0	1	0	6	0	1	0	1
8093	0	0	1	1	0	1	0	0
1924	0	1	0	6	0	0	0	0
9111	0	0	1	1	0	0	0	0
7920	0	0	1	1	0	1	1	0

OBJECT_ID	NIGHTTIME
9901	1
2191	0
7922	0
2417	0
8355	1
7588	1
6881	1
1832	0
7186	1
4688	0
9627	0
8013	0
7366	0
7940	0
10593	0
7589	0
8077	1
2642	0
9615	1
8592	0
8745	0
6766	0
4693	0
6845	1
7480	0
3553	0
3687	0
3627	0
7474	0
9452	0
1711	1
7295	0
9571	0
9295	1
4819	0
8093	1
1924	0
9111	0
7920	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEEK	GENDER	AGE	AGE_CAT
6670	1.34E+13	2016	2016-08-01	20:18	Monday	Male	43	40
2886	90627820	2017	2017-12-22	1553	Friday	Male	20	20
10859	1.46791E+13	2020	2020-03-10	07:45	Tuesday	Female	28	20
10541	91335614	2020	2020-10-18	430	Sunday	Female	21	20
8118	1.39E+13	2018	2018-01-22	21:55	Monday	Not Stated	0	0
4619	91059628	2019	2019-08-20	230	Tuesday	Male	36	30
8841	1.42E+13	2018	2018-11-01	7:05	Thursday	Male	55	50
3729	90848495	2018	2018-10-19	1452	Friday	Female	22	20
6301	1.32E+13	2016	2016-03-14	17:25	Monday	Male	50	50
3068	90683506	2018	2018-03-09	1625	Friday	Male	19	10
3243	90726965	2018	2018-05-10	1810	Thursday	Male	46	40
9819	91163099	2020	2020-01-07	750	Tuesday	Male	24	20
3204	90716604	2018	2018-04-28	742	Saturday	Female	18	10
7990	1.38E+13	2017	2017-11-25	7:43	Saturday	Not Stated	0	0
10750	1.46201E+13	2020	2020-01-11	13:40	Saturday	Male	0	0
1966	90387290	2017	2017-01-28	1736	Saturday	Female	33	30
8052	1.39E+13	2017	2017-12-23	14:02	Saturday	Male	62	60
9439	1.45E+13	2019	2019-08-01	14:05	Thursday	Male	22	20
6341	1.32E+13	2016	2016-04-01	15:05	Friday	Male	55	50
6524	1.33E+13	2016	2016-06-05	2:10	Sunday	Male	23	20
7812	1.38E+13	2017	2017-09-24	12:37	Sunday	Male	17	10
952	90099120	2016	2016-01-12	644	Tuesday	Not Stated	0	0
9009	1.43E+13	2019	2019-02-11	18:22	Monday	Not Stated	0	0
8550	1.41E+13	2018	2018-06-26	17:15	Tuesday	Male	35	30
8085	1.39E+13	2018	2018-01-13	15:50	Saturday	Female	30	30
2551	90542673	2017	2017-09-04	150	Monday	Female	49	40
4288	90979811	2019	2019-04-26	730	Friday	Female	50	50
10636	91357056	2020	2020-11-28	922	Saturday	Female	51	50
8571	1.41E+13	2018	2018-07-04	20:00	Wednesday	Female	23	20
2892	90630519	2017	2017-12-27	1749	Wednesday	Male	32	30
1177	90165522	2016	2016-04-10	140	Sunday	Male	27	20
8248	1.39E+13	2018	2018-03-06	7:44	Tuesday	Female	42	40
6190	1.32E+13	2016	2016-02-06	3:52	Saturday	Male	22	20
6811	1.34E+13	2016	2016-10-08	7:15	Saturday	Not Stated	0	0
8623	1.41E+13	2018	2018-08-02	14:20	Thursday	Not Stated	0	0
2516	90535311	2017	2017-08-22	845	Tuesday	Female	27	20
9546	1.45E+13	2019	2019-09-14		Saturday	Not Stated	0	0
10749	1.46191E+13	2020	2020-01-10	14:00	Friday	Male	31	30
10847	1.46742E+13	2020	2020-03-05	20:38	Thursday	Male	27	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6670	Proceeding Straight	20	ROAD 100	OAKDALE AVE	8	N
2886	Proceeding Straight	15	ROAD 156	AVENUE 256	123	N
10859	Stopped In Road	7	OAKDALE AVE	ROAD 108	23	E
10541	Other Unsafe Turning	4	AVENUE 256	ROAD 148	1584	W
8118	Ran Off Road	21	OAKDALE AVE	MOONEY BLVD	1584	W
4619	Ran Off Road	2	J STREET	SR-99 (S/B)	739	S
8841	Crossed Into Opposing Lane - Unpl:	7	ROAD 140	AVENUE 256	200	S
3729	Proceeding Straight	14	AVENUE 256	ROAD 140	3168	E
6301	Passing Other Vehicle	17	AVENUE 256	ROAD 140	3168	E
3068	Slowing/Stopping	16	AVENUE 256	STATE ROUTE 63 (MOO	43	E
3243	Proceeding Straight	18	AVENUE 256	STATE ROUTE 63 (MOO	126	E
9819	Stopped In Road	7	ROAD 140	AVENUE 256	115	S
3204	Making Left Turn	7	ROAD 156	AVENUE 256	317	N
7990	Making Left Turn	7	OAKDALE AVE	MOONEY BLVD	2277	E
10750	Making Right Turn	13	AVENUE 256	ROAD 140	30	E
1966	Proceeding Straight	17	AVENUE 256	ROAD 140	40	W
8052	Proceeding Straight	14	ROAD 140	AVENUE 256	10	N
9439	Proceeding Straight	14	AVENUE 256	ROAD 140	45	W
6341	Stopped In Road	15	ROAD 140	AVENUE 256	20	N
6524	Other Unsafe Turning	2	ROAD 140	AVENUE 256	20	N
7812	Stopped In Road	12	ROAD 140	AVENUE 256	25	N
952	Proceeding Straight	6	ROAD 140 SB	AVENUE 256	40	N
9009	Proceeding Straight	18	AVENUE 256	ROAD 124	120	W
8550	Proceeding Straight	17	ROAD 140	AVENUE 256	100	N
8085	Making Right Turn	15	ROAD 124	AVENUE 256	30	S
2551	Other Unsafe Turning	1	AVENUE 256	ROAD 132	1584	E
4288	Ran Off Road	7	AVE. 256	RD. 132	1584	W
10636	Proceeding Straight	9	AVENUE 256	ROAD 132	693	E
8571	Crossed Into Opposing Lane - Unpl:	20	AVENUE 256	ROAD 132	355	E
2892	Ran Off Road	17	ROAD 124	AVENUE 256	330	N
1177	Ran Off Road	1	AVENUE 256	ROAD 132	100	W
8248	Proceeding Straight	7	ROAD 140	AVENUE 256	523	N
6190	Other Unsafe Turning	3	ROAD 140	AVENUE 256	750	N
6811	Ran Off Road	7	ROAD 108	OAKDALE AVE	1056	N
8623	Ran Off Road	14	ROAD 124	AVENUE 256	1082	N
2516	Other Unsafe Turning	8	ROAD 100	OAKDALE AVE	1584	N
9546	Other Unsafe Turning	0	ROAD 124	AVENUE 256	1366	N
10749	Ran Off Road	14	ROAD 76	AVENUE 328	1602	S
10847	Other Unsafe Turning	20	PARADISE AVE	ROAD 158	410	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6670	N	Clear	N			Property Damage Only	0
2886	N	Clear	N		Y	Severe Injury	0
10859	N	Cloudy	N		N	Property Damage Only	0
10541	N	Clear	N		Y	Other Visible Injury	0
8118	N	Clear	N			Property Damage Only	0
4619	N	Clear	N		Y	Other Visible Injury	0
8841	N	Clear	N			Property Damage Only	0
3729	N	Clear	N		N	Complaint of Pain	0
6301	N	Clear	N			Property Damage Only	0
3068	N	Clear	N		N	Complaint of Pain	0
3243	N	Clear	N		Y	Complaint of Pain	0
9819	N	Fog	N		Y	Complaint of Pain	0
3204	N	Clear	N		Y	Complaint of Pain	0
7990	N	Clear	N			Property Damage Only	0
10750	N	Clear	N		N	Property Damage Only	0
1966	N	Clear	N		Y	Complaint of Pain	0
8052	N	Cloudy	N			Property Damage Only	0
9439	N	Clear	N			Property Damage Only	0
6341	N	Clear	N			Property Damage Only	0
6524	N	Clear	N			Property Damage Only	0
7812	N	Clear	N			Property Damage Only	0
952	N	Fog	N		N	Complaint of Pain	0
9009	N	Clear	N			Property Damage Only	0
8550	N	Clear	N			Property Damage Only	0
8085	N	Cloudy	N			Property Damage Only	0
2551	N	Clear	N		Y	Severe Injury	0
4288	N	Clear	N		N	Complaint of Pain	0
10636	N	Clear	N		Y	Complaint of Pain	0
8571	N	Clear	N			Property Damage Only	0
2892	N	Clear	N		Y	Complaint of Pain	0
1177	N	Clear	N		Y	Other Visible Injury	0
8248	N	Clear	N			Property Damage Only	0
6190	N	Clear	N			Property Damage Only	0
6811	N	Clear	N			Property Damage Only	0
8623	N	Clear	N			Property Damage Only	0
2516	N	Clear	N		Y	Complaint of Pain	0
9546	N	Clear	N			Property Damage Only	0
10749	N	Clear	N		N	Property Damage Only	0
10847	N	Clear	N		N	Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6670	0	1	Unsafe Speed	No	Rear-End
2886	1	3	Unsafe Speed	No	Sideswipe
10859	0	0	Improper Passing	No	Sideswipe
10541	5	2	Improper Turning	No	Hit Object
8118	0	1	Improper Turning	No	Hit Object
4619	1	1	Improper Turning	No	Hit Object
8841	0	1	Wrong Side of Road	No	Head-On
3729	2	3	Unsafe Speed	No	Rear-End
6301	0	1	Improper Passing	No	Sideswipe
3068	1	2	Unsafe Speed	No	Rear-End
3243	1	2	Unsafe Speed	No	Rear-End
9819	1	4	Unsafe Speed	No	Rear-End
3204	1	2	Auto R/W Violation	No	Head-On
7990	0	1	Other Improper Driving	No	Other
10750	0	0	Unsafe Speed	Misdemeanor	Sideswipe
1966	1	3	Unsafe Speed	No	Rear-End
8052	0	1	Unsafe Speed	Misdemeanor	Rear-End
9439	0	1	Improper Turning	No	Rear-End
6341	0	2	Unsafe Speed	Misdemeanor	Rear-End
6524	0	1	Driving Under Influence	No	Hit Object
7812	0	1	Unsafe Starting or Backing	No	Rear-End
952	1	2	Improper Turning	Misdemeanor	Sideswipe
9009	0	0	Other Than Driver	No	Hit Object
8550	0	1	Unsafe Starting or Backing	Misdemeanor	Rear-End
8085	0	1	Other Equipment	No	Other
2551	1	1	Driving Under Influence	No	Hit Object
4288	1	1	Improper Turning	No	Hit Object
10636	1	2	Following Too Closely	No	Rear-End
8571	0	1	Driving Under Influence	No	Broadside
2892	1	1	Driving Under Influence	No	Overtuned
1177	1	1	Driving Under Influence	No	Overtuned
8248	0	1	Unsafe Speed	No	Rear-End
6190	0	1	Driving Under Influence	No	Hit Object
6811	0	1	Improper Turning	No	Overtuned
8623	0	1	Improper Turning	Misdemeanor	Overtuned
2516	1	1	Improper Turning	No	Hit Object
9546	0	1	Improper Turning	Misdemeanor	Hit Object
10749	0	0	Improper Turning	No	Hit Object
10847	0	0	Improper Turning	No	Head-On

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6670	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
2886	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10859	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10541	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8118	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4619	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8841	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3729	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6301	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3068	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3243	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9819	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
3204	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7990	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10750	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1966	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8052	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9439	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6341	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6524	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7812	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
952	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
9009	Other Object	No Pedestrian Involved	Dry	Obstruction On Roadwa	Dark - No Street Lights
8550	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8085	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2551	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4288	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10636	Other Motor Vehicle	No Pedestrian Involved	Dry	Obstruction on Roadwa	Daylight
8571	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2892	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1177	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8248	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6190	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6811	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8623	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2516	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9546	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10749	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10847	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6670	-	0					N	HNBD	Passenger Car
2886	None	0				Y	Y		Passenger Car/Station Waç
10859	Functioning	0					N		Passenger Car
10541	None	0					Y		Passenger Car/Station Waç
8118	-	0					N	HNBD	Passenger Car
4619	None	0					Y	Y	Passenger Car/Station Waç
8841	-	0					N	Sleepy - Fatigued	Passenger Car
3729	Functioning	0					Y		Passenger Car/Station Waç
6301	-	0					N	HNBD	Pickup Truck
3068	Functioning	0					Y		Passenger Car/Station Waç
3243	Functioning	0					Y		Passenger Car/Station Waç
9819	Functioning	0					Y		Pickup or Panel Truck
3204	None	0					Y		Passenger Car/Station Waç
7990	-	0				Y	Y	HNBD	Truck
10750	Functioning	0					N		Other
1966	Functioning	0					Y		Passenger Car/Station Waç
8052	-	0					N	Impairment Not Known	Passenger Car
9439	-	0				Y	N	HNBD	Truck
6341	-	0					N	HNBD	Passenger Car
6524	-	0					N	HBD Under Influence	Passenger Car
7812	-	0					N	HNBD	Pickup Truck
952	Functioning	0					Y		Passenger Car/Station Waç
9009	-	0					N	HNBD	Passenger Car
8550	-	0					N	Impairment Not Known	Passenger Car
8085	-	0					N	HNBD	Pickup Truck
2551	None	0					Y	Y	Passenger Car/Station Waç
4288	None	0					Y		Passenger Car/Station Waç
10636	None	0					Y		Passenger Car/Station Waç
8571	-	0					N	HBD Under Influence	Passenger Car
2892	None	0					Y	Y	Passenger Car/Station Waç
1177	None	0					Y	Y	Passenger Car/Station Waç
8248	-	0					N	HNBD	Passenger Car
6190	-	0					N	HBD Under Influence	Passenger Car
6811	-	0					N	HNBD	Pickup Truck
8623	-	0					N	Impairment Not Known	Pickup Truck
2516	None	0					Y		Passenger Car/Station Waç
9546	-	0					N	Impairment Not Known	Passenger Car
10749	None	0					N		Passenger Car
10847	None	0					N		Pickup Truck

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6670	1	0	0	0	0	0	0	0	0	0
2886	1	1	0	0	0	0	0	0	0	0
10859	0	0	0	0	0	0	0	0	0	0
10541	1	0	5	0	0	0	0	0	0	0
8118	1	0	0	0	0	0	0	0	0	0
4619	7	0	1	0	0	0	0	0	0	0
8841	1	0	0	0	0	0	0	0	0	0
3729	1	0	0	2	0	0	0	0	0	0
6301	22	0	0	0	0	0	0	0	0	0
3068	1	0	0	1	0	0	0	0	0	0
3243	7	0	0	1	0	0	0	0	0	0
9819	22	0	0	1	0	0	0	0	0	0
3204	1	0	0	1	0	0	0	0	0	0
7990	26	0	0	0	0	0	0	0	0	0
10750	0	0	0	0	0	0	0	0	0	0
1966	1	0	0	1	0	0	0	0	0	0
8052	1	0	0	0	0	0	0	0	0	0
9439	27	0	0	0	0	0	0	0	0	0
6341	1	0	0	0	0	0	0	0	0	0
6524	1	0	0	0	0	0	0	0	0	0
7812	22	0	0	0	0	0	0	0	0	0
952	1	0	0	1	0	0	0	0	0	0
9009	7	0	0	0	0	0	0	0	0	0
8550	1	0	0	0	0	0	0	0	0	0
8085	22	0	0	0	0	0	0	0	0	0
2551	1	1	0	0	0	0	0	0	0	0
4288	1	0	0	1	0	0	0	0	0	0
10636	1	0	0	1	0	0	0	0	0	0
8571	1	0	0	0	0	0	0	0	0	0
2892	1	0	0	1	0	0	0	0	0	0
1177	7	0	1	0	0	0	0	0	0	0
8248	1	0	0	0	0	0	0	0	0	0
6190	1	0	0	0	0	0	0	0	0	0
6811	22	0	0	0	0	0	0	0	0	0
8623	22	0	0	0	0	0	0	0	0	0
2516	1	0	0	1	0	0	0	0	0	0
9546	1	0	0	0	0	0	0	0	0	0
10749	0	0	0	0	0	0	0	0	0	0
10847	0	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6670	36.25464659	-119.3493216	TULARE	UNINCORPORATED	-119.3493216	36.25464659	Y
2886	36.25482	-119.22475	TULARE	UNINCORPORATED	-119.2247542	36.2547175	Y
10859	36.25472164	-119.3312105	TULARE	UNINCORPORATED	-119.3312105	36.25472164	Y
10541	36.25498962	-119.248497	TULARE	UNINCORPORATED	-119.247963	36.25477219	Y
8118	36.25485196	-119.3185987	TULARE	UNINCORPORATED	-119.3185987	36.25485196	N
4619	36.25484848	-119.3586121	TULARE	UNINCORPORATED	-119.3586502	36.25485229	N
8841	36.2548728	-119.260611	TULARE	UNINCORPORATED	-119.260611	36.2548728	Y
3729	36.25492859	-119.249382	TULARE	UNINCORPORATED	-119.2499313	36.25487518	N
6301	36.25490906	-119.2499031	TULARE	UNINCORPORATED	-119.2499031	36.25490906	N
3068	36.25502014	-119.3128662	TULARE	UNINCORPORATED	-119.3128662	36.25498581	Y
3243	36.25503922	-119.3125229	TULARE	UNINCORPORATED	-119.3126221	36.25499725	Y
9819	36.25505066	-119.2606201	TULARE	UNINCORPORATED	-119.2606354	36.25510406	N
3204	36.26264191	-119.2248688	TULARE	UNINCORPORATED	-119.224762	36.25524902	N
7990	36.25530035	-119.3055238	TULARE	UNINCORPORATED	-119.3055238	36.25530035	N
10750	36.25541689	-119.2605265	TULARE	UNINCORPORATED	-119.2605265	36.25541689	Y
1966	36.25538	-119.2613	TULARE	UNINCORPORATED	-119.2607747	36.25543198	Y
8052	36.25544947	-119.2606279	TULARE	UNINCORPORATED	-119.2606279	36.25544947	Y
9439	36.25545873	-119.2607737	TULARE	UNINCORPORATED	-119.2607737	36.25545873	Y
6341	36.25547694	-119.2606279	TULARE	UNINCORPORATED	-119.2606279	36.25547694	Y
6524	36.25547694	-119.2606279	TULARE	UNINCORPORATED	-119.2606279	36.25547694	Y
7812	36.25549067	-119.2606278	TULARE	UNINCORPORATED	-119.2606278	36.25549067	Y
952	36.25564	-119.26081	TULARE	UNINCORPORATED	-119.2606929	36.25558596	Y
9009	36.25567048	-119.2964463	TULARE	UNINCORPORATED	-119.2964463	36.25567048	Y
8550	36.25569668	-119.2606273	TULARE	UNINCORPORATED	-119.2606273	36.25569668	Y
8085	36.25577362	-119.2961077	TULARE	UNINCORPORATED	-119.2961077	36.25577362	Y
2551	36.2564	-119.2738	TULARE	UNINCORPORATED	-119.273141	36.25642169	N
4288	36.25640869	-119.2839813	TULARE	UNINCORPORATED	-119.2838516	36.25654221	N
10636	36.25666046	-119.2761612	TULARE	UNINCORPORATED	-119.2761459	36.25664902	Y
8571	36.25673884	-119.2772825	TULARE	UNINCORPORATED	-119.2772825	36.25673884	N
2892	36.25679	-119.29643	TULARE	UNINCORPORATED	-119.2963488	36.25675546	N
1177	36.25678	-119.2789	TULARE	UNINCORPORATED	-119.2788284	36.25675555	Y
8248	36.2568586	-119.2606242	TULARE	UNINCORPORATED	-119.2606242	36.2568586	N
6190	36.25748213	-119.2606226	TULARE	UNINCORPORATED	-119.2606226	36.25748213	N
6811	36.25762142	-119.3312872	TULARE	UNINCORPORATED	-119.3312872	36.25762142	N
8623	36.2588273	-119.2961959	TULARE	UNINCORPORATED	-119.2961959	36.2588273	N
2516	36.36012	-119.34904	TULARE	UNINCORPORATED	-119.3491243	36.25900688	N
9546	36.2596072	-119.2962184	TULARE	UNINCORPORATED	-119.2962184	36.2596072	N
10749	36.38098264	-119.4036353	TULARE	UNINCORPORATED	-119.4036353	36.38098264	N
10847	36.38168196	-119.2188684	TULARE	UNINCORPORATED	-119.2188684	36.38168196	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6670	Crossroads	UNINCORPORATED	-119.3493216	36.25464659		0	0
2886	TIMS	UNINCORPORATED	-119.2247542	36.2547175		0	1
10859	Crossroads	UNINCORPORATED	-119.3312105	36.25472164		0	0
10541	TIMS	UNINCORPORATED	-119.248497	36.25498962		0	0
8118	Crossroads	UNINCORPORATED	-119.3185987	36.25485196		0	0
4619	TIMS	UNINCORPORATED	-119.3586502	36.25485229		0	0
8841	Crossroads	UNINCORPORATED	-119.260611	36.2548728		0	0
3729	TIMS	UNINCORPORATED	-119.2499313	36.25487518		0	0
6301	Crossroads	UNINCORPORATED	-119.2499031	36.25490906		0	0
3068	TIMS	UNINCORPORATED	-119.3128662	36.25498581		0	0
3243	TIMS	UNINCORPORATED	-119.3126221	36.25499725		0	0
9819	TIMS	UNINCORPORATED	-119.2606201	36.25505066		0	0
3204	TIMS	UNINCORPORATED	-119.224762	36.25524902		0	0
7990	Crossroads	UNINCORPORATED	-119.3055238	36.25530035		0	0
10750	Crossroads	UNINCORPORATED	-119.2605265	36.25541689		0	0
1966	TIMS	UNINCORPORATED	-119.2607747	36.25543198		0	0
8052	Crossroads	UNINCORPORATED	-119.2606279	36.25544947		0	0
9439	Crossroads	UNINCORPORATED	-119.2607737	36.25545873		0	0
6341	Crossroads	UNINCORPORATED	-119.2606279	36.25547694		0	0
6524	Crossroads	UNINCORPORATED	-119.2606279	36.25547694		0	0
7812	Crossroads	UNINCORPORATED	-119.2606278	36.25549067		0	0
952	TIMS	UNINCORPORATED	-119.2606929	36.25558596		0	0
9009	Crossroads	UNINCORPORATED	-119.2964463	36.25567048		0	0
8550	Crossroads	UNINCORPORATED	-119.2606273	36.25569668		0	0
8085	Crossroads	UNINCORPORATED	-119.2961077	36.25577362		0	0
2551	TIMS	UNINCORPORATED	-119.273141	36.25642169		0	1
4288	TIMS	UNINCORPORATED	-119.2838516	36.25654221		0	0
10636	TIMS	UNINCORPORATED	-119.2761612	36.25666046		0	0
8571	Crossroads	UNINCORPORATED	-119.2772825	36.25673884		0	0
2892	TIMS	UNINCORPORATED	-119.2963488	36.25675546		0	0
1177	TIMS	UNINCORPORATED	-119.2788284	36.25675555		0	0
8248	Crossroads	UNINCORPORATED	-119.2606242	36.2568586		0	0
6190	Crossroads	UNINCORPORATED	-119.2606226	36.25748213		0	0
6811	Crossroads	UNINCORPORATED	-119.3312872	36.25762142		0	0
8623	Crossroads	UNINCORPORATED	-119.2961959	36.2588273		0	0
2516	TIMS	UNINCORPORATED	-119.3491243	36.25900688		0	0
9546	Crossroads	UNINCORPORATED	-119.2962184	36.2596072		0	0
10749	Crossroads	UNINCORPORATED	-119.4036353	36.38098264		0	0
10847	Crossroads	UNINCORPORATED	-119.2188684	36.38168196		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6670	0	0	1	1	0	0	0	0
2886	0	0	0	165	0	0	0	0
10859	0	0	1	1	0	0	0	0
10541	1	0	0	11	0	1	0	1
8118	0	0	1	1	0	1	0	1
4619	1	0	0	11	0	1	0	1
8841	0	0	1	1	0	0	0	0
3729	0	1	0	6	0	0	0	0
6301	0	0	1	1	0	0	0	0
3068	0	1	0	6	0	0	0	0
3243	0	1	0	6	0	0	0	0
9819	0	1	0	6	0	0	0	0
3204	0	1	0	6	0	0	0	0
7990	0	0	1	1	0	0	0	0
10750	0	0	1	1	0	0	0	0
1966	0	1	0	6	0	0	0	0
8052	0	0	1	1	0	0	0	0
9439	0	0	1	1	0	0	0	1
6341	0	0	1	1	0	0	0	0
6524	0	0	1	1	0	1	1	0
7812	0	0	1	1	0	0	0	0
952	0	1	0	6	0	0	0	1
9009	0	0	1	1	0	1	0	0
8550	0	0	1	1	0	0	0	0
8085	0	0	1	1	0	0	0	0
2551	0	0	0	165	0	1	1	0
4288	0	1	0	6	0	1	0	1
10636	0	1	0	6	0	0	0	0
8571	0	0	1	1	1	0	1	0
2892	0	1	0	6	0	0	1	0
1177	1	0	0	11	0	0	1	0
8248	0	0	1	1	0	0	0	0
6190	0	0	1	1	0	1	1	0
6811	0	0	1	1	0	0	0	1
8623	0	0	1	1	0	0	0	1
2516	0	1	0	6	0	1	0	1
9546	0	0	1	1	0	1	0	1
10749	0	0	1	1	0	1	0	1
10847	0	0	1	1	0	0	0	1

OBJECT_ID	NIGHTTIME
6670	1
2886	0
10859	0
10541	1
8118	1
4619	1
8841	0
3729	0
6301	0
3068	0
3243	0
9819	0
3204	0
7990	0
10750	0
1966	0
8052	0
9439	0
6341	0
6524	1
7812	0
952	0
9009	1
8550	0
8085	0
2551	1
4288	0
10636	0
8571	0
2892	0
1177	1
8248	0
6190	1
6811	0
8623	0
2516	0
9546	1
10749	0
10847	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6298	1.32E+13	2016	2016-03-13	14:40	Sunday	Male	20	20
7348	1.36E+13	2017	2017-04-11	19:45	Tuesday	Not Stated	0	0
9014	1.43E+13	2019	2019-02-14	13:40	Thursday	Male	51	50
8483	1.4E+13	2018	2018-05-29	12:45	Tuesday	Not Stated	0	0
9622	1.45E+13	2019	2019-10-14	14:20	Monday	Male	18	10
2664	90567904	2017	2017-09-30	1919	Saturday	Not Stated	0	0
8521	1.4E+13	2018	2018-06-13	15:39	Wednesday	Female	48	40
6421	1.33E+13	2016	2016-05-02	18:45	Monday	Not Stated	0	0
8230	1.39E+13	2018	2018-02-27	3:05	Tuesday	Not Stated	0	0
9516	1.45E+13	2019	2019-09-01	12:00	Sunday	Not Stated	0	0
2819	90606229	2017	2017-11-23	1159	Thursday	Male	24	20
8820	1.42E+13	2018	2018-10-20	21:45	Saturday	Not Stated	0	0
9572	1.45E+13	2019	2019-09-24	13:55	Tuesday	Female	50	50
11022	1.47531E+13	2020	2020-05-23	14:05	Saturday	Male	20	20
2916	90639229	2018	2018-01-09	1020	Tuesday	Male	56	50
8249	1.39E+13	2018	2018-03-06	6:55	Tuesday	Female	71	70
6203	1.32E+13	2016	2016-02-09	8:50	Tuesday	Male	60	60
7143	1.35E+13	2017	2017-01-31	7:00	Tuesday	Female	25	20
7728	1.38E+13	2017	2017-08-24	11:26	Thursday	Not Stated	0	0
8911	1.42E+13	2018	2018-12-17	12:05	Monday	Not Stated	0	0
6096	1.32E+13	2016	2016-01-03	10:10	Sunday	Not Stated	0	0
3339	90753704	2018	2018-06-14	2145	Thursday	Male	64	60
962	90101439	2016	2016-01-09	1745	Saturday	Female	76	70
8352	1.4E+13	2018	2018-04-15	10:36	Sunday	Female	46	40
8523	1.4E+13	2018	2018-06-14	17:25	Thursday	Female	22	20
7120	1.35E+13	2017	2017-01-25	7:00	Wednesday	Not Stated	0	0
7139	1.35E+13	2017	2017-01-30	0:30	Monday	Not Stated	0	0
9628	1.45E+13	2019	2019-10-16	18:40	Wednesday	Male	59	50
9390	1.44E+13	2019	2019-07-12	17:50	Friday	Male	36	30
8622	1.41E+13	2018	2018-08-01	18:35	Wednesday	Female	45	40
2780	90596290	2017	2017-11-05	215	Sunday	Male	35	30
9925	91190483	2020	2020-02-15	2030	Saturday	Male	50	50
6782	1.34E+13	2016	2016-09-26	14:05	Monday	Female	31	30
6930	1.35E+13	2016	2016-11-28	15:40	Monday	Male	39	30
8023	1.39E+13	2017	2017-12-11	13:10	Monday	Male	41	40
4936	91142010	2019	2019-11-26	1312	Tuesday	Female	34	30
8624	1.41E+13	2018	2018-08-02	16:05	Thursday	Female	45	40
9721	1.46E+13	2019	2019-11-28	16:09	Thursday	Male	49	40
8048	1.39E+13	2017	2017-12-21	14:10	Thursday	Male	68	60

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6298	Changing Lanes	14	ROAD 80	AVENUE 328	1320	S
7348	Other Unsafe Turning	19	AVENUE 326	LINCOLN RD	12	W
9014	Proceeding Straight	13	ROAD 124	AVENUE 326	30	N
8483	Proceeding Straight	12	ROAD 92	AVENUE 328	1056	S
9622	Entering Traffic	14	ROAD 158	AVENUE 327	275	S
2664	Other Unsafe Turning	19	AVENUE 327	SR-216 (ROAD 160)	522	W
8521	Making Left Turn	15	ROAD 160	AVENUE 327	113	N
6421	Proceeding Straight	18	ROAD 160	ROSALINE AVE	36	S
8230	Ran Off Road	3	ROAD 80	AVENUE 328	528	S
9516	Backing	12	ROAD 160	ROSALINE AVE	20	S
2819	Making Right Turn	11	ROAD 144	AVE. 328	464	S
8820	Ran Off Road	21	ROAD 160	ROSALINE AVE	80	N
9572	Changing Lanes	13	ROAD 80	AVENUE 328	300	S
11022	Making Left Turn	14	ROAD 124	AVENUE 328	336	S
2916	Proceeding Straight	10	ROAD 80	AVENUE 328	220	S
8249	Proceeding Straight	6	ROAD 158	AVENUE 328	35	S
6203	Making U Turn	8	AVENUE 328	MANZANITA RD	42	W
7143	Entering Traffic	7	AVENUE 328	ROAD 158	215	E
7728	Other Unsafe Turning	11	AVENUE 328	ROAD 158	262	W
8911	Ran Off Road	12	ROAD 80	AVENUE 328	125	S
6096	Other Unsafe Turning	10	AVENUE 328	ROAD 156	72	W
3339	Not Stated	21	AVE 328	RD 159	105	E
962	Not Stated	17	AVENUE 328	ROAD 159	55	E
8352	Proceeding Straight	10	ROAD 80	AVENUE 328	100	S
8523	Making Left Turn	17	ROAD 160	AVENUE 328	100	N
7120	Ran Off Road	7	AVENUE 328	ROAD 148	1100	E
7139	Proceeding Straight	0	AVENUE 328	ROAD 108	4231	W
9628	Proceeding Straight	18	AVENUE 328	ROAD 148	54	E
9390	Proceeding Straight	17	AVENUE 328	ROAD 148	20	E
8622	Slowing/Stopping	18	ROAD 144	AVENUE 328	40	S
2780	Other Unsafe Turning	2	AVE 328	ROAD 92	4752	E
9925	Ran Off Road	20	AVENUE 328	ROAD 108	7392	W
6782	Backing	14	AVENUE 328	ROAD 92	2174	W
6930	Entering Traffic	15	AVENUE 328	ROAD 80	3695	E
8023	Proceeding Straight	13	AVENUE 328	ROAD 144	30	E
4936	Proceeding Straight	13	AVENUE 328	ROAD 80	416	W
8624	Proceeding Straight	16	AVENUE 328	ROAD 80	26	E
9721	Proceeding Straight	16	AVENUE 328	ROAD 80	12	W
8048	Proceeding Straight	14	ROAD 108	AVENUE 328	25	S

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6298	N	Raining	N			Property Damage Only	0
7348	N	Clear	N			Property Damage Only	0
9014	N	Clear	N			Property Damage Only	0
8483	N	Clear	N			Property Damage Only	0
9622	N	Clear	N			Property Damage Only	0
2664	N	Clear	N		N	Other Visible Injury	0
8521	N	Clear	N			Property Damage Only	0
6421	N	Clear	N			Property Damage Only	0
8230	N	Raining	N			Property Damage Only	0
9516	N	Clear	N			Property Damage Only	0
2819	N	Clear	N		Y	Severe Injury	0
8820	N	Clear	N			Property Damage Only	0
9572	N	Clear	N			Property Damage Only	0
11022	N	Clear	N		N	Property Damage Only	0
2916	N	Cloudy	N		N	Complaint of Pain	0
8249	N	Clear	N			Property Damage Only	0
6203	N	Clear	N			Property Damage Only	0
7143	N	Clear	N			Property Damage Only	0
7728	N	Clear	N			Property Damage Only	0
8911	N	Raining	N			Property Damage Only	0
6096	N	Cloudy	N			Property Damage Only	0
3339	N	Clear	N		N	Fatal	1
962	N	Cloudy	N		N	Complaint of Pain	0
8352	N	Clear	N			Property Damage Only	0
8523	N	Clear	N			Property Damage Only	0
7120	N	Cloudy	N			Property Damage Only	0
7139	N	Fog	N			Property Damage Only	0
9628	N	Cloudy	N			Property Damage Only	0
9390	N	Clear	N			Property Damage Only	0
8622	N	Clear	N			Property Damage Only	0
2780	N	Clear	N		Y	Other Visible Injury	0
9925	N	Clear	N		Y	Severe Injury	0
6782	N	Clear	N			Property Damage Only	0
6930	N	Clear	N			Property Damage Only	0
8023	N	Clear	N			Property Damage Only	0
4936	N	Cloudy	N		Y	Severe Injury	0
8624	N	Clear	N			Property Damage Only	0
9721	N	Clear	N			Property Damage Only	0
8048	N	Cloudy	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6298	0	1	Driving Under Influence	No	Sideswipe
7348	0	1	Driving Under Influence	No	Hit Object
9014	0	1	Unsafe Speed	No	Rear-End
8483	0	1	Unsafe Speed	No	Hit Object
9622	0	1	Auto R/W Violation	No	Broadside
2664	1	2	Improper Turning	Misdemeanor	Rear-End
8521	0	1	Auto R/W Violation	No	Broadside
6421	0	1	Traffic Signals and Signs	Misdemeanor	Broadside
8230	0	1	Unsafe Speed	No	Hit Object
9516	0	1	Other Improper Driving	No	Other
2819	1	2	Improper Turning	No	Sideswipe
8820	0	1	Improper Turning	Misdemeanor	Hit Object
9572	0	1	Unsafe Lane Change	No	Sideswipe
11022	0	0	Improper Turning	No	Rear-End
2916	1	1	Unsafe Speed	No	Hit Object
8249	0	1	Unsafe Speed	No	Rear-End
6203	0	1	Improper Turning	No	Broadside
7143	0	1	Auto R/W Violation	No	Broadside
7728	0	1	Improper Turning	No	Broadside
8911	0	1	Unsafe Speed	No	Hit Object
6096	0	1	Improper Turning	No	Sideswipe
3339	0	2	Pedestrian Violation	Felony	Vehicle/Pedestrian
962	2	3	Pedestrian Violation	No	Vehicle/Pedestrian
8352	0	1	Other	Misdemeanor	Other
8523	0	1	Auto R/W Violation	No	Sideswipe
7120	0	1	Improper Turning	No	Hit Object
7139	0	1	Improper Turning	No	Hit Object
9628	0	0	Other Than Driver	No	Other
9390	0	1	Unsafe Speed	Misdemeanor	Rear-End
8622	0	1	Unsafe Speed	No	Rear-End
2780	1	1	Driving Under Influence	No	Hit Object
9925	1	1	Improper Turning	No	Hit Object
6782	0	1	Unsafe Starting or Backing	No	Rear-End
6930	0	1	Auto R/W Violation	No	Broadside
8023	0	1	Unsafe Speed	No	Rear-End
4936	3	2	Unsafe Speed	No	Rear-End
8624	0	1	Unsafe Speed	Misdemeanor	Rear-End
9721	0	1	Driving Under Influence	Misdemeanor	Rear-End
8048	0	1	Unsafe Speed	No	Rear-End

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6298	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7348	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
9014	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8483	Fixed Object	No Pedestrian Involved	Dry	Construction Or Repair	Daylight
9622	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2664	Bicycle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8521	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6421	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8230	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
9516	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2819	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8820	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9572	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
11022	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2916	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8249	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6203	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7143	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7728	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8911	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
6096	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3339	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dark - Street Lights
962	Pedestrian	Crossing Not in Crosswalk	Wet	No Unusual Condition	Dark - No Street Lights
8352	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8523	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7120	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7139	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9628	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9390	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8622	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2780	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9925	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6782	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6930	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8023	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4936	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8624	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9721	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8048	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6298	-	0					N	Under Drug Influence	Passenger Car
7348	-	0					N	HBD Under Influence	Passenger Car
9014	-	0					N	HNBD	Passenger Car
8483	-	0					N	HNBD	Pickup Truck
9622	-	0					N	HNBD	Passenger Car
2664	None	0		Y			Y		-
8521	-	0					N	HNBD	Passenger Car
6421	-	0					N	Impairment Not Known	Pickup Truck
8230	-	0					N	HNBD	Passenger Car
9516	-	0					Y	Impairment Not Known	Pickup Truck
2819	None	0			Y		Y		Pickup or Panel Truck
8820	-	0					N	Sleepy - Fatigued	Pickup Truck
9572	-	0					N	HNBD	Passenger Car
11022	Functioning	0					N		Pickup Truck
2916	Functioning	0				Y	Y		Truck or Truck Tractor with
8249	-	0					N	Impairment Not Known	Passenger Car
6203	-	0					N	HNBD	Passenger Car
7143	-	0					N	HNBD	Passenger Car
7728	-	0					N	Impairment Not Known	Pickup Truck
8911	-	0					N	HNBD	Passenger Car
6096	-	0					N	HNBD	Pickup Truck
3339	None	0		Y			Y		Pedestrian
962	None	0		Y			Y		Pedestrian
8352	-	0					N	Impairment Not Known	Other
8523	-	0					N	HNBD	Passenger Car
7120	-	0					N	HNBD	Pickup Truck
7139	-	0					N	HNBD	Passenger Car
9628	-	0					N	HNBD	Passenger Car
9390	-	0					N	HNBD	Passenger Car
8622	-	0					N	HNBD	Passenger Car
2780	None	0					Y	Y	Passenger Car/Station Waç
9925	None	0					Y		Passenger Car/Station Waç
6782	-	0				Y	N	HNBD	Truck
6930	-	0					N	HNBD	Pickup Truck
8023	-	0					N	HNBD	Passenger Car
4936	Functioning	0					Y		Passenger Car/Station Waç
8624	-	0					N	Impairment Not Known	Pickup Truck
9721	-	0					N	HBD Under Influence	Pickup Truck
8048	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6298	1	0	0	0	0	0	0	0	0	0
7348	7	0	0	0	0	0	0	0	0	0
9014	7	0	0	0	0	0	0	0	0	0
8483	22	0	0	0	0	0	0	0	0	0
9622	1	0	0	0	0	0	0	0	0	0
2664	99	0	1	0	0	0	1	0	0	0
8521	1	0	0	0	0	0	0	0	0	0
6421	22	0	0	0	0	0	0	0	0	0
8230	1	0	0	0	0	0	0	0	0	0
9516	22	0	0	0	0	0	0	0	0	0
2819	22	1	0	0	0	0	0	0	0	1
8820	22	0	0	0	0	0	0	0	0	0
9572	1	0	0	0	0	0	0	0	0	0
11022	0	0	0	0	0	0	0	0	0	0
2916	26	0	0	1	0	0	0	0	0	0
8249	7	0	0	0	0	0	0	0	0	0
6203	1	0	0	0	0	0	0	0	0	0
7143	1	0	0	0	0	0	0	0	0	0
7728	22	0	0	0	0	0	0	0	0	0
8911	1	0	0	0	0	0	0	0	0	0
6096	22	0	0	0	0	0	0	0	0	0
3339	60	0	0	0	1	0	0	0	0	0
962	60	0	0	2	0	2	0	0	0	0
8352	99	0	0	0	0	0	0	0	0	0
8523	1	0	0	0	0	0	0	0	0	0
7120	22	0	0	0	0	0	0	0	0	0
7139	1	0	0	0	0	0	0	0	0	0
9628	7	0	0	0	0	0	0	0	0	0
9390	1	0	0	0	0	0	0	0	0	0
8622	1	0	0	0	0	0	0	0	0	0
2780	7	0	1	0	0	0	0	0	0	0
9925	1	1	0	0	0	0	0	0	0	0
6782	26	0	0	0	0	0	0	0	0	0
6930	22	0	0	0	0	0	0	0	0	0
8023	1	0	0	0	0	0	0	0	0	0
4936	1	1	2	0	0	0	0	0	0	0
8624	22	0	0	0	0	0	0	0	0	0
9721	22	0	0	0	0	0	0	0	0	0
8048	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6298	36.38175724	-119.3947453	TULARE	UNINCORPORATED	-119.3947453	36.38175724	N
7348	36.38179015	-119.2951472	TULARE	UNINCORPORATED	-119.2951472	36.38179015	Y
9014	36.38188613	-119.2967015	TULARE	UNINCORPORATED	-119.2967015	36.38188613	Y
8483	36.3824055	-119.3680158	TULARE	UNINCORPORATED	-119.3680158	36.3824055	N
9622	36.3824409	-119.2202502	TULARE	UNINCORPORATED	-119.2202502	36.3824409	N
2664	36.38327	-119.21703	TULARE	UNINCORPORATED	-119.21703	36.38327	N
8521	36.38342951	-119.2155853	TULARE	UNINCORPORATED	-119.2155853	36.38342951	Y
6421	36.38389921	-119.2155849	TULARE	UNINCORPORATED	-119.2155849	36.38389921	Y
8230	36.3839327	-119.3947421	TULARE	UNINCORPORATED	-119.3947421	36.3839327	N
9516	36.38394316	-119.2155849	TULARE	UNINCORPORATED	-119.2155849	36.38394316	Y
2819	36.38402	-119.25176	TULARE	UNINCORPORATED	-119.2518242	36.38409676	N
8820	36.38421783	-119.2155867	TULARE	UNINCORPORATED	-119.2155867	36.38421783	Y
9572	36.38455896	-119.3947412	TULARE	UNINCORPORATED	-119.3947412	36.38455896	N
11022	36.38471792	-119.2966169	TULARE	UNINCORPORATED	-119.2966169	36.38471792	N
2916	36.38471985	-119.3944931	TULARE	UNINCORPORATED	-119.3947601	36.38475418	Y
8249	36.38486613	-119.2202283	TULARE	UNINCORPORATED	-119.2202283	36.38486613	Y
6203	36.38494544	-119.2192461	TULARE	UNINCORPORATED	-119.2192461	36.38494544	Y
7143	36.38494969	-119.2194943	TULARE	UNINCORPORATED	-119.2194943	36.38494969	Y
7728	36.38497783	-119.2211144	TULARE	UNINCORPORATED	-119.2211144	36.38497783	N
8911	36.38503965	-119.3947405	TULARE	UNINCORPORATED	-119.3947405	36.38503965	Y
6096	36.3850408	-119.225028	TULARE	UNINCORPORATED	-119.225028	36.3850408	Y
3339	36.38502121	-119.2166672	TULARE	UNINCORPORATED	-119.2177048	36.38505936	Y
962	36.38499	-119.21791	TULARE	UNINCORPORATED	-119.2178734	36.38506	Y
8352	36.38510832	-119.3947404	TULARE	UNINCORPORATED	-119.3947404	36.38510832	Y
8523	36.38513206	-119.2156077	TULARE	UNINCORPORATED	-119.2156077	36.38513206	Y
7120	36.38520952	-119.2390822	TULARE	UNINCORPORATED	-119.2390822	36.38520952	N
7139	36.38521616	-119.3465624	TULARE	UNINCORPORATED	-119.3465624	36.38521616	N
9628	36.38525475	-119.2426352	TULARE	UNINCORPORATED	-119.2426352	36.38525475	Y
9390	36.38525562	-119.2427507	TULARE	UNINCORPORATED	-119.2427507	36.38525562	Y
8622	36.38526163	-119.2517444	TULARE	UNINCORPORATED	-119.2517444	36.38526163	Y
2780	36.38526	-119.35308	TULARE	UNINCORPORATED	-119.3518733	36.38530207	N
9925	36.38542938	-119.3575287	TULARE	UNINCORPORATED	-119.3572998	36.38530731	Y
6782	36.38534024	-119.3753864	TULARE	UNINCORPORATED	-119.3753864	36.38534024	N
6930	36.38534454	-119.3821877	TULARE	UNINCORPORATED	-119.3821877	36.38534454	N
8023	36.38536962	-119.2516409	TULARE	UNINCORPORATED	-119.2516409	36.38536962	Y
4936	36.38544083	-119.3958817	TULARE	UNINCORPORATED	-119.3961868	36.38537216	N
8624	36.38538262	-119.3946517	TULARE	UNINCORPORATED	-119.3946517	36.38538262	Y
9721	36.385383	-119.3947808	TULARE	UNINCORPORATED	-119.3947808	36.385383	Y
8048	36.38541533	-119.3321927	TULARE	UNINCORPORATED	-119.3321927	36.38541533	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6298	Crossroads	UNINCORPORATED	-119.3947453	36.38175724		0	0
7348	Crossroads	UNINCORPORATED	-119.2951472	36.38179015		0	0
9014	Crossroads	UNINCORPORATED	-119.2967015	36.38188613		0	0
8483	Crossroads	UNINCORPORATED	-119.3680158	36.3824055		0	0
9622	Crossroads	UNINCORPORATED	-119.2202502	36.3824409		0	0
2664	TIMS	UNINCORPORATED	-119.21703	36.38327		0	0
8521	Crossroads	UNINCORPORATED	-119.2155853	36.38342951		0	0
6421	Crossroads	UNINCORPORATED	-119.2155849	36.38389921		0	0
8230	Crossroads	UNINCORPORATED	-119.3947421	36.3839327		0	0
9516	Crossroads	UNINCORPORATED	-119.2155849	36.38394316		0	0
2819	TIMS	UNINCORPORATED	-119.2518242	36.38409676		0	1
8820	Crossroads	UNINCORPORATED	-119.2155867	36.38421783		0	0
9572	Crossroads	UNINCORPORATED	-119.3947412	36.38455896		0	0
11022	Crossroads	UNINCORPORATED	-119.2966169	36.38471792		0	0
2916	TIMS	UNINCORPORATED	-119.3947601	36.38475418		0	0
8249	Crossroads	UNINCORPORATED	-119.2202283	36.38486613		0	0
6203	Crossroads	UNINCORPORATED	-119.2192461	36.38494544		0	0
7143	Crossroads	UNINCORPORATED	-119.2194943	36.38494969		0	0
7728	Crossroads	UNINCORPORATED	-119.2211144	36.38497783		0	0
8911	Crossroads	UNINCORPORATED	-119.3947405	36.38503965		0	0
6096	Crossroads	UNINCORPORATED	-119.225028	36.3850408		0	0
3339	TIMS	UNINCORPORATED	-119.2177048	36.38505936		1	0
962	TIMS	UNINCORPORATED	-119.2178734	36.38506		0	0
8352	Crossroads	UNINCORPORATED	-119.3947404	36.38510832		0	0
8523	Crossroads	UNINCORPORATED	-119.2156077	36.38513206		0	0
7120	Crossroads	UNINCORPORATED	-119.2390822	36.38520952		0	0
7139	Crossroads	UNINCORPORATED	-119.3465624	36.38521616		0	0
9628	Crossroads	UNINCORPORATED	-119.2426352	36.38525475		0	0
9390	Crossroads	UNINCORPORATED	-119.2427507	36.38525562		0	0
8622	Crossroads	UNINCORPORATED	-119.2517444	36.38526163		0	0
2780	TIMS	UNINCORPORATED	-119.3518733	36.38530207		0	0
9925	TIMS	UNINCORPORATED	-119.3575287	36.38542938		0	1
6782	Crossroads	UNINCORPORATED	-119.3753864	36.38534024		0	0
6930	Crossroads	UNINCORPORATED	-119.3821877	36.38534454		0	0
8023	Crossroads	UNINCORPORATED	-119.2516409	36.38536962		0	0
4936	TIMS	UNINCORPORATED	-119.3961868	36.38537216		0	1
8624	Crossroads	UNINCORPORATED	-119.3946517	36.38538262		0	0
9721	Crossroads	UNINCORPORATED	-119.3947808	36.385383		0	0
8048	Crossroads	UNINCORPORATED	-119.3321927	36.38541533		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6298	0	0	1	1	0	0	1	0
7348	0	0	1	1	0	1	1	0
9014	0	0	1	1	0	0	0	0
8483	0	0	1	1	0	1	0	0
9622	0	0	1	1	1	0	0	0
2664	1	0	0	11	0	0	0	1
8521	0	0	1	1	1	0	0	0
6421	0	0	1	1	1	0	0	0
8230	0	0	1	1	0	1	0	0
9516	0	0	1	1	0	0	0	0
2819	0	0	0	165	0	0	0	1
8820	0	0	1	1	0	1	0	1
9572	0	0	1	1	0	0	0	0
11022	0	0	1	1	0	0	0	1
2916	0	1	0	6	0	1	0	0
8249	0	0	1	1	0	0	0	0
6203	0	0	1	1	1	0	0	1
7143	0	0	1	1	1	0	0	0
7728	0	0	1	1	1	0	0	1
8911	0	0	1	1	0	1	0	0
6096	0	0	1	1	0	0	0	1
3339	0	0	0	165	0	0	0	0
962	0	1	0	6	0	0	0	0
8352	0	0	1	1	0	0	0	0
8523	0	0	1	1	0	0	0	0
7120	0	0	1	1	0	1	0	1
7139	0	0	1	1	0	1	0	1
9628	0	0	1	1	0	0	0	0
9390	0	0	1	1	0	0	0	0
8622	0	0	1	1	0	0	0	0
2780	1	0	0	11	0	1	1	0
9925	0	0	0	165	0	1	0	1
6782	0	0	1	1	0	0	0	0
6930	0	0	1	1	1	0	0	0
8023	0	0	1	1	0	0	0	0
4936	0	0	0	165	0	0	0	0
8624	0	0	1	1	0	0	0	0
9721	0	0	1	1	0	0	1	0
8048	0	0	1	1	0	0	0	0

OBJECT_ID	NIGHTTIME
6298	0
7348	0
9014	0
8483	0
9622	0
2664	1
8521	0
6421	0
8230	1
9516	0
2819	0
8820	1
9572	0
11022	0
2916	0
8249	0
6203	0
7143	0
7728	0
8911	0
6096	0
3339	1
962	1
8352	0
8523	0
7120	0
7139	1
9628	1
9390	0
8622	0
2780	1
9925	1
6782	0
6930	0
8023	0
4936	0
8624	0
9721	0
8048	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEEK	GENDER	AGE	AGE_CAT
8161	1.39E+13	2018	2018-02-05	3:15	Monday	Not Stated	0	0
4513	91033999	2019	2019-07-15	517	Monday	Male	71	70
10224	91265550	2020	2020-07-05	1811	Sunday	Male	998	990
2448	90512785	2017	2017-07-27	618	Thursday	Female	37	30
9886	91181834	2020	2020-02-04	1356	Tuesday	Female	28	20
4094	90939244	2019	2019-02-28	1555	Thursday	Male	46	40
6775	1.34E+13	2016	2016-09-23	12:40	Friday	Male	45	40
9715	1.46E+13	2019	2019-11-27	16:10	Wednesday	Not Stated	0	0
6632	1.33E+13	2016	2016-07-16	21:05	Saturday	Male	50	50
8626	1.41E+13	2018	2018-08-03	13:50	Friday	Female	33	30
2917	90639265	2018	2018-01-10	940	Wednesday	Female	56	50
970	90102664	2016	2016-01-12	750	Tuesday	Female	30	30
9102	1.43E+13	2019	2019-04-01	15:30	Monday	Female	18	10
8768	1.42E+13	2018	2018-09-29	17:55	Saturday	Male	50	50
6536	1.33E+13	2016	2016-06-08	16:35	Wednesday	Male	16	10
6952	1.35E+13	2016	2016-12-06	11:25	Tuesday	Female	30	30
1124	90148654	2016	2016-03-22	1535	Tuesday	Male	60	60
3893	90888804	2018	2018-12-14	1805	Friday	Female	59	50
1835	90342747	2016	2016-12-03	818	Saturday	Female	32	30
4667	91069534	2019	2019-09-03	2020	Tuesday	Female	75	70
9244	1.44E+13	2019	2019-05-17	7:25	Friday	Male	24	20
7906	1.38E+13	2017	2017-10-27	14:10	Friday	Female	30	30
3916	90896172	2018	2018-12-24	2200	Monday	Male	24	20
11277	1.48642E+13	2020	2020-09-11	15:48	Friday	Female	48	40
1023	90113921	2016	2016-02-03	1515	Wednesday	Female	22	20
9493	1.45E+13	2019	2019-08-24	10:05	Saturday	Male	19	10
7935	1.38E+13	2017	2017-11-09	9:55	Thursday	Female	42	40
2313	90472129	2017	2017-05-15	1740	Monday	Male	33	30
3291	90740776	2018	2018-05-29	1025	Tuesday	Female	66	60
7941	1.38E+13	2017	2017-11-10	20:41	Friday	Not Stated	0	0
8999	1.43E+13	2019	2019-02-04	7:55	Monday	Female	65	60
7608	1.37E+13	2017	2017-07-08	14:20	Saturday	Male	27	20
6417	1.33E+13	2016	2016-05-01	11:30	Sunday	Female	48	40
5017	91208694	2019	2019-10-08	1930	Tuesday	Male	36	30
7040	1.35E+13	2016	2016-12-30	16:15	Friday	Male	62	60
8536	1.4E+13	2018	2018-06-19	14:15	Tuesday	Not Stated	0	0
7045	1.35E+13	2016	2016-12-31	15:25	Saturday	Female	36	30
7628	1.37E+13	2017	2017-07-16	10:15	Sunday	Female	37	30
8610	1.41E+13	2018	2018-07-26	13:05	Thursday	Female	49	40

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
8161	Proceeding Straight	3	AVENUE 328	ROAD 108	1056	W
4513	Crossed Into Opposing Lane	5	AVENUE 328	ROAD 108	1690	W
10224	Proceeding Straight	18	ROAD 108	AVENUE 328	18	S
2448	Proceeding Straight	6	AVENUE 328	ROAD 140	50	W
9886	Ran Off Road	13	AVENUE 328	ROAD 140	100	W
4094	Crossed Into Opposing Lane	15	AVENUE 328	ROAD 92	2112	W
6775	Proceeding Straight	12	ROAD 108	AVENUE 328	15	S
9715	Ran Off Road	16	AVENUE 328	ROAD 108	528	W
6632	Proceeding Straight	21	ROAD 132	AVENUE 328	60	S
8626	Proceeding Straight	13	ROAD 124	AVENUE 328	60	S
2917	Traveling Wrong Way	9	AVENUE 328	ROAD 108	711	E
970	Proceeding Straight	7	AVENUE 328	ROAD 138	45	E
9102	Proceeding Straight	15	AVENUE 328	ROAD 112	7	W
8768	Slowing/Stopping	17	AVENUE 328	ROAD 112	5	W
6536	Ran Off Road	16	AVENUE 328	ROAD 112	528	E
6952	Entering Traffic	11	AVENUE 328	ROAD 140	150	E
1124	Proceeding Straight	15	AVE. 328	RD 112	2112	E
3893	Making Right Turn	18	AVENUE 328	ROAD 112	44	W
1835	Slowing/Stopping	8	AVENUE 328	ROAD 112	22	W
4667	Making Left Turn	20	AVENUE 328	STATE ROUTE 63 (ROAD 1308)	1308	W
9244	Proceeding Straight	7	AVENUE 328	ROAD 124	3527	W
7906	Making Left Turn	14	AVENUE 328	ROAD 138	42	W
3916	Ran Off Road	22	AVE 328	GRANDVIEW ST.	444	E
11277	Passing Other Vehicle	15	AVENUE 328	ROAD 124	2640	W
1023	Proceeding Straight	15	ROAD 80	AVENUE 328	66	N
9493	Proceeding Straight	10	ROAD 80	AVENUE 328	65	N
7935	Backing	9	ROAD 112	AVENUE 328	32	N
2313	Crossed Into Opposing Lane	17	AVENUE 328	ROAD 127	1316	E
3291	Proceeding Straight	10	ROAD 80 (SOUTHBOUND)	AVENUE 328	88	N
7941	Other Unsafe Turning	20	AVENUE 328	ROAD 127	490	W
8999	Proceeding Straight	7	AVENUE 328	ROAD 132	710	E
7608	Entering Traffic	14	AVENUE 328	ROAD 127	130	E
6417	Proceeding Straight	11	AVENUE 328	ROAD 132	1056	W
5017	Not Stated	19	AVENUE 328	ROAD 132	183	E
7040	Slowing/Stopping	16	AVENUE 328	ROAD 132	350	W
8536	Making Left Turn	14	AVENUE 328	ROAD 132	55	W
7045	Slowing/Stopping	15	AVENUE 328	ROAD 132	10	W
7628	Making Right Turn	10	AVENUE 328	ROAD 132	6	W
8610	Entering Traffic	13	AVENUE 328	ROAD 124	95	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
8161	N	Clear	N			Property Damage Only	0
4513	N	Clear	N		Y	Severe Injury	0
10224	N	Clear	N		N	Complaint of Pain	0
2448	N	Clear	N		N	Complaint of Pain	0
9886	N	Clear	N		Y	Complaint of Pain	0
4094	N	Clear	N		N	Complaint of Pain	0
6775	N	Clear	N			Property Damage Only	0
9715	N	Other	N			Property Damage Only	0
6632	N	Clear	N			Property Damage Only	0
8626	N	Clear	N			Property Damage Only	0
2917	N	Clear	N		Y	Complaint of Pain	0
970	N	Clear	N		Y	Complaint of Pain	0
9102	N	Clear	N			Property Damage Only	0
8768	N	Clear	N			Property Damage Only	0
6536	N	Clear	N			Property Damage Only	0
6952	N	Cloudy	N			Property Damage Only	0
1124	N	Wind	N		N	Complaint of Pain	0
3893	N	Clear	N		Y	Complaint of Pain	0
1835	N	Clear	N		Y	Severe Injury	0
4667	N	Clear	N		Y	Severe Injury	0
9244	N	Clear	N			Property Damage Only	0
7906	N	Clear	N			Property Damage Only	0
3916	N	Clear	N		Y	Other Visible Injury	0
11277	N	Cloudy	N		N	Property Damage Only	0
1023	N	Clear	N		Y	Complaint of Pain	0
9493	N	Clear	N			Property Damage Only	0
7935	N	Clear	N			Property Damage Only	0
2313	N	Clear	N		Y	Fatal	1
3291	N	Clear	N		Y	Other Visible Injury	0
7941	N	Cloudy	N			Property Damage Only	0
8999	N	Cloudy	N			Property Damage Only	0
7608	N	Clear	N			Property Damage Only	0
6417	N	Clear	N			Property Damage Only	0
5017	N	Clear	N		N	Severe Injury	0
7040	N	Cloudy	N			Property Damage Only	0
8536	N	Clear	N			Property Damage Only	0
7045	N	Cloudy	N			Property Damage Only	0
7628	N	Clear	N			Property Damage Only	0
8610	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
8161	0	0	Other Than Driver	No	Other
4513	3	2	Wrong Side of Road	No	Head-On
10224	1	2	Unsafe Speed	Misdemeanor	Rear-End
2448	1	2	Unsafe Speed	No	Rear-End
9886	1	1	Improper Turning	No	Hit Object
4094	1	2	Wrong Side of Road	No	Hit Object
6775	0	1	Unsafe Starting or Backing	No	Rear-End
9715	0	1	Unsafe Speed	No	Hit Object
6632	0	1	Driving Under Influence	Misdemeanor	Rear-End
8626	0	1	Unsafe Speed	No	Rear-End
2917	1	2	Wrong Side of Road	No	Broadside
970	2	3	Unsafe Speed	No	Rear-End
9102	0	1	Unsafe Speed	No	Rear-End
8768	0	1	Unsafe Speed	No	Rear-End
6536	0	1	Improper Turning	No	Hit Object
6952	0	1	Improper Turning	No	Sideswipe
1124	1	2	Other Hazardous Violation	No	Hit Object
3893	2	2	Improper Turning	No	Head-On
1835	3	2	Driving Under Influence	No	Rear-End
4667	1	2	Auto R/W Violation	No	Broadside
9244	0	1	Unsafe Speed	No	Rear-End
7906	0	2	Auto R/W Violation	No	Sideswipe
3916	1	1	Driving Under Influence	No	Hit Object
11277	0	0	Improper Passing	No	Broadside
1023	2	2	Unsafe Speed	No	Rear-End
9493	0	1	Unsafe Speed	No	Rear-End
7935	0	1	Unsafe Starting or Backing	No	Rear-End
2313	3	2	Driving Under Influence	No	Head-On
3291	2	3	Unsafe Speed	No	Rear-End
7941	0	1	Driving Under Influence	No	Hit Object
8999	0	1	Unsafe Speed	No	Rear-End
7608	0	1	Auto R/W Violation	No	Broadside
6417	0	1	Unsafe Speed	No	Rear-End
5017	1	2	Pedestrian Violation	Felony	Vehicle/Pedestrian
7040	0	1	Unsafe Speed	No	Rear-End
8536	0	1	Unsafe Starting or Backing	No	Hit Object
7045	0	1	Unsafe Speed	No	Rear-End
7628	0	1	Improper Turning	No	Broadside
8610	0	1	Auto R/W Violation	Misdemeanor	Broadside

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
8161	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4513	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10224	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2448	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9886	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4094	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6775	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9715	Fixed Object	No Pedestrian Involved	Snowy or Icy	No Unusual Condition	Daylight
6632	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8626	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2917	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
970	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9102	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8768	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6536	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6952	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1124	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3893	Pedestrian	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1835	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4667	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9244	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7906	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3916	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights
11277	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1023	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9493	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7935	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2313	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3291	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7941	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8999	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7608	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6417	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
5017	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dark - No Street Lights
7040	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dusk - Dawn
8536	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7045	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7628	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8610	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
8161	-	0					N	HBD Under Influence	Passenger Car
4513	None	0					Y		Pickup or Panel Truck
10224	Functioning	0					Y		Passenger Car/Station Waç
2448	None	0				Y	Y		Passenger Car/Station Waç
9886	None	0					Y		Passenger Car/Station Waç
4094	None	0					Y		Pickup or Panel Truck with
6775	-	0					N	HNBD	Passenger Car
9715	-	0					N	HNBD	Passenger Car
6632	-	0					N	HBD Under Influence	Pickup Truck
8626	-	0					N	HNBD	Passenger Car
2917	None	0				Y	Y		Passenger Car/Station Waç
970	None	0					Y		Passenger Car/Station Waç
9102	-	0					N	HNBD	Passenger Car
8768	-	0					N	HNBD	Passenger Car
6536	-	0					N	HNBD	Pickup Truck
6952	-	0					N	Impairment Not Known	Passenger Car
1124	None	0					Y		Pickup or Panel Truck with
3893	Functioning	0					Y		Passenger Car/Station Waç
1835	None	0					Y	Y	Passenger Car/Station Waç
4667	None	0		Y			Y		Passenger Car/Station Waç
9244	-	0					N	HNBD	Passenger Car
7906	-	0					N	HNBD	Passenger Car
3916	None	0					Y	Y	Passenger Car/Station Waç
11277	None	0					N		Pickup Truck
1023	Functioning	0					Y		Passenger Car/Station Waç
9493	-	0					N	HNBD	Passenger Car
7935	-	0					N	HNBD	Passenger Car
2313	None	0					Y	Y	Passenger Car/Station Waç
3291	Functioning	0				Y	Y		Truck or Truck Tractor with
7941	-	0					N	HBD Under Influence	Passenger Car
8999	-	0					N	HNBD	Passenger Car
7608	-	0					N	HNBD	Passenger Car
6417	-	0					N	HNBD	Passenger Car
5017	None	0	Y				Y		Pedestrian
7040	-	0					N	HNBD	Passenger Car
8536	-	0					N	HNBD	Passenger Car
7045	-	0					N	HNBD	Passenger Car
7628	-	0					N	HNBD	Passenger Car
8610	-	0					N	Impairment Not Known	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
8161	1	0	0	0	0	0	0	0	0	0
4513	22	1	2	0	0	0	0	0	0	0
10224	7	0	0	1	0	0	0	0	0	0
2448	1	0	0	1	0	0	0	0	0	0
9886	8	0	0	1	0	0	0	0	0	0
4094	22	0	0	1	0	0	0	0	0	0
6775	7	0	0	0	0	0	0	0	0	0
9715	1	0	0	0	0	0	0	0	0	0
6632	22	0	0	0	0	0	0	0	0	0
8626	1	0	0	0	0	0	0	0	0	0
2917	1	0	0	1	0	0	0	0	0	0
970	1	0	0	2	0	0	0	0	0	0
9102	1	0	0	0	0	0	0	0	0	0
8768	1	0	0	0	0	0	0	0	0	0
6536	22	0	0	0	0	0	0	0	0	0
6952	1	0	0	0	0	0	0	0	0	0
1124	22	0	0	1	0	0	0	0	0	0
3893	7	0	0	2	0	0	0	0	0	0
1835	1	1	0	2	0	0	0	0	0	0
4667	1	1	0	0	0	0	0	0	0	1
9244	1	0	0	0	0	0	0	0	0	0
7906	1	0	0	0	0	0	0	0	0	0
3916	1	0	1	0	0	0	0	0	0	0
11277	0	0	0	0	0	0	0	0	0	0
1023	1	0	0	2	0	0	0	0	0	0
9493	7	0	0	0	0	0	0	0	0	0
7935	1	0	0	0	0	0	0	0	0	0
2313	7	2	0	1	0	0	0	0	0	0
3291	26	0	1	1	0	0	0	0	0	0
7941	1	0	0	0	0	0	0	0	0	0
8999	7	0	0	0	0	0	0	0	0	0
7608	1	0	0	0	0	0	0	0	0	0
6417	1	0	0	0	0	0	0	0	0	0
5017	60	1	0	0	0	1	0	0	0	0
7040	1	0	0	0	0	0	0	0	0	0
8536	7	0	0	0	0	0	0	0	0	0
7045	8	0	0	0	0	0	0	0	0	0
7628	1	0	0	0	0	0	0	0	0	0
8610	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
8161	36.38541703	-119.3357794	TULARE	UNINCORPORATED	-119.3357794	36.38541703	N
4513	36.38544846	-119.345047	TULARE	UNINCORPORATED	-119.337944	36.38542175	N
10224	36.38537979	-119.3321304	TULARE	UNINCORPORATED	-119.3322067	36.38542175	N
2448	36.38149	-119.25344	TULARE	UNINCORPORATED	-119.2610597	36.38543199	Y
9886	36.38560104	-119.2610016	TULARE	UNINCORPORATED	-119.2612305	36.3854332	N
4094	36.3854599	-119.3742599	TULARE	UNINCORPORATED	-119.3751678	36.38543701	N
6775	36.3854428	-119.3321928	TULARE	UNINCORPORATED	-119.3321928	36.3854428	Y
9715	36.38545052	-119.3339862	TULARE	UNINCORPORATED	-119.3339862	36.38545052	N
6632	36.38545664	-119.2787398	TULARE	UNINCORPORATED	-119.2787398	36.38545664	Y
8626	36.3854759	-119.2965991	TULARE	UNINCORPORATED	-119.2965991	36.3854759	Y
2917	36.38539886	-119.329689	TULARE	UNINCORPORATED	-119.3297958	36.38547897	N
970	36.38541	-119.2651	TULARE	UNINCORPORATED	-119.2652273	36.38548	Y
9102	36.385484	-119.3233604	TULARE	UNINCORPORATED	-119.3233604	36.385484	Y
8768	36.385484	-119.3233537	TULARE	UNINCORPORATED	-119.3233537	36.385484	Y
6536	36.38548515	-119.321543	TULARE	UNINCORPORATED	-119.321543	36.38548515	N
6952	36.38548728	-119.2603376	TULARE	UNINCORPORATED	-119.2603376	36.38548728	Y
1124	36.38557	-119.31739	TULARE	UNINCORPORATED	-119.315992	36.38549485	N
3893	36.38557053	-119.3230972	TULARE	UNINCORPORATED	-119.3233109	36.38549805	Y
1835	36.38539	-119.32318	TULARE	UNINCORPORATED	-119.3232347	36.38549976	Y
4667	36.38550186	-119.300972	TULARE	UNINCORPORATED	-119.300972	36.38550186	N
9244	36.38551609	-119.308603	TULARE	UNINCORPORATED	-119.308603	36.38551609	N
7906	36.38551669	-119.2654774	TULARE	UNINCORPORATED	-119.2654774	36.38551669	Y
3916	36.38565826	-119.2918167	TULARE	UNINCORPORATED	-119.2918243	36.38553238	N
11277	36.38553289	-119.3055898	TULARE	UNINCORPORATED	-119.3055898	36.38553289	N
1023	36.38491	-119.39485	TULARE	UNINCORPORATED	-119.3947667	36.3855385	Y
9493	36.38556153	-119.394738	TULARE	UNINCORPORATED	-119.394738	36.38556153	Y
7935	36.38557189	-119.3233352	TULARE	UNINCORPORATED	-119.3233352	36.38557189	Y
2313	36.3856	-119.284	TULARE	UNINCORPORATED	-119.285634	36.38557939	N
3291	36.38555908	-119.3948898	TULARE	UNINCORPORATED	-119.3947678	36.38558197	Y
7941	36.38559131	-119.2917847	TULARE	UNINCORPORATED	-119.2917847	36.38559131	N
8999	36.3856026	-119.276328	TULARE	UNINCORPORATED	-119.276328	36.3856026	N
7608	36.38560782	-119.2896786	TULARE	UNINCORPORATED	-119.2896786	36.38560782	Y
6417	36.38560841	-119.2823271	TULARE	UNINCORPORATED	-119.2823271	36.38560841	N
5017	36.38563156	-119.2781601	TULARE	UNINCORPORATED	-119.2781982	36.38561249	Y
7040	36.38561256	-119.2799288	TULARE	UNINCORPORATED	-119.2799288	36.38561256	N
8536	36.38562005	-119.2789266	TULARE	UNINCORPORATED	-119.2789266	36.38562005	Y
7045	36.38562119	-119.2787738	TULARE	UNINCORPORATED	-119.2787738	36.38562119	Y
7628	36.3856213	-119.2787602	TULARE	UNINCORPORATED	-119.2787602	36.3856213	Y
8610	36.38563681	-119.2962725	TULARE	UNINCORPORATED	-119.2962725	36.38563681	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
8161	Crossroads	UNINCORPORATED	-119.3357794	36.38541703		0	0
4513	TIMS	UNINCORPORATED	-119.337944	36.38542175		0	1
10224	TIMS	UNINCORPORATED	-119.3321304	36.38537979		0	0
2448	TIMS	UNINCORPORATED	-119.2610597	36.38543199		0	0
9886	TIMS	UNINCORPORATED	-119.2610016	36.38560104		0	0
4094	TIMS	UNINCORPORATED	-119.3751678	36.38543701		0	0
6775	Crossroads	UNINCORPORATED	-119.3321928	36.3854428		0	0
9715	Crossroads	UNINCORPORATED	-119.3339862	36.38545052		0	0
6632	Crossroads	UNINCORPORATED	-119.2787398	36.38545664		0	0
8626	Crossroads	UNINCORPORATED	-119.2965991	36.3854759		0	0
2917	TIMS	UNINCORPORATED	-119.3297958	36.38547897		0	0
970	TIMS	UNINCORPORATED	-119.2652273	36.38548		0	0
9102	Crossroads	UNINCORPORATED	-119.3233604	36.385484		0	0
8768	Crossroads	UNINCORPORATED	-119.3233537	36.385484		0	0
6536	Crossroads	UNINCORPORATED	-119.321543	36.38548515		0	0
6952	Crossroads	UNINCORPORATED	-119.2603376	36.38548728		0	0
1124	TIMS	UNINCORPORATED	-119.315992	36.38549485		0	0
3893	TIMS	UNINCORPORATED	-119.3233109	36.38549805		0	0
1835	TIMS	UNINCORPORATED	-119.3232347	36.38549976		0	1
4667	TIMS	UNINCORPORATED	-119.300972	36.38550186		0	1
9244	Crossroads	UNINCORPORATED	-119.308603	36.38551609		0	0
7906	Crossroads	UNINCORPORATED	-119.2654774	36.38551669		0	0
3916	TIMS	UNINCORPORATED	-119.2918243	36.38553238		0	0
11277	Crossroads	UNINCORPORATED	-119.3055898	36.38553289		0	0
1023	TIMS	UNINCORPORATED	-119.3947667	36.3855385		0	0
9493	Crossroads	UNINCORPORATED	-119.394738	36.38556153		0	0
7935	Crossroads	UNINCORPORATED	-119.3233352	36.38557189		0	0
2313	TIMS	UNINCORPORATED	-119.285634	36.38557939		1	0
3291	TIMS	UNINCORPORATED	-119.3947678	36.38558197		0	0
7941	Crossroads	UNINCORPORATED	-119.2917847	36.38559131		0	0
8999	Crossroads	UNINCORPORATED	-119.276328	36.3856026		0	0
7608	Crossroads	UNINCORPORATED	-119.2896786	36.38560782		0	0
6417	Crossroads	UNINCORPORATED	-119.2823271	36.38560841		0	0
5017	TIMS	UNINCORPORATED	-119.2781982	36.38561249		0	1
7040	Crossroads	UNINCORPORATED	-119.2799288	36.38561256		0	0
8536	Crossroads	UNINCORPORATED	-119.2789266	36.38562005		0	0
7045	Crossroads	UNINCORPORATED	-119.2787738	36.38562119		0	0
7628	Crossroads	UNINCORPORATED	-119.2787602	36.3856213		0	0
8610	Crossroads	UNINCORPORATED	-119.2962725	36.38563681		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
8161	0	0	1	1	0	0	0	0
4513	0	0	0	165	0	0	0	0
10224	0	1	0	6	0	0	0	0
2448	0	1	0	6	0	0	0	0
9886	0	1	0	6	0	1	0	1
4094	0	1	0	6	0	1	0	0
6775	0	0	1	1	0	0	0	0
9715	0	0	1	1	0	1	0	0
6632	0	0	1	1	0	0	1	0
8626	0	0	1	1	0	0	0	0
2917	0	1	0	6	1	0	0	0
970	0	1	0	6	0	0	0	0
9102	0	0	1	1	0	0	0	0
8768	0	0	1	1	0	0	0	0
6536	0	0	1	1	0	1	0	1
6952	0	0	1	1	0	0	0	1
1124	0	1	0	6	0	1	0	0
3893	0	1	0	6	0	0	0	1
1835	0	0	0	165	0	0	1	0
4667	0	0	0	165	1	0	0	0
9244	0	0	1	1	0	0	0	0
7906	0	0	1	1	0	0	0	0
3916	1	0	0	11	0	1	1	0
11277	0	0	1	1	1	0	0	0
1023	0	1	0	6	0	0	0	0
9493	0	0	1	1	0	0	0	0
7935	0	0	1	1	0	0	0	0
2313	0	0	0	165	0	0	1	0
3291	1	0	0	11	0	0	0	0
7941	0	0	1	1	0	1	1	0
8999	0	0	1	1	0	0	0	0
7608	0	0	1	1	1	0	0	0
6417	0	0	1	1	0	0	0	0
5017	0	0	0	165	0	0	0	0
7040	0	0	1	1	0	0	0	0
8536	0	0	1	1	0	1	0	0
7045	0	0	1	1	0	0	0	0
7628	0	0	1	1	1	0	0	1
8610	0	0	1	1	1	0	0	0

OBJECT_ID	NIGHTTIME
8161	1
4513	0
10224	0
2448	0
9886	0
4094	0
6775	0
9715	0
6632	1
8626	0
2917	0
970	0
9102	0
8768	0
6536	0
6952	0
1124	0
3893	1
1835	0
4667	1
9244	0
7906	0
3916	1
11277	0
1023	0
9493	0
7935	0
2313	0
3291	0
7941	1
8999	0
7608	0
6417	0
5017	1
7040	0
8536	0
7045	0
7628	0
8610	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
6872	1.35E+13	2016	2016-11-07	7:04	Monday	Male	38	30
7711	1.37E+13	2017	2017-08-18	10:00	Friday	Male	25	20
7712	1.37E+13	2017	2017-08-18	10:01	Friday	Male	25	20
6461	1.33E+13	2016	2016-05-13	15:30	Friday	Male	39	30
8730	1.41E+13	2018	2018-09-13	15:05	Thursday	Male	44	40
6132	1.32E+13	2016	2016-01-15	6:55	Friday	Male	27	20
8712	1.41E+13	2018	2018-09-07	17:27	Friday	Not Stated	0	0
6984	1.35E+13	2016	2016-12-15	14:10	Thursday	Male	20	20
6543	1.33E+13	2016	2016-06-13	14:28	Monday	Not Stated	0	0
6703	1.34E+13	2016	2016-08-19	22:25	Friday	Not Stated	0	0
7887	1.38E+13	2017	2017-10-19	22:40	Thursday	Male	18	10
8758	1.41E+13	2018	2018-09-25	17:10	Tuesday	Female	21	20
9281	1.44E+13	2019	2019-05-28	14:40	Tuesday	Female	63	60
6095	1.32E+13	2016	2016-01-03	8:45	Sunday	Male	42	40
1048	90123683	2016	2016-02-16	1045	Tuesday	Female	41	40
9400	1.44E+13	2019	2019-07-15	19:17	Monday	Male	45	40
2279	90465592	2017	2017-05-22	1414	Monday	Male	17	10
8150	1.39E+13	2018	2018-02-01	12:09	Thursday	Not Stated	0	0
8114	1.39E+13	2018	2018-01-21	18:30	Sunday	Not Stated	0	0
1579	90270837	2016	2016-09-05	1805	Monday	Female	64	60
3741	90851192	2018	2018-10-27	225	Saturday	Male	21	20
7978	1.38E+13	2017	2017-11-21	4:06	Tuesday	Male	20	20
9339	1.44E+13	2019	2019-06-19	19:55	Wednesday	Not Stated	0	0
6112	1.32E+13	2016	2016-01-10	17:25	Sunday	Male	0	0
9340	1.44E+13	2019	2019-06-19	20:50	Wednesday	Not Stated	0	0
9589	1.45E+13	2019	2019-10-01	7:30	Tuesday	Female	26	20
8454	1.4E+13	2018	2018-05-18		Friday	Not Stated	0	0
10790	1.46503E+13	2020	2020-02-10		Monday		0	0
3134	90699789	2018	2018-03-25	1759	Sunday	Male	22	20
9076	1.43E+13	2019	2019-03-23	11:00	Saturday	Not Stated	0	0
7160	1.36E+13	2017	2017-02-08		Wednesday	Not Stated	0	0
7716	1.37E+13	2017	2017-08-19	8:00	Saturday	Not Stated	0	0
7046	1.35E+13	2016	2016-12-31	15:20	Saturday	Not Stated	0	0
3265	90736188	2018	2018-05-17	1645	Thursday	Male	48	40
2851	90613022	2017	2017-11-01	803	Wednesday	Male	22	20
1991	90393136	2016	2016-12-23	2013	Friday	Male	20	20
4321	90987412	2019	2019-05-01	1600	Wednesday	Male	20	20
7717	1.37E+13	2017	2017-08-19	17:50	Saturday	Not Stated	0	0
10106	91240672	2020	2020-05-09	140	Saturday	Female	20	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
6872	Proceeding Straight	7	AVENUE 328	ROAD 124	50	E
7711	Making Right Turn	10	AVENUE 328	ROAD 124	80	W
7712	Making Right Turn	10	AVENUE 328	ROAD 124	80	W
6461	Proceeding Straight	15	AVENUE 328	ROAD 124	42	W
8730	Proceeding Straight	15	AVENUE 328	ROAD 124	5	E
6132	Slowing/Stopping	6	ROAD 80	AVENUE 328	144	N
8712	Making Left Turn	17	ROAD 157	FUCHSIA AVE	32	S
6984	Proceeding Straight	14	ROAD 80	AVENUE 328	200	N
6543	Backing	14	ROAD 157	AVENUE 329	107	S
6703	Ran Off Road	22	ROAD 132	AVENUE 328	300	N
7887	Parked	22	AVENUE 329	ROAD 158	40	W
8758	Stopped In Road	17	ROAD 124	AVENUE 328	350	N
9281	Entering Traffic	14	DEPOT DR	ROAD 159	102	E
6095	Other Unsafe Turning	8	ROAD 156	AVENUE 330	400	S
1048	Proceeding Straight	10	LANTANA AVE.	RD. 157	62	W
9400	Making Left Turn	19	ROAD 156	AVENUE 330	243	S
2279	Proceeding Straight	14	ROAD 156	AVENUE 330	330	S
8150	Proceeding Straight	12	ROAD 159	AVENUE 330	152	S
8114	Proceeding Straight	18	ROAD 159	AZALEA AVE	137	S
1579	Proceeding Straight	18	ROAD 160	BLY AVENUE	30	N
3741	Ran Off Road	2	ROAD 80	AVENUE 328	1320	N
7978	Proceeding Straight	4	ROAD 80	AVENUE 328	1584	N
9339	Other Unsafe Turning	19	ROAD 159	HEATHER AVE	180	S
6112	Other Unsafe Turning	17	MANZANITA RD	HEATHER AVE	121	S
9340	Other Unsafe Turning	20	MANZANITA RD	HEATHER AVE	74	S
9589	Backing	7	HEATHER AVE	BUCKEYE RD	14	E
8454	Other Unsafe Turning	0	ROAD 112	AVENUE 328	1967	N
10790	Ran Off Road	0	WISTERIA DR	ROAD 158	60	W
3134	Ran Off Road	17	MANZANITA RD	HEATHER AVE	83	N
9076	Proceeding Straight	11	AVENUE 332	ROAD 160	92	W
7160	Other Unsafe Turning	0	AVENUE 332	ROAD 158	280	E
7716	Ran Off Road	8	AVENUE 332	ROAD 158	150	W
7046	Ran Off Road	15	ROAD 80	AVENUE 328	2842	N
3265	Other Unsafe Turning	16	ROAD 124	AVENUE 384	2376	S
2851	Other Unsafe Turning	8	ROAD 80	AVENUE 384	1476	S
1991	Ran Off Road	20	ROAD 80	AVENUE 384	1584	S
4321	Proceeding Straight	16	ROAD 80	AVENUE 384	1252	S
7717	Other Unsafe Turning	17	ROAD 60	AVENUE 384	1056	S
10106	Other Unsafe Turning	1	ROAD 60	AVENUE 384	843	S

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
6872	N	Clear	N			Property Damage Only	0
7711	N	Clear	N			Property Damage Only	0
7712	N	Clear	N			Property Damage Only	0
6461	N	Clear	N			Property Damage Only	0
8730	N	Clear	N			Property Damage Only	0
6132	N	Raining	N			Property Damage Only	0
8712	N	Clear	N			Property Damage Only	0
6984	N	Raining	N			Property Damage Only	0
6543	N	Clear	N			Property Damage Only	0
6703	N	Cloudy	N			Property Damage Only	0
7887	N	Clear	N			Property Damage Only	0
8758	N	Clear	N			Property Damage Only	0
9281	N	Clear	N			Property Damage Only	0
6095	N	Clear	N			Property Damage Only	0
1048	N	Clear	N		N	Other Visible Injury	0
9400	N	Clear	N			Property Damage Only	0
2279	N	Clear	N		Y	Severe Injury	0
8150	N	Clear	N			Property Damage Only	0
8114	N	Clear	N			Property Damage Only	0
1579	N	Clear	N		N	Other Visible Injury	0
3741	N	Clear	N		Y	Other Visible Injury	0
7978	N	Clear	N			Property Damage Only	0
9339	N	Clear	N			Property Damage Only	0
6112	N	Clear	N			Property Damage Only	0
9340	N	Clear	N			Property Damage Only	0
9589	N	Clear	N			Property Damage Only	0
8454	N	Clear	N			Property Damage Only	0
10790	N	Clear	N		N	Property Damage Only	0
3134	N	Cloudy	N		Y	Complaint of Pain	0
9076	N	Raining	N			Property Damage Only	0
7160	N	Cloudy	N			Property Damage Only	0
7716	N	Clear	N			Property Damage Only	0
7046	N	Raining	N			Property Damage Only	0
3265	N	Clear	N		Y	Other Visible Injury	0
2851	N	Clear	N		Y	Fatal	1
1991	N	Raining	N		Y	Fatal	1
4321	N	Clear	N		N	Other Visible Injury	0
7717	N	Clear	N			Property Damage Only	0
10106	N	Clear	N		Y	Other Visible Injury	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
6872	0	1	Unsafe Speed	No	Rear-End
7711	0	1	Auto R/W Violation	No	Broadside
7712	0	1	Auto R/W Violation	No	Broadside
6461	0	1	Unsafe Speed	Misdemeanor	Rear-End
8730	0	1	Traffic Signals and Signs	No	Rear-End
6132	0	1	Unsafe Speed	No	Rear-End
8712	0	1	Unsafe Speed	No	Hit Object
6984	0	1	Improper Turning	No	Broadside
6543	0	0	Other Than Driver	No	Hit Object
6703	0	1	Driving Under Influence	Misdemeanor	Hit Object
7887	0	2	Improper Turning	No	Sideswipe
8758	0	1	Unsafe Speed	No	Rear-End
9281	0	1	Auto R/W Violation	No	Broadside
6095	0	1	Improper Turning	No	Hit Object
1048	1	1	Unsafe Speed	No	Overtuned
9400	0	1	Auto R/W Violation	No	Head-On
2279	2	2	Improper Turning	No	Rear-End
8150	0	1	Improper Turning	No	Sideswipe
8114	0	1	Improper Turning	Misdemeanor	Rear-End
1579	3	2	Unsafe Speed	No	Rear-End
3741	1	1	Improper Turning	No	Overtuned
7978	0	1	Unsafe Speed	No	Rear-End
9339	0	1	Improper Turning	Misdemeanor	Head-On
6112	0	1	Improper Turning	Misdemeanor	Head-On
9340	0	1	Improper Turning	Misdemeanor	Head-On
9589	0	1	Improper Turning	No	Other
8454	0	1	Improper Turning	Misdemeanor	Hit Object
10790	0	0	Improper Turning	Misdemeanor	Hit Object
3134	1	4	Driving Under Influence	Misdemeanor	Sideswipe
9076	0	1	Improper Turning	No	Rear-End
7160	0	1	Improper Turning	Misdemeanor	Hit Object
7716	0	0	Other Than Driver	No	Hit Object
7046	0	1	Driving Under Influence	No	Hit Object
3265	1	1	Driving Under Influence	No	Overtuned
2851	1	2	Improper Turning	No	Rear-End
1991	2	2	Improper Turning	No	Broadside
4321	1	1	Unsafe Speed	No	Overtuned
7717	0	1	Improper Turning	No	Hit Object
10106	1	1	Improper Turning	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
6872	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7711	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7712	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6461	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8730	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6132	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dusk - Dawn
8712	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6984	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
6543	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6703	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7887	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8758	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9281	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6095	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1048	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9400	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2279	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8150	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8114	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
1579	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3741	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7978	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9339	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6112	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9340	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
9589	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8454	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10790	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3134	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9076	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7160	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7716	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7046	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
3265	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2851	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1991	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
4321	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7717	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10106	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
6872	-	0					N	HNBD	Pickup Truck
7711	-	0					N	HNBD	Passenger Car
7712	-	0					N	HNBD	Passenger Car
6461	-	0					N	Impairment Not Known	Pickup Truck
8730	-	0					N	HNBD	Pickup Truck
6132	-	0					N	HNBD	Passenger Car
8712	-	0					N	Impairment Not Known	Passenger Car
6984	-	0					N	HNBD	Passenger Car
6543	-	0					N	Not Applicable	Passenger Car
6703	-	0					N	HBD Under Influence	Passenger Car
7887	-	0					N	Not Applicable	Passenger Car
8758	-	0					N	HNBD	Passenger Car
9281	-	0					N	HNBD	Passenger Car
6095	-	0					N	HNBD	Pickup Truck
1048	None	0		Y			Y		Motorcycle/Scooter
9400	-	0					N	HNBD	Passenger Car
2279	None	0					Y		Passenger Car/Station Waç
8150	-	0					N	HNBD	Passenger Car
8114	-	0					N	Impairment Not Known	Pickup Truck
1579	None	0					Y		Passenger Car/Station Waç
3741	None	0					Y		Passenger Car/Station Waç
7978	-	0					N	Sleepy - Fatigued	Passenger Car
9339	-	0					N	Impairment Not Known	Pickup Truck
6112	-	0					N	Impairment Not Known	Passenger Car
9340	-	0					N	Impairment Not Known	Other
9589	-	0					N	HNBD	Pickup Truck
8454	-	0					N	Impairment Not Known	Passenger Car
10790	Functioning	0					N		Other
3134	None	0					Y	Y	Passenger Car/Station Waç
9076	-	0					N	HNBD	Passenger Car
7160	-	0					N	Impairment Not Known	Other
7716	-	0					N	HNBD	Passenger Car
7046	-	0					N	HBD Under Influence	Passenger Car
3265	None	0					Y	Y	Pickup or Panel Truck
2851	None	0				Y	Y		Passenger Car/Station Waç
1991	None	0					Y		Passenger Car/Station Waç
4321	None	0		Y			Y		Motorcycle/Scooter
7717	-	0					N	HNBD	Passenger Car
10106	None	0					Y		Passenger Car/Station Waç

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
6872	22	0	0	0	0	0	0	0	0	0
7711	7	0	0	0	0	0	0	0	0	0
7712	7	0	0	0	0	0	0	0	0	0
6461	22	0	0	0	0	0	0	0	0	0
8730	22	0	0	0	0	0	0	0	0	0
6132	1	0	0	0	0	0	0	0	0	0
8712	1	0	0	0	0	0	0	0	0	0
6984	1	0	0	0	0	0	0	0	0	0
6543	8	0	0	0	0	0	0	0	0	0
6703	1	0	0	0	0	0	0	0	0	0
7887	1	0	0	0	0	0	0	0	0	0
8758	1	0	0	0	0	0	0	0	0	0
9281	1	0	0	0	0	0	0	0	0	0
6095	22	0	0	0	0	0	0	0	0	0
1048	6	0	1	0	0	0	0	0	0	1
9400	1	0	0	0	0	0	0	0	0	0
2279	7	1	1	0	0	0	0	0	0	0
8150	1	0	0	0	0	0	0	0	0	0
8114	22	0	0	0	0	0	0	0	0	0
1579	1	0	1	2	0	0	0	0	0	0
3741	1	0	1	0	0	0	0	0	0	0
7978	8	0	0	0	0	0	0	0	0	0
9339	22	0	0	0	0	0	0	0	0	0
6112	1	0	0	0	0	0	0	0	0	0
9340	99	0	0	0	0	0	0	0	0	0
9589	22	0	0	0	0	0	0	0	0	0
8454	1	0	0	0	0	0	0	0	0	0
10790	0	0	0	0	0	0	0	0	0	0
3134	1	0	0	1	0	0	0	0	0	0
9076	1	0	0	0	0	0	0	0	0	0
7160	99	0	0	0	0	0	0	0	0	0
7716	1	0	0	0	0	0	0	0	0	0
7046	1	0	0	0	0	0	0	0	0	0
3265	22	0	1	0	0	0	0	0	0	0
2851	7	0	1	0	0	0	0	0	0	0
1991	7	2	0	0	0	0	0	0	0	0
4321	2	0	1	0	0	0	0	0	0	1
7717	1	0	0	0	0	0	0	0	0	0
10106	1	0	1	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
6872	36.38563864	-119.2964254	TULARE	UNINCORPORATED	-119.2964254	36.38563864	Y
7711	36.38563916	-119.296867	TULARE	UNINCORPORATED	-119.296867	36.38563916	Y
7712	36.38563916	-119.296867	TULARE	UNINCORPORATED	-119.296867	36.38563916	Y
6461	36.38563988	-119.2967379	TULARE	UNINCORPORATED	-119.2967379	36.38563988	Y
8730	36.38564047	-119.2965782	TULARE	UNINCORPORATED	-119.2965782	36.38564047	Y
6132	36.38577852	-119.3947355	TULARE	UNINCORPORATED	-119.3947355	36.38577852	Y
8712	36.38586318	-119.2223934	TULARE	UNINCORPORATED	-119.2223934	36.38586318	Y
6984	36.38593233	-119.3947337	TULARE	UNINCORPORATED	-119.3947337	36.38593233	Y
6543	36.38625046	-119.222391	TULARE	UNINCORPORATED	-119.222391	36.38625046	Y
6703	36.3864452	-119.2787129	TULARE	UNINCORPORATED	-119.2787129	36.3864452	N
7887	36.38654437	-119.2203796	TULARE	UNINCORPORATED	-119.2203796	36.38654437	Y
8758	36.38660197	-119.2965798	TULARE	UNINCORPORATED	-119.2965798	36.38660197	N
9281	36.3867624	-119.2177014	TULARE	UNINCORPORATED	-119.2177014	36.3867624	Y
6095	36.38742911	-119.2247269	TULARE	UNINCORPORATED	-119.2247269	36.38742911	N
1048	36.38717	-119.21789	TULARE	UNINCORPORATED	-119.2226976	36.38745737	Y
9400	36.38786025	-119.2247148	TULARE	UNINCORPORATED	-119.2247148	36.38786025	Y
2279	36.38787	-119.22489	TULARE	UNINCORPORATED	-119.2248352	36.38786471	N
8150	36.38802491	-119.217913	TULARE	UNINCORPORATED	-119.217913	36.38802491	Y
8114	36.38934339	-119.2178933	TULARE	UNINCORPORATED	-119.2178933	36.38934339	Y
1579	36.38975	-119.21575	TULARE	UNINCORPORATED	-119.2156776	36.3895123	Y
3741	36.38951111	-119.3950195	TULARE	UNINCORPORATED	-119.3947372	36.38952637	N
7978	36.38973373	-119.394691	TULARE	UNINCORPORATED	-119.394691	36.38973373	N
9339	36.39044485	-119.2178763	TULARE	UNINCORPORATED	-119.2178763	36.39044485	Y
6112	36.39061792	-119.2189979	TULARE	UNINCORPORATED	-119.2189979	36.39061792	Y
9340	36.390747	-119.2189949	TULARE	UNINCORPORATED	-119.2189949	36.390747	Y
9589	36.39088109	-119.214414	TULARE	UNINCORPORATED	-119.214414	36.39088109	Y
8454	36.39088644	-119.3232457	TULARE	UNINCORPORATED	-119.3232457	36.39088644	N
10790	36.39099861	-119.2202981	TULARE	UNINCORPORATED	-119.2202981	36.39099861	Y
3134	36.39133072	-119.2191315	TULARE	UNINCORPORATED	-119.2190781	36.39131546	Y
9076	36.39213438	-119.2158942	TULARE	UNINCORPORATED	-119.2158942	36.39213438	Y
7160	36.39214511	-119.219139	TULARE	UNINCORPORATED	-119.219139	36.39214511	N
7716	36.39216306	-119.2205996	TULARE	UNINCORPORATED	-119.2205996	36.39216306	Y
7046	36.39318913	-119.3946655	TULARE	UNINCORPORATED	-119.3946655	36.39318913	N
3265	36.4799881	-119.2951126	TULARE	UNINCORPORATED	-119.2950439	36.48023987	N
2851	36.48392	-119.39394	TULARE	UNINCORPORATED	-119.39394	36.48392	N
1991	36.48438	-119.39415	TULARE	UNINCORPORATED	-119.3940219	36.48439646	N
4321	36.48456955	-119.3940582	TULARE	UNINCORPORATED	-119.3940582	36.48456955	N
7717	36.48562084	-119.4385097	TULARE	UNINCORPORATED	-119.4385097	36.48562084	N
10106	36.48598099	-119.4384232	TULARE	UNINCORPORATED	-119.4385071	36.48599625	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
6872	Crossroads	UNINCORPORATED	-119.2964254	36.38563864		0	0
7711	Crossroads	UNINCORPORATED	-119.296867	36.38563916		0	0
7712	Crossroads	UNINCORPORATED	-119.296867	36.38563916		0	0
6461	Crossroads	UNINCORPORATED	-119.2967379	36.38563988		0	0
8730	Crossroads	UNINCORPORATED	-119.2965782	36.38564047		0	0
6132	Crossroads	UNINCORPORATED	-119.3947355	36.38577852		0	0
8712	Crossroads	UNINCORPORATED	-119.2223934	36.38586318		0	0
6984	Crossroads	UNINCORPORATED	-119.3947337	36.38593233		0	0
6543	Crossroads	UNINCORPORATED	-119.222391	36.38625046		0	0
6703	Crossroads	UNINCORPORATED	-119.2787129	36.3864452		0	0
7887	Crossroads	UNINCORPORATED	-119.2203796	36.38654437		0	0
8758	Crossroads	UNINCORPORATED	-119.2965798	36.38660197		0	0
9281	Crossroads	UNINCORPORATED	-119.2177014	36.3867624		0	0
6095	Crossroads	UNINCORPORATED	-119.2247269	36.38742911		0	0
1048	TIMS	UNINCORPORATED	-119.2226976	36.38745737		0	0
9400	Crossroads	UNINCORPORATED	-119.2247148	36.38786025		0	0
2279	TIMS	UNINCORPORATED	-119.2248352	36.38786471		0	1
8150	Crossroads	UNINCORPORATED	-119.217913	36.38802491		0	0
8114	Crossroads	UNINCORPORATED	-119.2178933	36.38934339		0	0
1579	TIMS	UNINCORPORATED	-119.2156776	36.3895123		0	0
3741	TIMS	UNINCORPORATED	-119.3947372	36.38952637		0	0
7978	Crossroads	UNINCORPORATED	-119.394691	36.38973373		0	0
9339	Crossroads	UNINCORPORATED	-119.2178763	36.39044485		0	0
6112	Crossroads	UNINCORPORATED	-119.2189979	36.39061792		0	0
9340	Crossroads	UNINCORPORATED	-119.2189949	36.390747		0	0
9589	Crossroads	UNINCORPORATED	-119.214414	36.39088109		0	0
8454	Crossroads	UNINCORPORATED	-119.3232457	36.39088644		0	0
10790	Crossroads	UNINCORPORATED	-119.2202981	36.39099861		0	0
3134	TIMS	UNINCORPORATED	-119.2190781	36.39131546		0	0
9076	Crossroads	UNINCORPORATED	-119.2158942	36.39213438		0	0
7160	Crossroads	UNINCORPORATED	-119.219139	36.39214511		0	0
7716	Crossroads	UNINCORPORATED	-119.2205996	36.39216306		0	0
7046	Crossroads	UNINCORPORATED	-119.3946655	36.39318913		0	0
3265	TIMS	UNINCORPORATED	-119.2950439	36.48023987		0	0
2851	TIMS	UNINCORPORATED	-119.39394	36.48392		1	0
1991	TIMS	UNINCORPORATED	-119.3940219	36.48439646		1	0
4321	TIMS	UNINCORPORATED	-119.3940582	36.48456955		0	0
7717	Crossroads	UNINCORPORATED	-119.4385097	36.48562084		0	0
10106	TIMS	UNINCORPORATED	-119.4384232	36.48598099		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
6872	0	0	1	1	0	0	0	0
7711	0	0	1	1	1	0	0	0
7712	0	0	1	1	1	0	0	0
6461	0	0	1	1	0	0	0	0
8730	0	0	1	1	0	0	0	0
6132	0	0	1	1	0	0	0	0
8712	0	0	1	1	0	1	0	0
6984	0	0	1	1	1	0	0	1
6543	0	0	1	1	0	1	0	0
6703	0	0	1	1	0	1	1	0
7887	0	0	1	1	0	0	0	1
8758	0	0	1	1	0	0	0	0
9281	0	0	1	1	1	0	0	0
6095	0	0	1	1	0	1	0	1
1048	1	0	0	11	0	0	0	0
9400	0	0	1	1	0	0	0	0
2279	0	0	0	165	0	0	0	1
8150	0	0	1	1	0	0	0	1
8114	0	0	1	1	0	0	0	1
1579	1	0	0	11	0	0	0	0
3741	1	0	0	11	0	0	0	1
7978	0	0	1	1	0	0	0	0
9339	0	0	1	1	0	0	0	1
6112	0	0	1	1	0	0	0	1
9340	0	0	1	1	0	0	0	1
9589	0	0	1	1	0	0	0	1
8454	0	0	1	1	0	1	0	1
10790	0	0	1	1	0	1	0	1
3134	0	1	0	6	0	0	1	0
9076	0	0	1	1	0	0	0	1
7160	0	0	1	1	0	1	0	1
7716	0	0	1	1	0	1	0	0
7046	0	0	1	1	0	1	1	0
3265	1	0	0	11	0	0	1	0
2851	0	0	0	165	0	0	0	1
1991	0	0	0	165	1	0	0	1
4321	1	0	0	11	0	0	0	0
7717	0	0	1	1	0	1	0	1
10106	1	0	0	11	0	1	0	1

OBJECT_ID	NIGHTTIME
6872	0
7711	0
7712	0
6461	0
8730	0
6132	0
8712	0
6984	0
6543	0
6703	0
7887	1
8758	0
9281	0
6095	0
1048	0
9400	0
2279	0
8150	0
8114	1
1579	0
3741	1
7978	1
9339	0
6112	1
9340	0
9589	0
8454	0
10790	1
3134	0
9076	0
7160	1
7716	0
7046	0
3265	0
2851	0
1991	1
4321	0
7717	0
10106	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
2957	90652862	2018	2018-01-20	520	Saturday	Female	39	30
8810	1.42E+13	2018	2018-10-15	11:15	Monday	Not Stated	0	0
10763	1.46371E+13	2020	2020-01-28	10:45	Tuesday	Male	40	40
7092	1.35E+13	2017	2017-01-16	8:30	Monday	Male	30	30
8008	1.39E+13	2017	2017-12-03	15:10	Sunday	Female	61	60
7144	1.35E+13	2017	2017-01-31	9:40	Tuesday	Not Stated	0	0
8704	1.41E+13	2018	2018-09-04	5:40	Tuesday	Female	23	20
6923	1.35E+13	2016	2016-11-26	15:15	Saturday	Male	53	50
9633	1.45E+13	2019	2019-10-17	6:35	Thursday	Male	61	60
3126	90698423	2018	2018-04-02	1640	Monday	Male	49	40
9007	1.43E+13	2019	2019-02-08	5:30	Friday	Male	27	20
9387	1.44E+13	2019	2019-07-11	16:45	Thursday	Not Stated	0	0
11363	1.49021E+13	2020	2020-10-19	07:15	Monday	Male	40	40
1552	90265804	2016	2016-09-09	736	Friday	Male	38	30
7074	1.35E+13	2017	2017-01-10		Tuesday	Not Stated	0	0
8397	1.4E+13	2018	2018-04-29	23:30	Sunday	Not Stated	0	0
3638	90825510	2018	2018-09-23	330	Sunday	Male	30	30
10188	91256591	2020	2020-06-18	1818	Thursday	Male	40	40
6163	1.32E+13	2016	2016-01-27	16:10	Wednesday	Not Stated	0	0
9137	1.44E+13	2019	2019-04-17	5:45	Wednesday	Male	58	50
8279	1.4E+13	2018	2018-03-19	7:14	Monday	Male	28	20
6672	1.34E+13	2016	2016-08-02	15:45	Tuesday	Male	21	20
9366	1.44E+13	2019	2019-07-02	14:35	Tuesday	Female	26	20
3825	90872473	2018	2018-11-22	445	Thursday	Female	19	10
6747	1.34E+13	2016	2016-09-10	13:48	Saturday	Male	27	20
6774	1.34E+13	2016	2016-09-21	9:28	Wednesday	Not Stated	0	0
7694	1.37E+13	2017	2017-08-11	15:25	Friday	Female	65	60
1517	90259162	2016	2016-08-15	540	Monday	Female	38	30
8018	1.39E+13	2017	2017-12-09		Saturday	Not Stated	0	0
6777	1.34E+13	2016	2016-09-24	17:45	Saturday	Female	26	20
1199	90171515	2016	2016-05-01	1622	Sunday	Male	20	20
9494	1.45E+13	2019	2019-08-24	5:15	Saturday	Male	49	40
9275	1.44E+13	2019	2019-05-27	5:45	Monday	Male	45	40
5019	91212978	2019	2019-12-26	605	Thursday	Male	33	30
2057	90411915	2017	2017-03-03	1140	Friday	Male	29	20
10627	91356023	2020	2020-11-01	150	Sunday	Male	28	20
7506	1.37E+13	2017	2017-06-03	0:31	Saturday	Not Stated	0	0
7061	1.35E+13	2017	2017-01-07	14:30	Saturday	Male	38	30
2652	90564059	2017	2017-09-29	2005	Friday	Female	64	60

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
2957	Ran Off Road	5	ROAD 80	AVE 384	500	S
8810	Ran Off Road	11	ROAD 60	AVENUE 384	673	S
10763	Backing	10	AVENUE 384	STATE HWY 63	53	E
7092	Making U Turn	8	AVENUE 384	STATE HWY 63	40	W
8008	Proceeding Straight	15	AVENUE 384	STATE HWY 63	126	W
7144	Proceeding Straight	9	AVENUE 384	STATE HWY 63	261	W
8704	Proceeding Straight	5	AVENUE 384	STATE HWY 63	301	W
6923	Proceeding Straight	15	AVENUE 384	STATE HWY 63	650	W
9633	Proceeding Straight	6	AVENUE 384	STATE HWY 63	770	W
3126	Proceeding Straight	16	STATE ROUTE 201 (AVENUE 384)	SR-63	42	E
9007	Proceeding Straight	5	AVENUE 384	STATE HWY 63	1565	W
9387	Ran Off Road	16	AVENUE 384	ROAD 124 (E)	610	E
11363	Crossed Into Opposing Lane - Unplanned	7	AVENUE 384	ROAD 124 (E)	1	E
1552	Proceeding Straight	7	AVE 284	RT 63	580	W
7074	Ran Off Road	0	ROAD 108	AVENUE 384	60	S
8397	Proceeding Straight	23	ROAD 120	AVENUE 384	45	S
3638	Other Unsafe Turning	3	AVENUE 384	ROAD 120	208	E
10188	Proceeding Straight	18	AVENUE 384	ROAD 120	21	W
6163	Proceeding Straight	16	AVENUE 384	ROAD 108	350	E
9137	Proceeding Straight	5	AVENUE 384	ROAD 120	30	E
8279	Slowing/Stopping	7	AVENUE 384	ROAD 120	1	W
6672	Proceeding Straight	15	AVENUE 384	ROAD 120	70	W
9366	Proceeding Straight	14	AVENUE 384	ROAD 108	45	E
3825	Ran Off Road	4	AVE 284	RD 120	25	E
6747	Proceeding Straight	13	AVENUE 384	ROAD 108	300	W
6774	Other Unsafe Turning	9	AVENUE 384	ROAD 118	75	W
7694	Making Right Turn	15	ROAD 120	AVENUE 384	32	N
1517	Entering Traffic	5	AVENUE 384	ROAD 114	44	W
8018	Other Unsafe Turning	0	AVENUE 384	SIMPSON DR	423	E
6777	Traveling Wrong Way	17	ROAD 120	AVENUE 384	47	N
1199	Ran Off Road	16	AVENUE 384 W/B	ROAD 114	1056	W
9494	Making Left Turn	5	AVENUE 384	ROAD 114	384	W
9275	Proceeding Straight	5	AVENUE 384	ROAD 114	430	W
5019	Crossed Into Opposing Lane	6	AVENUE 384	MONSON DRIVE	836	W
2057	Making Left Turn	11	AVENUE 384	ROAD 108	850	W
10627	Other Unsafe Turning	1	MONSON DR	AVENUE 384	60	N
7506	Ran Off Road	0	ROAD 104	MONSON DR	30	S
7061	Slowing/Stopping	14	ROAD 120	AVENUE 384	130	N
2652	Stopped	20	AVENUE 384	SIMPSON DRIVE	1584	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
2957	N	Clear	N		Y	Complaint of Pain	0
8810	N	Clear	N			Property Damage Only	0
10763	N	Clear	N		N	Property Damage Only	0
7092	N	Cloudy	N			Property Damage Only	0
8008	N	Clear	N			Property Damage Only	0
7144	N	Fog	N			Property Damage Only	0
8704	N	Clear	N			Property Damage Only	0
6923	N	Raining	N			Property Damage Only	0
9633	N	Clear	N			Property Damage Only	0
3126	N	Clear	N		Y	Complaint of Pain	0
9007	N	Clear	N			Property Damage Only	0
9387	N	Clear	N			Property Damage Only	0
11363	N	Clear	N		N	Property Damage Only	0
1552	N	Clear	N		N	Complaint of Pain	0
7074	N	Cloudy	N			Property Damage Only	0
8397	N	Clear	N			Property Damage Only	0
3638	N	Clear	N		Y	Other Visible Injury	0
10188	N	Clear	N		Y	Other Visible Injury	0
6163	N	Clear	N			Property Damage Only	0
9137	N	Clear	N			Property Damage Only	0
8279	N	Clear	N			Property Damage Only	0
6672	N	Clear	N			Property Damage Only	0
9366	N	Clear	N			Property Damage Only	0
3825	N	Cloudy	N		Y	Other Visible Injury	0
6747	N	Clear	N			Property Damage Only	0
6774	N	Clear	N			Property Damage Only	0
7694	N	Clear	N			Property Damage Only	0
1517	N	Clear	N		Y	Complaint of Pain	0
8018	N	Clear	N			Property Damage Only	0
6777	N	Clear	N			Property Damage Only	0
1199	N	Clear	N		Y	Severe Injury	0
9494	N	Clear	N			Property Damage Only	0
9275	N	Fog	N			Property Damage Only	0
5019	N	Cloudy	N		Y	Fatal	1
2057	N	Cloudy	N		Y	Complaint of Pain	0
10627	N	Clear	N		Y	Complaint of Pain	0
7506	N	Clear	N			Property Damage Only	0
7061	N	Cloudy	N			Property Damage Only	0
2652	N	Clear	N		N	Complaint of Pain	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
2957	1	1	Improper Turning	No	Overtuned
8810	0	1	Improper Turning	Misdemeanor	Hit Object
10763	0	0	Improper Turning	No	Other
7092	0	1	Improper Turning	No	Sideswipe
8008	0	1	Driving Under Influence	Misdemeanor	Rear-End
7144	0	1	Improper Turning	No	Sideswipe
8704	0	1	Unsafe Speed	No	Rear-End
6923	0	1	Unsafe Speed	No	Rear-End
9633	0	1	Unsafe Speed	No	Rear-End
3126	4	2	Driving Under Influence	No	Rear-End
9007	0	1	Unsafe Speed	No	Broadside
9387	0	1	Improper Turning	No	Hit Object
11363	0	0	Wrong Side of Road	No	Sideswipe
1552	2	2	Unsafe Speed	No	Rear-End
7074	0	1	Improper Turning	Misdemeanor	Hit Object
8397	0	1	Traffic Signals and Signs	No	Hit Object
3638	1	1	Improper Turning	No	Hit Object
10188	2	2	Unsafe Speed	No	Rear-End
6163	0	1	Improper Passing	Misdemeanor	Sideswipe
9137	0	1	Unsafe Speed	Misdemeanor	Rear-End
8279	0	1	Unsafe Speed	No	Rear-End
6672	0	1	Driving Under Influence	Misdemeanor	Rear-End
9366	0	1	Unsafe Speed	No	Rear-End
3825	1	1	Traffic Signals and Signs	No	Hit Object
6747	0	1	Other	Misdemeanor	Hit Object
6774	0	1	Improper Turning	No	Overtuned
7694	0	1	Driving Under Influence	Misdemeanor	Broadside
1517	1	2	Auto R/W Violation	No	Broadside
8018	0	1	Improper Turning	Misdemeanor	Hit Object
6777	0	1	Wrong Side of Road	No	Head-On
1199	1	1	Driving Under Influence	No	Hit Object
9494	0	1	Auto R/W Violation	No	Broadside
9275	0	1	Improper Turning	No	Broadside
5019	5	2	Driving Under Influence	No	Head-On
2057	1	2	Improper Turning	No	Broadside
10627	1	1	Improper Turning	No	Overtuned
7506	0	1	Improper Turning	Misdemeanor	Hit Object
7061	0	2	Unsafe Speed	Misdemeanor	Rear-End
2652	1	1	Hazardous Parking	No	Other

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
2957	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8810	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10763	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7092	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8008	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7144	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8704	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6923	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
9633	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3126	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9007	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9387	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
11363	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1552	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7074	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8397	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
3638	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10188	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6163	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9137	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8279	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6672	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9366	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3825	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6747	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6774	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7694	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1517	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8018	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6777	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1199	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9494	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9275	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
5019	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
2057	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10627	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7506	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7061	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
2652	Pedestrian	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
2957	None	0					Y		Passenger Car/Station Wag
8810	-	0					N	Impairment Not Known	Passenger Car
10763	Functioning	0					N		Pickup Truck
7092	-	0					N	HNBD	Passenger Car
8008	-	0					N	HBD Under Influence	Passenger Car
7144	-	0					N	HNBD	Pickup Truck
8704	-	0					N	HNBD	Passenger Car
6923	-	0					N	HNBD	Passenger Car
9633	-	0					N	HNBD	Passenger Car
3126	Functioning	0					Y	Y	Pickup or Panel Truck
9007	-	0					N	HNBD	Passenger Car
9387	-	0					N	HNBD	Pickup Truck
11363	Functioning	0					N		Passenger Car
1552	Functioning	0					Y		Pickup or Panel Truck
7074	-	0					N	Impairment Not Known	Passenger Car
8397	-	0					N	Impairment Not Known	Pickup Truck
3638	None	0					Y		Passenger Car/Station Wag
10188	None	0					Y		Passenger Car/Station Wag
6163	-	0				Y	N	Impairment Not Known	Truck
9137	-	0					N	Impairment Not Known	Other
8279	-	0				Y	N	HNBD	Truck
6672	-	0					N	Under Drug Influence	Passenger Car
9366	-	0					N	HNBD	Passenger Car
3825	Functioning	0					Y		Passenger Car/Station Wag
6747	-	0				Y	N	Impairment Not Known	Truck
6774	-	0					N	HNBD	Pickup Truck
7694	-	0					N	HBD Under Influence	Pickup Truck
1517	None	0					Y		Other Vehicle
8018	-	0					N	Impairment Not Known	Passenger Car
6777	-	0					N	HNBD	Passenger Car
1199	None	0					Y	Y	Pickup or Panel Truck
9494	-	0					N	HNBD	Passenger Car
9275	-	0					N	HNBD	Passenger Car
5019	None	0					Y		Passenger Car/Station Wag
2057	None	0					Y		Passenger Car/Station Wag
10627	None	0					Y	Y	Passenger Car/Station Wag
7506	-	0					N	HBD Impairment Unknown	Pickup Truck
7061	-	0					N	HBD Impairment Unknown	Passenger Car
2652	None	0					Y		Passenger Car/Station Wag

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
2957	1	0	0	1	0	0	0	0	0	0
8810	1	0	0	0	0	0	0	0	0	0
10763	0	0	0	0	0	0	0	0	0	0
7092	1	0	0	0	0	0	0	0	0	0
8008	1	0	0	0	0	0	0	0	0	0
7144	22	0	0	0	0	0	0	0	0	0
8704	1	0	0	0	0	0	0	0	0	0
6923	1	0	0	0	0	0	0	0	0	0
9633	1	0	0	0	0	0	0	0	0	0
3126	22	0	0	4	0	0	0	0	0	0
9007	7	0	0	0	0	0	0	0	0	0
9387	22	0	0	0	0	0	0	0	0	0
11363	0	0	0	0	0	0	0	0	0	0
1552	22	0	0	2	0	0	0	0	0	0
7074	1	0	0	0	0	0	0	0	0	0
8397	22	0	0	0	0	0	0	0	0	0
3638	1	0	1	0	0	0	0	0	0	0
10188	1	0	1	1	0	0	0	0	0	0
6163	25	0	0	0	0	0	0	0	0	0
9137	99	0	0	0	0	0	0	0	0	0
8279	25	0	0	0	0	0	0	0	0	0
6672	8	0	0	0	0	0	0	0	0	0
9366	1	0	0	0	0	0	0	0	0	0
3825	1	0	1	0	0	0	0	0	0	0
6747	25	0	0	0	0	0	0	0	0	0
6774	22	0	0	0	0	0	0	0	0	0
7694	22	0	0	0	0	0	0	0	0	0
1517	46	0	0	1	0	0	0	0	0	0
8018	1	0	0	0	0	0	0	0	0	0
6777	7	0	0	0	0	0	0	0	0	0
1199	22	1	0	0	0	0	0	0	0	0
9494	1	0	0	0	0	0	0	0	0	0
9275	8	0	0	0	0	0	0	0	0	0
5019	7	5	0	0	0	0	0	0	0	0
2057	1	0	0	1	0	0	0	0	0	0
10627	7	0	0	1	0	0	0	0	0	0
7506	22	0	0	0	0	0	0	0	0	0
7061	7	0	0	0	0	0	0	0	0	0
2652	1	0	0	1	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
2957	36.48509979	-119.3945007	TULARE	UNINCORPORATED	-119.3946075	36.48652267	N
8810	36.48667281	-119.438499	TULARE	UNINCORPORATED	-119.438499	36.48667281	N
10763	36.48669158	-119.2874095	TULARE	UNINCORPORATED	-119.2874095	36.48669158	Y
7092	36.48669685	-119.2877257	TULARE	UNINCORPORATED	-119.2877257	36.48669685	Y
8008	36.48669823	-119.2880182	TULARE	UNINCORPORATED	-119.2880182	36.48669823	Y
7144	36.4867004	-119.2884774	TULARE	UNINCORPORATED	-119.2884774	36.4867004	N
8704	36.48670104	-119.2886135	TULARE	UNINCORPORATED	-119.2886135	36.48670104	N
6923	36.48670665	-119.2898006	TULARE	UNINCORPORATED	-119.2898006	36.48670665	N
9633	36.48670857	-119.2902088	TULARE	UNINCORPORATED	-119.2902088	36.48670857	N
3126	36.32894897	-119.4085236	TULARE	UNINCORPORATED	-119.287056	36.48670959	Y
9007	36.48672134	-119.292913	TULARE	UNINCORPORATED	-119.292913	36.48672134	N
9387	36.48672212	-119.2930798	TULARE	UNINCORPORATED	-119.2930798	36.48672212	N
11363	36.4867319	-119.2951513	TULARE	UNINCORPORATED	-119.2951513	36.4867319	Y
1552	36.48672	-119.28918	TULARE	UNINCORPORATED	-119.2891806	36.48674634	N
7074	36.48676617	-119.3308658	TULARE	UNINCORPORATED	-119.3308658	36.48676617	Y
8397	36.4867896	-119.3048864	TULARE	UNINCORPORATED	-119.3048864	36.4867896	Y
3638	36.48688126	-119.3047104	TULARE	UNINCORPORATED	-119.3037262	36.4868927	Y
10188	36.48693085	-119.3044662	TULARE	UNINCORPORATED	-119.3045044	36.48690033	N
6163	36.48691063	-119.3296707	TULARE	UNINCORPORATED	-119.3296707	36.48691063	N
9137	36.48691188	-119.3047845	TULARE	UNINCORPORATED	-119.3047845	36.48691188	Y
8279	36.48691325	-119.3048899	TULARE	UNINCORPORATED	-119.3048899	36.48691325	Y
6672	36.4869167	-119.3051246	TULARE	UNINCORPORATED	-119.3051246	36.4869167	Y
9366	36.48692832	-119.3307079	TULARE	UNINCORPORATED	-119.3307079	36.48692832	Y
3825	36.48675919	-119.3041916	TULARE	UNINCORPORATED	-119.3041992	36.48693085	Y
6747	36.48693868	-119.3318813	TULARE	UNINCORPORATED	-119.3318813	36.48693868	N
6774	36.48698192	-119.3096249	TULARE	UNINCORPORATED	-119.3096249	36.48698192	Y
7694	36.4870011	-119.3048866	TULARE	UNINCORPORATED	-119.3048866	36.4870011	Y
1517	36.48696	-119.31824	TULARE	UNINCORPORATED	-119.3181895	36.48700189	Y
8018	36.48702584	-119.3379673	TULARE	UNINCORPORATED	-119.3379673	36.48702584	N
6777	36.4870423	-119.3048867	TULARE	UNINCORPORATED	-119.3048867	36.4870423	Y
1199	36.48715	-119.32155	TULARE	UNINCORPORATED	-119.3216282	36.48704525	N
9494	36.48707074	-119.3196084	TULARE	UNINCORPORATED	-119.3196084	36.48707074	N
9275	36.48707218	-119.3197649	TULARE	UNINCORPORATED	-119.3197649	36.48707218	N
5019	36.48720169	-119.3336563	TULARE	UNINCORPORATED	-119.3336029	36.48715973	N
2057	36.48725	-119.33356	TULARE	UNINCORPORATED	-119.3336482	36.48716101	N
10627	36.48738098	-119.3312683	TULARE	UNINCORPORATED	-119.3309402	36.48719406	N
7506	36.48721113	-119.3406666	TULARE	UNINCORPORATED	-119.3406666	36.48721113	Y
7061	36.48727027	-119.3048869	TULARE	UNINCORPORATED	-119.3048869	36.48727027	Y
2652	36.48737	-119.34444	TULARE	UNINCORPORATED	-119.3447524	36.4872895	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
2957	TIMS	UNINCORPORATED	-119.3946075	36.48652267		0	0
8810	Crossroads	UNINCORPORATED	-119.438499	36.48667281		0	0
10763	Crossroads	UNINCORPORATED	-119.2874095	36.48669158		0	0
7092	Crossroads	UNINCORPORATED	-119.2877257	36.48669685		0	0
8008	Crossroads	UNINCORPORATED	-119.2880182	36.48669823		0	0
7144	Crossroads	UNINCORPORATED	-119.2884774	36.4867004		0	0
8704	Crossroads	UNINCORPORATED	-119.2886135	36.48670104		0	0
6923	Crossroads	UNINCORPORATED	-119.2898006	36.48670665		0	0
9633	Crossroads	UNINCORPORATED	-119.2902088	36.48670857		0	0
3126	TIMS	UNINCORPORATED	-119.287056	36.48670959		0	0
9007	Crossroads	UNINCORPORATED	-119.292913	36.48672134		0	0
9387	Crossroads	UNINCORPORATED	-119.2930798	36.48672212		0	0
11363	Crossroads	UNINCORPORATED	-119.2951513	36.4867319		0	0
1552	TIMS	UNINCORPORATED	-119.2891806	36.48674634		0	0
7074	Crossroads	UNINCORPORATED	-119.3308658	36.48676617		0	0
8397	Crossroads	UNINCORPORATED	-119.3048864	36.4867896		0	0
3638	TIMS	UNINCORPORATED	-119.3037262	36.4868927		0	0
10188	TIMS	UNINCORPORATED	-119.3044662	36.48693085		0	0
6163	Crossroads	UNINCORPORATED	-119.3296707	36.48691063		0	0
9137	Crossroads	UNINCORPORATED	-119.3047845	36.48691188		0	0
8279	Crossroads	UNINCORPORATED	-119.3048899	36.48691325		0	0
6672	Crossroads	UNINCORPORATED	-119.3051246	36.4869167		0	0
9366	Crossroads	UNINCORPORATED	-119.3307079	36.48692832		0	0
3825	TIMS	UNINCORPORATED	-119.3041992	36.48693085		0	0
6747	Crossroads	UNINCORPORATED	-119.3318813	36.48693868		0	0
6774	Crossroads	UNINCORPORATED	-119.3096249	36.48698192		0	0
7694	Crossroads	UNINCORPORATED	-119.3048866	36.4870011		0	0
1517	TIMS	UNINCORPORATED	-119.3181895	36.48700189		0	0
8018	Crossroads	UNINCORPORATED	-119.3379673	36.48702584		0	0
6777	Crossroads	UNINCORPORATED	-119.3048867	36.4870423		0	0
1199	TIMS	UNINCORPORATED	-119.3216282	36.48704525		0	1
9494	Crossroads	UNINCORPORATED	-119.3196084	36.48707074		0	0
9275	Crossroads	UNINCORPORATED	-119.3197649	36.48707218		0	0
5019	TIMS	UNINCORPORATED	-119.3336029	36.48715973		1	0
2057	TIMS	UNINCORPORATED	-119.3336482	36.48716101		0	0
10627	TIMS	UNINCORPORATED	-119.3312683	36.48738098		0	0
7506	Crossroads	UNINCORPORATED	-119.3406666	36.48721113		0	0
7061	Crossroads	UNINCORPORATED	-119.3048869	36.48727027		0	0
2652	TIMS	UNINCORPORATED	-119.3447524	36.4872895		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
2957	0	1	0	6	0	0	0	1
8810	0	0	1	1	0	1	0	1
10763	0	0	1	1	0	0	0	1
7092	0	0	1	1	0	0	0	1
8008	0	0	1	1	0	0	1	0
7144	0	0	1	1	0	0	0	1
8704	0	0	1	1	0	0	0	0
6923	0	0	1	1	0	0	0	0
9633	0	0	1	1	0	0	0	0
3126	0	1	0	6	0	0	1	0
9007	0	0	1	1	1	0	0	0
9387	0	0	1	1	0	1	0	1
11363	0	0	1	1	0	0	0	0
1552	0	1	0	6	0	0	0	0
7074	0	0	1	1	0	1	0	1
8397	0	0	1	1	0	1	0	0
3638	1	0	0	11	0	1	0	1
10188	1	0	0	11	0	0	0	0
6163	0	0	1	1	0	0	0	0
9137	0	0	1	1	0	0	0	0
8279	0	0	1	1	0	0	0	0
6672	0	0	1	1	0	0	1	0
9366	0	0	1	1	0	0	0	0
3825	1	0	0	11	0	1	0	0
6747	0	0	1	1	0	1	0	0
6774	0	0	1	1	0	0	0	1
7694	0	0	1	1	1	0	1	0
1517	0	1	0	6	1	0	0	0
8018	0	0	1	1	0	1	0	1
6777	0	0	1	1	0	0	0	0
1199	0	0	0	165	0	1	1	0
9494	0	0	1	1	1	0	0	0
9275	0	0	1	1	1	0	0	1
5019	0	0	0	165	0	0	1	0
2057	0	1	0	6	1	0	0	1
10627	0	1	0	6	0	0	0	1
7506	0	0	1	1	0	1	0	1
7061	0	0	1	1	0	0	0	0
2652	0	1	0	6	0	0	0	0

OBJECT_ID	NIGHTTIME
2957	1
8810	0
10763	0
7092	0
8008	0
7144	0
8704	1
6923	0
9633	1
3126	0
9007	1
9387	0
11363	0
1552	0
7074	1
8397	1
3638	1
10188	0
6163	0
9137	0
8279	0
6672	0
9366	0
3825	1
6747	0
6774	0
7694	0
1517	0
8018	0
6777	0
1199	0
9494	1
9275	0
5019	1
2057	0
10627	1
7506	1
7061	0
2652	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
9932	91191944	2020	2020-02-12	2235	Wednesday	Male	24	20
1266	90192117	2016	2016-05-17	1400	Tuesday	Male	82	80
2245	90456215	2017	2017-05-09	855	Tuesday	Male	54	50
2193	90443429	2017	2017-04-19	623	Wednesday	Male	22	20
10528	91332188	2020	2020-10-20	1220	Tuesday	Male	28	20
9276	1.44E+13	2019	2019-05-27	16:10	Monday	Not Stated	0	0
4972	91149508	2019	2019-12-13	1555	Friday	Male	35	30
3607	90818801	2018	2018-09-20	610	Thursday	Male	76	70
4694	91077350	2019	2019-09-15	1945	Sunday	Male	23	20
9158	1.44E+13	2019	2019-04-24	21:11	Wednesday	Male	47	40
10752	1.46211E+13	2020	2020-01-12	09:35	Sunday	Male	46	40
6378	1.33E+13	2016	2016-04-14	16:24	Thursday	Male	42	40
6157	1.32E+13	2016	2016-01-25	7:15	Monday	Male	39	30
3460	90785159	2018	2018-07-31	1510	Tuesday	Male	14	10
2543	90541140	2017	2017-08-30	1722	Wednesday	Male	26	20
7201	1.36E+13	2017	2017-02-22	17:30	Wednesday	Male	55	50
9484	1.45E+13	2019	2019-08-21	16:00	Wednesday	Female	49	40
8120	1.39E+13	2018	2018-01-23	7:45	Tuesday	Male	56	50
3439	90778834	2018	2018-07-21	1805	Saturday	Female	44	40
7375	1.36E+13	2017	2017-04-20	15:08	Thursday	Male	22	20
7652	1.37E+13	2017	2017-07-25	13:38	Tuesday	Female	21	20
2754	90588383	2017	2017-11-01	1724	Wednesday	Male	41	40
7679	1.37E+13	2017	2017-08-03	16:10	Thursday	Female	46	40
6585	1.33E+13	2016	2016-06-29	9:58	Wednesday	Female	23	20
4820	91110864	2019	2019-10-19	1738	Saturday	Male	43	40
9402	1.44E+13	2019	2019-07-16	5:24	Tuesday	Male	59	50
2859	90615798	2017	2017-12-08	720	Friday	Male	21	20
7370	1.36E+13	2017	2017-04-18	16:45	Tuesday	Male	35	30
4479	91026165	2019	2019-06-29	740	Saturday	Female	19	10
2527	90538836	2017	2017-08-30	1800	Wednesday	Male	23	20
8298	1.4E+13	2018	2018-03-26	4:29	Monday	Not Stated	0	0
8370	1.4E+13	2018	2018-04-20	22:46	Friday	Not Stated	0	0
7856	1.38E+13	2017	2017-10-09	0:10	Monday	Not Stated	0	0
7984	1.38E+13	2017	2017-11-24	9:05	Friday	Not Stated	0	0
3349	90755741	2018	2018-06-13	530	Wednesday	Male	18	10
10314	91286701	2020	2020-08-03	500	Monday	Male	37	30
3171	90708425	2018	2018-04-07	1647	Saturday	Male	24	20
8890	1.42E+13	2018	2018-12-04	19:50	Tuesday	Male	22	20
9361	1.44E+13	2019	2019-06-30	14:50	Sunday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
9932	Traveling Wrong Way	22	AVENUE 384	SIMPSON ROAD	2112	W
1266	Proceeding Straight	14	AVE. 384	ROAD 96	1056	E
2245	Proceeding Straight	8	AVENUE 384	ROAD 96	356	W
2193	Ran Off Road	6	AVENUE 384	ROAD 96	407	W
10528	Making Right Turn	12	AVENUE 384	ROAD 96	1108	W
9276	Ran Off Road	16	ROAD 104	MONSON DR	110	N
4972	Stopped	15	AVENUE 384	ROAD 88	15	W
3607	Proceeding Straight	6	AVENUE 384	ROAD 88	107	W
4694	Other Unsafe Turning	19	AVENUE 384	ROAD 86	20	E
9158	Ran Off Road	21	ROAD 120	AVENUE 384	300	N
10752	Making Right Turn	9	ROAD 88	AVENUE 384	24	N
6378	Making Right Turn	16	ROAD 88	AVENUE 384	25	N
6157	Proceeding Straight	7	AVENUE 384	ROAD 84 (E)	86	E
3460	Making Right Turn	15	ROAD 84	AVENUE 384	20	N
2543	Stopped	17	ROAD 80	AVENUE 384	30	N
7201	Stopped In Road	17	AVENUE 384	ROAD 80	4	W
9484	Proceeding Straight	16	AVENUE 384	ROAD 80	500	W
8120	Proceeding Straight	7	AVENUE 384	ROAD 80	758	W
3439	Ran Off Road	18	ROAD 84	AVENUE 384	72	N
7375	Proceeding Straight	15	ROAD 80	AVENUE 384	25	N
7652	Stopped In Road	13	ROAD 80	AVENUE 384	25	N
2754	Proceeding Straight	17	AVENUE 384	ROAD 76	25	E
7679	Crossed Into Opposing Lane - Unpl	16	ROAD 80	AVENUE 384	30	N
6585	Proceeding Straight	9	AVENUE 384	ROAD 76	105	E
4820	Other Unsafe Turning	17	AVENUE 384	ROAD 76	368	W
9402	Proceeding Straight	5	AVENUE 384	ROAD 76	65	E
2859	Stopped	7	ROAD 80	AVENUE 384	40	N
7370	Proceeding Straight	16	ROAD 80	AVENUE 384	50	N
4479	Ran Off Road	7	AVENUE 384	ROAD 74	600	E
2527	Proceeding Straight	18	AVENUE 384	ROAD 74	100	E
8298	Ran Off Road	4	AVENUE 384	ROAD 74	100	E
8370	Ran Off Road	22	AVENUE 384	ROAD 74	1056	W
7856	Other Unsafe Turning	0	AVENUE 384	ROAD 74	2112	W
7984	Making Left Turn	9	ROAD 60	AVENUE 384	97	S
3349	Making U-Turn	5	AVENUE 384	ROAD 64	40	E
10314	Passing Other Vehicle	5	AVE. 384	RD. 60	375	E
3171	Proceeding Straight	16	AVENUE 384	ROAD 60	47	E
8890	Making Left Turn	19	ROAD 80	AVENUE 384	144	N
9361	Ran Off Road	14	AVENUE 384	ROAD 64	1175	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
9932	N	Clear	N		Y	Other Visible Injury	0
1266	N	Clear	N		Y	Complaint of Pain	0
2245	N	Clear	N		Y	Other Visible Injury	0
2193	N	Cloudy	N		Y	Severe Injury	0
10528	N	Clear	N		Y	Other Visible Injury	0
9276	N	Cloudy	N			Property Damage Only	0
4972	N	Cloudy	N		Y	Complaint of Pain	0
3607	N	Clear	N		Y	Complaint of Pain	0
4694	N	Clear	N		Y	Other Visible Injury	0
9158	N	Clear	N			Property Damage Only	0
10752	N	Fog	N		N	Property Damage Only	0
6378	N	Clear	N			Property Damage Only	0
6157	N	Fog	N			Property Damage Only	0
3460	N	Clear	N		Y	Complaint of Pain	0
2543	N	Clear	N		Y	Complaint of Pain	0
7201	N	Clear	N			Property Damage Only	0
9484	N	Clear	N			Property Damage Only	0
8120	N	Clear	N			Property Damage Only	0
3439	N	Clear	N		Y	Other Visible Injury	0
7375	N	Clear	N			Property Damage Only	0
7652	N	Clear	N			Property Damage Only	0
2754	N	Clear	N		Y	Complaint of Pain	0
7679	N	Cloudy	N			Property Damage Only	0
6585	N	Clear	N			Property Damage Only	0
4820	N	Clear	N		Y	Other Visible Injury	0
9402	N	Clear	N			Property Damage Only	0
2859	N	Clear	N		N	Complaint of Pain	0
7370	N	Cloudy	N			Property Damage Only	0
4479	N	Clear	N		Y	Severe Injury	0
2527	N	Clear	N		Y	Complaint of Pain	0
8298	N	Clear	N			Property Damage Only	0
8370	N	Clear	N			Property Damage Only	0
7856	N	Clear	N			Property Damage Only	0
7984	N	Clear	N			Property Damage Only	0
3349	N	Clear	N		Y	Other Visible Injury	0
10314	N	Clear	N		Y	Other Visible Injury	0
3171	N	Clear	N		Y	Complaint of Pain	0
8890	N	Raining	N			Property Damage Only	0
9361	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
9932	1	2	Wrong Side of Road	No	Head-On
1266	1	2	Unsafe Speed	No	Rear-End
2245	1	2	Unsafe Speed	No	Rear-End
2193	1	1	Improper Turning	No	Hit Object
10528	2	2	Improper Turning	No	Rear-End
9276	0	1	Driving Under Influence	No	Hit Object
4972	3	2	Unsafe Speed	No	Rear-End
3607	5	2	Unsafe Speed	No	Rear-End
4694	1	1	Driving Under Influence	No	Hit Object
9158	0	1	Unsafe Speed	No	Broadside
10752	0	0	Improper Turning	No	Hit Object
6378	0	1	Improper Turning	No	Hit Object
6157	0	1	Unsafe Speed	No	Hit Object
3460	2	2	Unsafe Speed	No	Sideswipe
2543	1	2	Unsafe Starting or Backing	No	Rear-End
7201	0	1	Improper Passing	No	Sideswipe
9484	0	1	Unsafe Speed	No	Rear-End
8120	0	1	Unsafe Speed	No	Rear-End
3439	3	1	Improper Turning	No	Hit Object
7375	0	1	Unsafe Speed	No	Rear-End
7652	0	1	Unsafe Starting or Backing	No	Rear-End
2754	2	2	Unsafe Speed	No	Rear-End
7679	0	1	Unsafe Starting or Backing	No	Rear-End
6585	0	1	Unsafe Speed	No	Rear-End
4820	3	2	Improper Turning	No	Head-On
9402	0	1	Unsafe Speed	No	Rear-End
2859	1	2	Unsafe Speed	No	Rear-End
7370	0	1	Unsafe Speed	No	Rear-End
4479	1	1	Improper Turning	No	Hit Object
2527	1	2	Unsafe Speed	No	Rear-End
8298	0	1	Improper Turning	Misdemeanor	Hit Object
8370	0	1	Improper Turning	No	Hit Object
7856	0	1	Improper Turning	No	Hit Object
7984	0	1	Improper Turning	No	Overtuned
3349	4	2	Improper Turning	No	Broadside
10314	1	2	Unsafe Speed	No	Sideswipe
3171	1	2	Unsafe Speed	No	Rear-End
8890	0	1	Driving Under Influence	No	Head-On
9361	0	1	Improper Turning	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
9932	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1266	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2245	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2193	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10528	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9276	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4972	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3607	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4694	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9158	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10752	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6378	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6157	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3460	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2543	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7201	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
9484	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8120	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3439	Fixed Object	No Pedestrian Involved	Dry	Loose Material on Road	Daylight
7375	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7652	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2754	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7679	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6585	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4820	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9402	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
2859	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7370	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
4479	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2527	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8298	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8370	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7856	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7984	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3349	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10314	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3171	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8890	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dusk - Dawn
9361	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
9932	None	0					Y		Passenger Car/Station Waç
1266	None	0					Y		Pickup or Panel Truck
2245	None	0					Y		Passenger Car/Station Waç
2193	None	0					Y		Passenger Car/Station Waç
10528	Functioning	0				Y	Y		Truck or Truck Tractor
9276	-	0					N	HBD Under Influence	Passenger Car
4972	None	0					Y		Passenger Car/Station Waç
3607	None	0					Y		Pickup or Panel Truck
4694	None	0					Y	Y	Passenger Car/Station Waç
9158	-	0					N	HNBD	Emergency Vehicle
10752	Functioning	0					N		Passenger Car
6378	-	0				Y	N	HNBD	Truck
6157	-	0					N	HNBD	Passenger Car
3460	Functioning	0				Y	Y		Passenger Car/Station Waç
2543	Functioning	0					Y		Passenger Car/Station Waç
7201	-	0					N	HNBD	Passenger Car
9484	-	0					N	HNBD	Passenger Car
8120	-	0					N	HNBD	Passenger Car
3439	None	0					Y		Passenger Car/Station Waç
7375	-	0					N	HNBD	Passenger Car
7652	-	0					N	HNBD	Passenger Car
2754	None	0					Y		Passenger Car/Station Waç
7679	-	0					N	HNBD	Passenger Car
6585	-	0					N	HNBD	Passenger Car
4820	None	0					Y		Passenger Car/Station Waç
9402	-	0					N	HNBD	Passenger Car
2859	Functioning	0					Y		Passenger Car/Station Waç
7370	-	0					N	HNBD	Passenger Car
4479	None	0					Y		Pickup or Panel Truck
2527	None	0					Y		Passenger Car/Station Waç
8298	-	0					N	Impairment Not Known	Passenger Car
8370	-	0					N	HNBD	Passenger Car
7856	-	0					N	Impairment Not Known	Passenger Car
7984	-	0				Y	N	HNBD	Truck
3349	None	0					Y		Passenger Car/Station Waç
10314	None	0					Y		Pickup or Panel Truck
3171	None	0					Y		Passenger Car/Station Waç
8890	-	0					N	HBD Under Influence	Pickup Truck
9361	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
9932	1	0	1	0	0	0	0	0	0	0
1266	22	0	0	1	0	0	0	0	0	0
2245	7	0	1	0	0	0	0	0	0	0
2193	1	1	0	0	0	0	0	0	0	0
10528	26	0	2	0	0	0	0	0	0	0
9276	1	0	0	0	0	0	0	0	0	0
4972	1	0	0	3	0	0	0	0	0	0
3607	22	0	0	5	0	0	0	0	0	0
4694	1	0	1	0	0	0	0	0	0	0
9158	98	0	0	0	0	0	0	0	0	0
10752	0	0	0	0	0	0	0	0	0	0
6378	25	0	0	0	0	0	0	0	0	0
6157	1	0	0	0	0	0	0	0	0	0
3460	1	0	0	2	0	0	0	0	0	0
2543	7	0	0	1	0	0	0	0	0	0
7201	1	0	0	0	0	0	0	0	0	0
9484	7	0	0	0	0	0	0	0	0	0
8120	1	0	0	0	0	0	0	0	0	0
3439	1	0	1	2	0	0	0	0	0	0
7375	7	0	0	0	0	0	0	0	0	0
7652	7	0	0	0	0	0	0	0	0	0
2754	1	0	0	2	0	0	0	0	0	0
7679	8	0	0	0	0	0	0	0	0	0
6585	1	0	0	0	0	0	0	0	0	0
4820	1	0	2	1	0	0	0	0	0	0
9402	1	0	0	0	0	0	0	0	0	0
2859	1	0	0	1	0	0	0	0	0	0
7370	1	0	0	0	0	0	0	0	0	0
4479	22	1	0	0	0	0	0	0	0	0
2527	1	0	0	1	0	0	0	0	0	0
8298	1	0	0	0	0	0	0	0	0	0
8370	7	0	0	0	0	0	0	0	0	0
7856	1	0	0	0	0	0	0	0	0	0
7984	27	0	0	0	0	0	0	0	0	0
3349	1	0	2	2	0	0	0	0	0	0
10314	22	0	1	0	0	0	0	0	0	0
3171	1	0	0	1	0	0	0	0	0	0
8890	22	0	0	0	0	0	0	0	0	0
9361	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
9932	36.48730087	-119.3482208	TULARE	UNINCORPORATED	-119.34655	36.48731613	Y
1266	36.48741	-119.35412	TULARE	UNINCORPORATED	-119.3550216	36.48742008	N
2245	36.48754	-119.3599	TULARE	UNINCORPORATED	-119.3598198	36.48747309	N
2193	36.48757	-119.35898	TULARE	UNINCORPORATED	-119.3599931	36.48747497	N
10528	36.48760986	-119.3624191	TULARE	UNINCORPORATED	-119.3623734	36.48749924	Y
9276	36.48759555	-119.3406544	TULARE	UNINCORPORATED	-119.3406544	36.48759555	Y
4972	36.48762894	-119.3768387	TULARE	UNINCORPORATED	-119.3767395	36.4876709	Y
3607	36.48765182	-119.377037	TULARE	UNINCORPORATED	-119.3770523	36.48767471	Y
4694	36.48775864	-119.3804779	TULARE	UNINCORPORATED	-119.3803253	36.48772049	Y
9158	36.48773722	-119.3048873	TULARE	UNINCORPORATED	-119.3048873	36.48773722	N
10752	36.48774946	-119.3766322	TULARE	UNINCORPORATED	-119.3766322	36.48774946	Y
6378	36.48775221	-119.3766322	TULARE	UNINCORPORATED	-119.3766322	36.48775221	Y
6157	36.48776262	-119.3843708	TULARE	UNINCORPORATED	-119.3843708	36.48776262	Y
3460	36.48794937	-119.3857269	TULARE	UNINCORPORATED	-119.3857117	36.48783493	Y
2543	36.48795	-119.39484	TULARE	UNINCORPORATED	-119.3949071	36.48792017	Y
7201	36.48792819	-119.3947286	TULARE	UNINCORPORATED	-119.3947286	36.48792819	Y
9484	36.48795206	-119.3964155	TULARE	UNINCORPORATED	-119.3964155	36.48795206	N
8120	36.48796447	-119.397293	TULARE	UNINCORPORATED	-119.397293	36.48796447	N
3439	36.48804092	-119.385788	TULARE	UNINCORPORATED	-119.3857117	36.48797607	Y
7375	36.48799667	-119.3947147	TULARE	UNINCORPORATED	-119.3947147	36.48799667	Y
7652	36.48799667	-119.3947147	TULARE	UNINCORPORATED	-119.3947147	36.48799667	Y
2754	36.48804	-119.40253	TULARE	UNINCORPORATED	-119.402435	36.48800913	Y
7679	36.4880104	-119.3947147	TULARE	UNINCORPORATED	-119.3947147	36.4880104	Y
6585	36.48803282	-119.4021238	TULARE	UNINCORPORATED	-119.4021238	36.48803282	Y
4820	36.48801041	-119.4035721	TULARE	UNINCORPORATED	-119.4037704	36.48803329	N
9402	36.48803474	-119.4022598	TULARE	UNINCORPORATED	-119.4022598	36.48803474	Y
2859	36.48756	-119.39514	TULARE	UNINCORPORATED	-119.3949062	36.48804093	Y
7370	36.48806534	-119.3947145	TULARE	UNINCORPORATED	-119.3947145	36.48806534	Y
4479	36.48801041	-119.4061279	TULARE	UNINCORPORATED	-119.406189	36.48807526	N
2527	36.488	-119.40725	TULARE	UNINCORPORATED	-119.4078902	36.48810406	Y
8298	36.48812513	-119.4079201	TULARE	UNINCORPORATED	-119.4079201	36.48812513	Y
8370	36.48817371	-119.4118519	TULARE	UNINCORPORATED	-119.4118519	36.48817371	N
7856	36.48822487	-119.4154435	TULARE	UNINCORPORATED	-119.4154435	36.48822487	N
7984	36.48825487	-119.4384831	TULARE	UNINCORPORATED	-119.4384831	36.48825487	Y
3349	36.48822021	-119.4306793	TULARE	UNINCORPORATED	-119.4306564	36.48825836	Y
10314	36.48825836	-119.437027	TULARE	UNINCORPORATED	-119.4372253	36.48830032	Y
3171	36.48822021	-119.4384079	TULARE	UNINCORPORATED	-119.4383392	36.48830795	Y
8890	36.48832353	-119.3947135	TULARE	UNINCORPORATED	-119.3947135	36.48832353	Y
9361	36.4883634	-119.4267154	TULARE	UNINCORPORATED	-119.4267154	36.4883634	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
9932	TIMS	UNINCORPORATED	-119.3482208	36.48730087		0	0
1266	TIMS	UNINCORPORATED	-119.3550216	36.48742008		0	0
2245	TIMS	UNINCORPORATED	-119.3598198	36.48747309		0	0
2193	TIMS	UNINCORPORATED	-119.3599931	36.48747497		0	1
10528	TIMS	UNINCORPORATED	-119.3624191	36.48760986		0	0
9276	Crossroads	UNINCORPORATED	-119.3406544	36.48759555		0	0
4972	TIMS	UNINCORPORATED	-119.3767395	36.4876709		0	0
3607	TIMS	UNINCORPORATED	-119.3770523	36.48767471		0	0
4694	TIMS	UNINCORPORATED	-119.3803253	36.48772049		0	0
9158	Crossroads	UNINCORPORATED	-119.3048873	36.48773722		0	0
10752	Crossroads	UNINCORPORATED	-119.3766322	36.48774946		0	0
6378	Crossroads	UNINCORPORATED	-119.3766322	36.48775221		0	0
6157	Crossroads	UNINCORPORATED	-119.3843708	36.48776262		0	0
3460	TIMS	UNINCORPORATED	-119.3857117	36.48783493		0	0
2543	TIMS	UNINCORPORATED	-119.3949071	36.48792017		0	0
7201	Crossroads	UNINCORPORATED	-119.3947286	36.48792819		0	0
9484	Crossroads	UNINCORPORATED	-119.3964155	36.48795206		0	0
8120	Crossroads	UNINCORPORATED	-119.397293	36.48796447		0	0
3439	TIMS	UNINCORPORATED	-119.3857117	36.48797607		0	0
7375	Crossroads	UNINCORPORATED	-119.3947147	36.48799667		0	0
7652	Crossroads	UNINCORPORATED	-119.3947147	36.48799667		0	0
2754	TIMS	UNINCORPORATED	-119.402435	36.48800913		0	0
7679	Crossroads	UNINCORPORATED	-119.3947147	36.4880104		0	0
6585	Crossroads	UNINCORPORATED	-119.4021238	36.48803282		0	0
4820	TIMS	UNINCORPORATED	-119.4037704	36.48803329		0	0
9402	Crossroads	UNINCORPORATED	-119.4022598	36.48803474		0	0
2859	TIMS	UNINCORPORATED	-119.3949062	36.48804093		0	0
7370	Crossroads	UNINCORPORATED	-119.3947145	36.48806534		0	0
4479	TIMS	UNINCORPORATED	-119.406189	36.48807526		0	1
2527	TIMS	UNINCORPORATED	-119.4078902	36.48810406		0	0
8298	Crossroads	UNINCORPORATED	-119.4079201	36.48812513		0	0
8370	Crossroads	UNINCORPORATED	-119.4118519	36.48817371		0	0
7856	Crossroads	UNINCORPORATED	-119.4154435	36.48822487		0	0
7984	Crossroads	UNINCORPORATED	-119.4384831	36.48825487		0	0
3349	TIMS	UNINCORPORATED	-119.4306564	36.48825836		0	0
10314	TIMS	UNINCORPORATED	-119.437027	36.48825836		0	0
3171	TIMS	UNINCORPORATED	-119.4383392	36.48830795		0	0
8890	Crossroads	UNINCORPORATED	-119.3947135	36.48832353		0	0
9361	Crossroads	UNINCORPORATED	-119.4267154	36.4883634		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
9932	1	0	0	11	0	0	0	0
1266	0	1	0	6	0	0	0	0
2245	1	0	0	11	0	0	0	0
2193	0	0	0	165	0	1	0	1
10528	1	0	0	11	0	0	0	1
9276	0	0	1	1	0	1	1	0
4972	0	1	0	6	0	0	0	0
3607	0	1	0	6	0	0	0	0
4694	1	0	0	11	0	1	1	0
9158	0	0	1	1	1	0	0	0
10752	0	0	1	1	0	1	0	1
6378	0	0	1	1	0	1	0	1
6157	0	0	1	1	0	1	0	0
3460	0	1	0	6	0	0	0	0
2543	0	1	0	6	0	0	0	0
7201	0	0	1	1	0	0	0	0
9484	0	0	1	1	0	0	0	0
8120	0	0	1	1	0	0	0	0
3439	1	0	0	11	0	1	0	1
7375	0	0	1	1	0	0	0	0
7652	0	0	1	1	0	0	0	0
2754	0	1	0	6	0	0	0	0
7679	0	0	1	1	0	0	0	0
6585	0	0	1	1	0	0	0	0
4820	1	0	0	11	0	0	0	1
9402	0	0	1	1	0	0	0	0
2859	0	1	0	6	0	0	0	0
7370	0	0	1	1	0	0	0	0
4479	0	0	0	165	0	1	0	1
2527	0	1	0	6	0	0	0	0
8298	0	0	1	1	0	1	0	1
8370	0	0	1	1	0	1	0	1
7856	0	0	1	1	0	1	0	1
7984	0	0	1	1	0	0	0	1
3349	1	0	0	11	1	0	0	1
10314	1	0	0	11	0	0	0	0
3171	0	1	0	6	0	0	0	0
8890	0	0	1	1	0	0	1	0
9361	0	0	1	1	0	1	0	1

OBJECT_ID	NIGHTTIME
9932	1
1266	0
2245	0
2193	0
10528	0
9276	0
4972	0
3607	1
4694	1
9158	1
10752	0
6378	0
6157	0
3460	0
2543	0
7201	0
9484	0
8120	0
3439	0
7375	0
7652	0
2754	0
7679	0
6585	0
4820	0
9402	0
2859	0
7370	0
4479	0
2527	0
8298	1
8370	1
7856	1
7984	0
3349	0
10314	1
3171	0
8890	0
9361	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEEK	GENDER	AGE	AGE_CAT
7126	1.35E+13	2017	2017-01-27	18:00	Friday	Not Stated	0	0
3149	90703681	2018	2018-04-04	640	Wednesday	Male	35	30
7223	1.36E+13	2017	2017-03-04	4:15	Saturday	Not Stated	0	0
9001	1.43E+13	2019	2019-02-05	9:29	Tuesday	Male	32	30
1342	90209830	2016	2016-05-21	2151	Saturday	Male	26	20
9296	1.44E+13	2019	2019-06-01	14:55	Saturday	Male	27	20
7396	1.36E+13	2017	2017-04-29	21:55	Saturday	Male	25	20
5004	91161445	2019	2019-12-22	220	Sunday	Male	26	20
7011	1.35E+13	2016	2016-12-22	8:15	Thursday	Not Stated	0	0
9142	1.44E+13	2019	2019-04-19	10:10	Friday	Male	55	50
8604	1.41E+13	2018	2018-07-21	18:38	Saturday	Male	0	0
7296	1.36E+13	2017	2017-03-28	2:00	Tuesday	Female	63	60
9656	1.45E+13	2019	2019-10-27	8:45	Sunday	Not Stated	0	0
9667	1.45E+13	2019	2019-10-31	8:00	Thursday	Female	29	20
6151	1.32E+13	2016	2016-01-23	0:01	Saturday	Not Stated	0	0
8836	1.42E+13	2018	2018-10-28	11:00	Sunday	Not Stated	0	0
2277	90465501	2017	2017-05-24	1425	Wednesday	Male	18	10
8596	1.41E+13	2018	2018-07-17	8:15	Tuesday	Not Stated	0	0
9465	1.45E+13	2019	2019-08-14	13:35	Wednesday	Not Stated	0	0
1077	90132010	2016	2016-02-25	1415	Thursday	Female	19	10
10695	91373359	2020	2020-12-14	1630	Monday	Female	23	20
10608	91352693	2020	2020-11-09	550	Monday	Male	60	60
3129	90698541	2018	2018-03-27	530	Tuesday	Male	38	30
1222	90176193	2016	2016-05-02	1100	Monday	Female	35	30
8580	1.41E+13	2018	2018-07-10	5:55	Tuesday	Male	24	20
7752	1.38E+13	2017	2017-09-01	6:55	Friday	Male	77	70
6912	1.35E+13	2016	2016-11-22	15:20	Tuesday	Not Stated	0	0
8303	1.4E+13	2018	2018-03-27	5:32	Tuesday	Male	68	60
8304	1.4E+13	2018	2018-03-27	5:33	Tuesday	Male	68	60
8946	1.42E+13	2019	2019-01-05	6:35	Saturday	Male	41	40
8977	1.43E+13	2019	2019-01-24	14:55	Thursday	Not Stated	0	0
9312	1.44E+13	2019	2019-06-05	7:25	Wednesday	Male	57	50
8994	1.43E+13	2019	2019-02-02	18:55	Saturday	Female	25	20
8142	1.39E+14	2018	2018-01-30	4:52	Tuesday	Male	52	50
8487	1.4E+13	2018	2018-05-31	14:55	Thursday	Not Stated	0	0
8212	1.39E+13	2018	2018-02-20	8:45	Tuesday	Not Stated	0	0
2338	90482545	2017	2017-06-03	2145	Saturday	Male	26	20
9248	1.44E+13	2019	2019-05-18	19:00	Saturday	Not Stated	0	0
3499	90793696	2018	2018-08-09	703	Thursday	Male	24	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
7126	Proceeding Straight	18	AVENUE 384	ROAD 64	100	E
3149	Proceeding Straight	6	AVENUE 384	ROAD 56	37	W
7223	Ran Off Road	4	AVENUE 384	ROAD 64	400	W
9001	Proceeding Straight	9	ROAD 60	AVENUE 384	25	S
1342	Entering Traffic	21	AVE 284	RD 56	442	W
9296	Slowing/Stopping	14	ROAD 60	AVENUE 384	17	S
7396	Proceeding Straight	21	AVENUE 384	ROAD 60	1056	E
5004	Other Unsafe Turning	2	AVENUE 384	ROAD 56	1584	W
7011	Ran Off Road	8	AVENUE 384	ROAD 60	75	E
9142	Proceeding Straight	10	AVENUE 384	ROAD 60	35	E
8604	Proceeding Straight	18	AVENUE 384	ROAD 60	20	E
7296	Proceeding Straight	2	AVENUE 384	ROAD 60	10	E
9656	Ran Off Road	8	AVENUE 384	ROAD 60	194	W
9667	Making Right Turn	8	AVENUE 384	ROAD 56	25	E
6151	Making Right Turn	0	AVENUE 384	ROAD 56	20	N
8836	Ran Off Road	11	AVENUE 384	ROAD 56	1056	W
2277	Passing Other Vehicle	14	AVENUE 384	ROAD 48	590	W
8596	Ran Off Road	8	ROAD 56	AVENUE 384	22	N
9465	Ran Off Road	13	AVENUE 384	ROAD 56	1086	E
1077	Ran Off Road	14	AVENUE 384	ROAD 40	1250	E
10695	Proceeding Straight	16	AVENUE 384	ROAD 36	220	E
10608	Proceeding Straight	5	AVENUE 384	ROAD 36	237	E
3129	Proceeding Straight	5	AVENUE 384	ROAD 34	849	E
1222	Proceeding Straight	11	AVE. 384	RD. 28	200	W
8580	Proceeding Straight	5	AVENUE 384	ROAD 36 (E)	250	E
7752	Making Left Turn	6	AVENUE 384	ROAD 36 (E)	210	E
6912	Other Unsafe Turning	15	AVENUE 384	ROAD 36 (E)	152	E
8303	Proceeding Straight	5	AVENUE 384	ROAD 34 (E)	875	E
8304	Proceeding Straight	5	AVENUE 384	ROAD 34 (E)	875	E
8946	Making U Turn	6	AVENUE 384	ROAD 34 (E)	490	E
8977	Making Right Turn	14	ROAD 36	AVENUE 384 (E)	27	N
9312	Proceeding Straight	7	AVENUE 384	ROAD 28	528	E
8994	Proceeding Straight	18	AVENUE 384	ROAD 28	50	W
8142	Proceeding Straight	4	AVENUE 384	ROAD 28	100	W
8487	Proceeding Straight	14	ROAD 80	AVENUE 384	528	N
8212	Ran Off Road	8	ROAD 80	AVENUE 384	655	N
2338	Ran Off Road	21	ROAD 48	AVENUE 384	528	N
9248	Other Unsafe Turning	19	ROAD 56	AVENUE 384	540	N
3499	Proceeding Straight	7	AVENUE 384	SR-99 N/B	134	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
7126	N	Clear	N			Property Damage Only	0
3149	N	Clear	N		Y	Other Visible Injury	0
7223	N	Clear	N			Property Damage Only	0
9001	N	Cloudy	N			Property Damage Only	0
1342	N	Cloudy	N		Y	Other Visible Injury	0
9296	N	Clear	N			Property Damage Only	0
7396	N	Clear	N			Property Damage Only	0
5004	N	Clear	N		Y	Other Visible Injury	0
7011	N	Fog	N			Property Damage Only	0
9142	N	Clear	N			Property Damage Only	0
8604	N	Clear	N			Property Damage Only	0
7296	N	Clear	N			Property Damage Only	0
9656	N	Clear	N			Property Damage Only	0
9667	N	Clear	N			Property Damage Only	0
6151	N	Raining	N			Property Damage Only	0
8836	N	Clear	N			Property Damage Only	0
2277	N	Clear	N		Y	Complaint of Pain	0
8596	N	Clear	N			Property Damage Only	0
9465	N	Clear	N			Property Damage Only	0
1077	N	Clear	N		Y	Other Visible Injury	0
10695	N	Clear	N		Y	Severe Injury	0
10608	N	Clear	N		Y	Other Visible Injury	0
3129	N	Clear	N		Y	Complaint of Pain	0
1222	N	Clear	N		Y	Complaint of Pain	0
8580	N	Clear	N			Property Damage Only	0
7752	N	Clear	N			Property Damage Only	0
6912	N	Clear	N			Property Damage Only	0
8303	N	Clear	N			Property Damage Only	0
8304	N	Clear	N			Property Damage Only	0
8946	N	Cloudy	N			Property Damage Only	0
8977	N	Clear	N			Property Damage Only	0
9312	N	Clear	N			Property Damage Only	0
8994	N	Cloudy	N			Property Damage Only	0
8142	N	Fog	N			Property Damage Only	0
8487	N	Clear	N			Property Damage Only	0
8212	N	Clear	N			Property Damage Only	0
2338	N	Clear	N		N	Complaint of Pain	0
9248	N	Raining	N			Property Damage Only	0
3499	N	Clear	N		Y	Other Visible Injury	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
7126	0	0	Other Than Driver	No	Other
3149	1	2	Unsafe Speed	No	Rear-End
7223	0	1	Improper Turning	No	Hit Object
9001	0	1	Unsafe Starting or Backing	No	Rear-End
1342	2	2	Wrong Side of Road	Felony	Head-On
9296	0	1	Unsafe Speed	No	Rear-End
7396	0	1	Unsafe Speed	No	Rear-End
5004	2	1	Improper Turning	Misdemeanor	Hit Object
7011	0	1	Unsafe Speed	No	Overtuned
9142	0	1	Unsafe Speed	No	Rear-End
8604	0	1	Unsafe Speed	Misdemeanor	Rear-End
7296	0	1	Unsafe Speed	No	Rear-End
9656	0	1	Improper Turning	No	Hit Object
9667	0	1	Improper Passing	Misdemeanor	Other
6151	0	1	Unsafe Speed	Misdemeanor	Hit Object
8836	0	1	Improper Turning	No	Hit Object
2277	1	1	Improper Turning	No	Hit Object
8596	0	1	Improper Turning	Misdemeanor	Hit Object
9465	0	1	Improper Turning	No	Hit Object
1077	2	1	Improper Turning	No	Hit Object
10695	1	2	Unsafe Speed	No	Rear-End
10608	2	2	Unsafe Speed	No	Rear-End
3129	2	2	Other Equipment	No	Rear-End
1222	1	1	Improper Turning	No	Hit Object
8580	0	1	Unsafe Speed	No	Rear-End
7752	0	1	Auto R/W Violation	No	Broadside
6912	0	1	Improper Turning	No	Hit Object
8303	0	1	Unsafe Speed	No	Sideswipe
8304	0	1	Unsafe Speed	No	Sideswipe
8946	0	1	Improper Turning	No	Broadside
8977	0	1	Improper Turning	No	Hit Object
9312	0	1	Unsafe Speed	No	Rear-End
8994	0	1	Unsafe Speed	No	Rear-End
8142	0	1	Unsafe Speed	No	Rear-End
8487	0	2	Improper Turning	Misdemeanor	Hit Object
8212	0	1	Improper Turning	No	Hit Object
2338	1	1	Improper Turning	Misdemeanor	Sideswipe
9248	0	1	Driving Under Influence	No	Hit Object
3499	1	1	Driving Under Influence	No	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
7126	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3149	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7223	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9001	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1342	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9296	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7396	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
5004	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7011	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9142	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8604	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7296	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9656	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9667	Motor Vehicle on Other Roadway	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6151	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
8836	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2277	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8596	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9465	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1077	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10695	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10608	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3129	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1222	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8580	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7752	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6912	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8303	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8304	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8946	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8977	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9312	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8994	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8142	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8487	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8212	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2338	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9248	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
3499	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
7126	-	0					N	HNBD	Passenger Car
3149	None	0					Y		Passenger Car/Station Waç
7223	-	0					N	Sleepy - Fatigued	Passenger Car
9001	-	0					N	HNBD	Passenger Car
1342	None	0					Y		Passenger Car/Station Waç
9296	-	0					N	HNBD	Passenger Car
7396	-	0					N	HNBD	Passenger Car
5004	None	0					Y		Passenger Car/Station Waç
7011	-	0					N	HNBD	Passenger Car
9142	-	0					N	HNBD	Passenger Car
8604	-	0					N	HNBD	Passenger Car
7296	-	0					N	HNBD	Passenger Car
9656	-	0					N	Sleepy - Fatigued	Passenger Car
9667	-	0					N	Impairment Not Known	Passenger Car
6151	-	0					N	Impairment Not Known	Other
8836	-	0					N	Impairment Not Known	Other
2277	None	0					Y		Passenger Car/Station Waç
8596	-	0					N	Impairment Not Known	Passenger Car
9465	-	0					N	Sleepy - Fatigued	Passenger Car
1077	None	0					Y		Passenger Car/Station Waç
10695	None	0					Y		Passenger Car/Station Waç
10608	None	0					Y		Passenger Car/Station Waç
3129	None	0					Y		Other Vehicle
1222	None	0					Y		Passenger Car/Station Waç
8580	-	0					N	HNBD	Pickup Truck
7752	-	0					N	HNBD	Passenger Car
6912	-	0					N	Sleepy - Fatigued	Passenger Car
8303	-	0					N	HNBD	Passenger Car
8304	-	0					N	HNBD	Passenger Car
8946	-	0					N	HNBD	Passenger Car
8977	-	0				Y	N	HNBD	Truck
9312	-	0					N	HNBD	Pickup Truck
8994	-	0					N	HNBD	Passenger Car
8142	-	0					N	HNBD	Passenger Car
8487	-	0					N	HNBD	Passenger Car
8212	-	0					Y	HNBD	Truck
2338	None	0					Y		Passenger Car/Station Waç
9248	-	0					N	HBD Under Influence	Pickup Truck
3499	Functioning	0					Y	Y	Passenger Car/Station Waç

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
7126	1	0	0	0	0	0	0	0	0	0
3149	1	0	1	0	0	0	0	0	0	0
7223	1	0	0	0	0	0	0	0	0	0
9001	1	0	0	0	0	0	0	0	0	0
1342	1	0	2	0	0	0	0	0	0	0
9296	1	0	0	0	0	0	0	0	0	0
7396	1	0	0	0	0	0	0	0	0	0
5004	1	0	1	1	0	0	0	0	0	0
7011	7	0	0	0	0	0	0	0	0	0
9142	1	0	0	0	0	0	0	0	0	0
8604	1	0	0	0	0	0	0	0	0	0
7296	1	0	0	0	0	0	0	0	0	0
9656	1	0	0	0	0	0	0	0	0	0
9667	1	0	0	0	0	0	0	0	0	0
6151	99	0	0	0	0	0	0	0	0	0
8836	99	0	0	0	0	0	0	0	0	0
2277	7	0	0	1	0	0	0	0	0	0
8596	1	0	0	0	0	0	0	0	0	0
9465	7	0	0	0	0	0	0	0	0	0
1077	1	0	2	0	0	0	0	0	0	0
10695	1	1	0	0	0	0	0	0	0	0
10608	1	0	1	1	0	0	0	0	0	0
3129	46	0	0	2	0	0	0	0	0	0
1222	1	0	0	1	0	0	0	0	0	0
8580	22	0	0	0	0	0	0	0	0	0
7752	1	0	0	0	0	0	0	0	0	0
6912	1	0	0	0	0	0	0	0	0	0
8303	1	0	0	0	0	0	0	0	0	0
8304	1	0	0	0	0	0	0	0	0	0
8946	1	0	0	0	0	0	0	0	0	0
8977	25	0	0	0	0	0	0	0	0	0
9312	22	0	0	0	0	0	0	0	0	0
8994	1	0	0	0	0	0	0	0	0	0
8142	1	0	0	0	0	0	0	0	0	0
8487	1	0	0	0	0	0	0	0	0	0
8212	25	0	0	0	0	0	0	0	0	0
2338	1	0	0	1	0	0	0	0	0	0
9248	22	0	0	0	0	0	0	0	0	0
3499	1	0	1	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
7126	36.48841811	-119.4303712	TULARE	UNINCORPORATED	-119.4303712	36.48841811	Y
3149	36.48833847	-119.4490814	TULARE	UNINCORPORATED	-119.4489365	36.48844147	Y
7223	36.48844586	-119.4320715	TULARE	UNINCORPORATED	-119.4320715	36.48844586	N
9001	36.48845263	-119.4384811	TULARE	UNINCORPORATED	-119.4384811	36.48845263	Y
1342	36.48846	-119.45032	TULARE	UNINCORPORATED	-119.45032	36.48846	N
9296	36.4884746	-119.4384808	TULARE	UNINCORPORATED	-119.4384808	36.4884746	Y
7396	36.48847734	-119.4348886	TULARE	UNINCORPORATED	-119.4348886	36.48847734	N
5004	36.48859024	-119.4542007	TULARE	UNINCORPORATED	-119.4541931	36.48848343	N
7011	36.48851798	-119.4382253	TULARE	UNINCORPORATED	-119.4382253	36.48851798	Y
9142	36.48851975	-119.4383613	TULARE	UNINCORPORATED	-119.4383613	36.48851975	Y
8604	36.48852041	-119.4384123	TULARE	UNINCORPORATED	-119.4384123	36.48852041	Y
7296	36.48852085	-119.4384464	TULARE	UNINCORPORATED	-119.4384464	36.48852085	Y
9656	36.48852914	-119.4391402	TULARE	UNINCORPORATED	-119.4391402	36.48852914	Y
9667	36.48853672	-119.4489762	TULARE	UNINCORPORATED	-119.4489762	36.48853672	Y
6151	36.48853773	-119.4491292	TULARE	UNINCORPORATED	-119.4491292	36.48853773	Y
8836	36.48855994	-119.4526532	TULARE	UNINCORPORATED	-119.4526532	36.48855994	N
2277	36.48848	-119.46848	TULARE	UNINCORPORATED	-119.4690053	36.48856873	N
8596	36.48859816	-119.449061	TULARE	UNINCORPORATED	-119.449061	36.48859816	Y
9465	36.48860099	-119.4451854	TULARE	UNINCORPORATED	-119.4451854	36.48860099	N
1077	36.48863	-119.47309	TULARE	UNINCORPORATED	-119.4805723	36.48861841	N
10695	36.48860931	-119.491478	TULARE	UNINCORPORATED	-119.4931412	36.48871613	N
10608	36.48868942	-119.4914703	TULARE	UNINCORPORATED	-119.4930878	36.48871613	N
3129	36.48865891	-119.4954529	TULARE	UNINCORPORATED	-119.4955139	36.48871994	N
1222	36.48889	-119.51243	TULARE	UNINCORPORATED	-119.5125698	36.4888228	Y
8580	36.48893782	-119.4916941	TULARE	UNINCORPORATED	-119.4916941	36.48893782	N
7752	36.48893841	-119.4918301	TULARE	UNINCORPORATED	-119.4918301	36.48893841	Y
6912	36.48893926	-119.4920274	TULARE	UNINCORPORATED	-119.4920274	36.48893926	Y
8303	36.48896975	-119.4952896	TULARE	UNINCORPORATED	-119.4952896	36.48896975	N
8304	36.48896975	-119.4952896	TULARE	UNINCORPORATED	-119.4952896	36.48896975	N
8946	36.48897303	-119.4965993	TULARE	UNINCORPORATED	-119.4965993	36.48897303	N
8977	36.48901566	-119.4925443	TULARE	UNINCORPORATED	-119.4925443	36.48901566	Y
9312	36.48905227	-119.510121	TULARE	UNINCORPORATED	-119.510121	36.48905227	N
8994	36.48906966	-119.512087	TULARE	UNINCORPORATED	-119.512087	36.48906966	Y
8142	36.48907148	-119.5122571	TULARE	UNINCORPORATED	-119.5122571	36.48907148	Y
8487	36.48937827	-119.3947095	TULARE	UNINCORPORATED	-119.3947095	36.48937827	N
8212	36.48972711	-119.3947082	TULARE	UNINCORPORATED	-119.3947082	36.48972711	N
2338	36.4904	-119.467	TULARE	UNINCORPORATED	-119.4669958	36.49000906	N
9248	36.49002095	-119.4490549	TULARE	UNINCORPORATED	-119.4490549	36.49002095	N
3499	36.49040985	-119.5182724	TULARE	UNINCORPORATED	-119.5182343	36.49038696	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
7126	Crossroads	UNINCORPORATED	-119.4303712	36.48841811		0	0
3149	TIMS	UNINCORPORATED	-119.4489365	36.48844147		0	0
7223	Crossroads	UNINCORPORATED	-119.4320715	36.48844586		0	0
9001	Crossroads	UNINCORPORATED	-119.4384811	36.48845263		0	0
1342	TIMS	UNINCORPORATED	-119.45032	36.48846		0	0
9296	Crossroads	UNINCORPORATED	-119.4384808	36.4884746		0	0
7396	Crossroads	UNINCORPORATED	-119.4348886	36.48847734		0	0
5004	TIMS	UNINCORPORATED	-119.4541931	36.48848343		0	0
7011	Crossroads	UNINCORPORATED	-119.4382253	36.48851798		0	0
9142	Crossroads	UNINCORPORATED	-119.4383613	36.48851975		0	0
8604	Crossroads	UNINCORPORATED	-119.4384123	36.48852041		0	0
7296	Crossroads	UNINCORPORATED	-119.4384464	36.48852085		0	0
9656	Crossroads	UNINCORPORATED	-119.4391402	36.48852914		0	0
9667	Crossroads	UNINCORPORATED	-119.4489762	36.48853672		0	0
6151	Crossroads	UNINCORPORATED	-119.4491292	36.48853773		0	0
8836	Crossroads	UNINCORPORATED	-119.4526532	36.48855994		0	0
2277	TIMS	UNINCORPORATED	-119.4690053	36.48856873		0	0
8596	Crossroads	UNINCORPORATED	-119.449061	36.48859816		0	0
9465	Crossroads	UNINCORPORATED	-119.4451854	36.48860099		0	0
1077	TIMS	UNINCORPORATED	-119.4805723	36.48861841		0	0
10695	TIMS	UNINCORPORATED	-119.491478	36.48860931		0	1
10608	TIMS	UNINCORPORATED	-119.4914703	36.48868942		0	0
3129	TIMS	UNINCORPORATED	-119.4955139	36.48871994		0	0
1222	TIMS	UNINCORPORATED	-119.5125698	36.4888228		0	0
8580	Crossroads	UNINCORPORATED	-119.4916941	36.48893782		0	0
7752	Crossroads	UNINCORPORATED	-119.4918301	36.48893841		0	0
6912	Crossroads	UNINCORPORATED	-119.4920274	36.48893926		0	0
8303	Crossroads	UNINCORPORATED	-119.4952896	36.48896975		0	0
8304	Crossroads	UNINCORPORATED	-119.4952896	36.48896975		0	0
8946	Crossroads	UNINCORPORATED	-119.4965993	36.48897303		0	0
8977	Crossroads	UNINCORPORATED	-119.4925443	36.48901566		0	0
9312	Crossroads	UNINCORPORATED	-119.510121	36.48905227		0	0
8994	Crossroads	UNINCORPORATED	-119.512087	36.48906966		0	0
8142	Crossroads	UNINCORPORATED	-119.5122571	36.48907148		0	0
8487	Crossroads	UNINCORPORATED	-119.3947095	36.48937827		0	0
8212	Crossroads	UNINCORPORATED	-119.3947082	36.48972711		0	0
2338	TIMS	UNINCORPORATED	-119.4669958	36.49000906		0	0
9248	Crossroads	UNINCORPORATED	-119.4490549	36.49002095		0	0
3499	TIMS	UNINCORPORATED	-119.5182343	36.49038696		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
7126	0	0	1	1	0	0	0	0
3149	1	0	0	11	0	0	0	0
7223	0	0	1	1	0	1	0	1
9001	0	0	1	1	0	0	0	0
1342	1	0	0	11	0	0	0	0
9296	0	0	1	1	0	0	0	0
7396	0	0	1	1	0	0	0	0
5004	1	0	0	11	0	1	0	1
7011	0	0	1	1	0	0	0	0
9142	0	0	1	1	0	0	0	0
8604	0	0	1	1	0	0	0	0
7296	0	0	1	1	0	0	0	0
9656	0	0	1	1	0	1	0	1
9667	0	0	1	1	0	0	0	0
6151	0	0	1	1	0	1	0	0
8836	0	0	1	1	0	1	0	1
2277	0	1	0	6	0	1	0	1
8596	0	0	1	1	0	1	0	1
9465	0	0	1	1	0	1	0	1
1077	1	0	0	11	0	1	0	1
10695	0	0	0	165	0	0	0	0
10608	1	0	0	11	0	0	0	0
3129	0	1	0	6	0	0	0	0
1222	0	1	0	6	0	1	0	1
8580	0	0	1	1	0	0	0	0
7752	0	0	1	1	1	0	0	0
6912	0	0	1	1	0	1	0	1
8303	0	0	1	1	0	0	0	0
8304	0	0	1	1	0	0	0	0
8946	0	0	1	1	1	0	0	1
8977	0	0	1	1	0	1	0	1
9312	0	0	1	1	0	0	0	0
8994	0	0	1	1	0	0	0	0
8142	0	0	1	1	0	0	0	0
8487	0	0	1	1	0	1	0	1
8212	0	0	1	1	0	1	0	1
2338	0	1	0	6	0	0	0	1
9248	0	0	1	1	0	1	1	0
3499	1	0	0	11	0	1	1	0

OBJECT_ID	NIGHTTIME
7126	1
3149	0
7223	1
9001	0
1342	1
9296	0
7396	1
5004	1
7011	0
9142	0
8604	0
7296	0
9656	0
9667	0
6151	1
8836	0
2277	0
8596	0
9465	0
1077	0
10695	0
10608	1
3129	1
1222	0
8580	0
7752	0
6912	0
8303	1
8304	1
8946	0
8977	0
9312	0
8994	1
8142	1
8487	0
8212	0
2338	1
9248	0
3499	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
4059	90930425	2019	2019-02-10	1505	Sunday	Male	40	40
8842	1.42E+13	2018	2018-11-01		Thursday	Not Stated	0	0
1970	90388376	2017	2017-02-02	1633	Thursday	Not Stated	0	0
10522	91330964	2020	2020-10-23	1545	Friday	Male	24	20
6491	1.33E+13	2016	2016-05-25	15:40	Wednesday	Female	26	20
2228	90452065	2017	2017-05-05	945	Friday	Female	47	40
8345	1.4E+13	2018	2018-04-13	11:15	Friday	Male	19	10
6875	1.35E+13	2016	2016-11-09	17:20	Wednesday	Female	52	50
7722	1.37E+13	2017	2017-08-21		Monday	Not Stated	0	0
4088	90937885	2019	2019-02-22	1433	Friday	Female	35	30
7613	1.37E+13	2017	2017-07-10	10:55	Monday	Not Stated	0	0
8593	1.41E+13	2018	2018-07-16	5:15	Monday	Male	44	40
9351	1.44E+13	2019	2019-06-25	17:00	Tuesday	Not Stated	0	0
9426	1.45E+13	2019	2019-07-26	19:05	Friday	Female	54	50
9734	1.46E+13	2019	2019-12-03	5:20	Tuesday	Not Stated	0	0
7961	1.38E+13	2017	2017-11-16	3:15	Thursday	Not Stated	0	0
8020	1.39E+13	2017	2017-12-10	19:00	Sunday	Not Stated	0	0
9682	1.46E+13	2019	2019-11-12	19:25	Tuesday	Not Stated	0	0
7549	1.37E+13	2017	2017-06-17	15:25	Saturday	Not Stated	0	0
9320	1.44E+13	2019	2019-06-08		Saturday	Not Stated	0	0
6534	1.33E+13	2016	2016-06-08	14:05	Wednesday	Male	19	10
7565	1.37E+13	2017	2017-06-22	14:32	Thursday	Female	18	10
1494	90251133	2016	2016-08-09	1322	Tuesday	Male	64	60
7096	1.35E+13	2017	2017-01-18	23:40	Wednesday	Not Stated	0	0
7943	1.38E+13	2017	2017-11-10	22:10	Friday	Not Stated	0	0
9144	1.44E+13	2019	2019-04-20	5:00	Saturday	Not Stated	0	0
10047	91230512	2020	2020-03-08	2035	Sunday	Not Stated	998	990
8600	1.41E+13	2018	2018-07-19	14:10	Thursday	Female	29	20
4109	90945286	2019	2019-03-05	740	Tuesday	Female	35	30
8834	1.42E+13	2018	2018-10-26	20:50	Friday	Not Stated	0	0
6302	1.32E+13	2016	2016-03-14	21:40	Monday	Male	39	30
6265	1.32E+13	2016	2016-03-03	8:25	Thursday	Female	53	50
8098	1.39E+13	2018	2018-01-17	15:22	Wednesday	Male	17	10
8976	1.43E+13	2019	2019-01-23	9:40	Wednesday	Female	22	20
4678	91073647	2019	2019-09-06	1635	Friday	Male	62	60
9080	1.43E+13	2019	2019-03-24	19:05	Sunday	Not Stated	0	0
8037	1.39E+13	2017	2017-12-15	13:50	Friday	Female	53	50
6719	1.34E+13	2016	2016-08-28	0:15	Sunday	Not Stated	0	0
9706	1.46E+13	2019	2019-11-22	14:15	Friday	Female	24	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
4059	Proceeding Straight	15	ROAD 120	AVENUE 384	1320	N
8842	Ran Off Road	0	ROAD 80	AVENUE 388	1560	S
1970	Crossed Into Opposing Lane	16	ROAD 64	AVENUE 384	1627	N
10522	Making U Turn	15	MONSON DR	LEWIS DRIVE	276	N
6491	Slowing/Stopping	15	ROAD 80	AVENUE 388	530	S
2228	Ran Off Road	9	ROAD 74	AVENUE 384	2149	N
8345	Making U Turn	11	ROAD 48	AVENUE 384	2000	N
6875	Proceeding Straight	17	ROAD 88	AVENUE 388	140	S
7722	Ran Off Road	0	ROAD 36	AVENUE 384 (E)	2112	N
4088	Proceeding Straight	14	ROAD 80	AVENUE 388	100	S
7613	Making Right Turn	10	ROAD 48	AVENUE 384	2445	N
8593	Proceeding Straight	5	AVENUE 388	ROAD 28	800	W
9351	Proceeding Straight	17	ROAD 128	AVENUE 413	75	N
9426	Passing Other Vehicle	19	ROAD 128	DAWSON AVE	150	S
9734	Stopped In Road	5	ROAD 127	AVENUE 413	402	N
7961	Ran Off Road	3	ROAD 120	AVENUE 416	1584	S
8020	Making Right Turn	19	ROAD 127	AVENUE 414	125	S
9682	Other Unsafe Turning	19	ROAD 127	AVENUE 414	115	S
7549	Proceeding Straight	15	AVENUE 414	ROAD 130	590	E
9320	Other Unsafe Turning	0	AVENUE 414	ROAD 130	528	E
6534	Passing Other Vehicle	14	ROAD 136	AVENUE 416	1184	S
7565	Not Stated	14	AVENUE 414	ROAD 130	170	W
1494	Entering Traffic	13	ROAD 130	AVENUE 414	30	N
7096	Ran Off Road	23	AVENUE 414	LEDBETTER DR	150	W
7943	Other Unsafe Turning	22	AVENUE 414	ROAD 124	75	E
9144	Ran Off Road	5	ROAD 136	AVENUE 416	1109	S
10047	Proceeding Straight	20	ROAD 124	RISLEY AVENUE	150	S
8600	Passing Other Vehicle	14	ROAD 127	AVENUE 414	102	N
4109	Proceeding Straight	7	ROAD 120	AVENUE 416	1190	S
8834	Proceeding Straight	20	DAVID RD	AVENUE 414	230	N
6302	Ran Off Road	21	ROAD 124	AVENUE 415	75	S
6265	Proceeding Straight	8	ROAD 127	ELLA AVE	400	S
8098	Backing	15	ROAD 124	AVENUE 415	63	S
8976	Passing Other Vehicle	9	ROAD 120	AVENUE 416	843	S
4678	Other Unsafe Turning	16	AVENUE 415	ELROD ROAD	105	W
9080	Backing	19	AVENUE 415	ELROD RD	15	W
8037	Entering Traffic	13	ROAD 127	ELLA AVE	299	S
6719	Ran Off Road	0	BOONE AVE	ROAD 106	10	W
9706	Entering Traffic	14	ROAD 128	AVENUE 415	120	N

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
4059	N	Cloudy	N		Y	Complaint of Pain	0
8842	N	Clear	N			Property Damage Only	0
1970	N	Cloudy	N		N	Other Visible Injury	0
10522	N	Cloudy	N		N	Complaint of Pain	0
6491	N	Cloudy	N			Property Damage Only	0
2228	N	Clear	N		Y	Other Visible Injury	0
8345	N	Clear	N			Property Damage Only	0
6875	N	Clear	N			Property Damage Only	0
7722	N	Clear	N			Property Damage Only	0
4088	N	Clear	N		Y	Other Visible Injury	0
7613	N	Clear	N			Property Damage Only	0
8593	N	Clear	N			Property Damage Only	0
9351	N	Clear	N			Property Damage Only	0
9426	N	Clear	N			Property Damage Only	0
9734	N	Clear	N			Property Damage Only	0
7961	N	Clear	N			Property Damage Only	0
8020	N	Clear	N			Property Damage Only	0
9682	N	Clear	N			Property Damage Only	0
7549	N	Clear	N			Property Damage Only	0
9320	N	Clear	N			Property Damage Only	0
6534	N	Clear	N			Property Damage Only	0
7565	N	Clear	N			Property Damage Only	0
1494	N	Clear	N		Y	Complaint of Pain	0
7096	N	Raining	N			Property Damage Only	0
7943	N	Clear	N			Property Damage Only	0
9144	N	Cloudy	N			Property Damage Only	0
10047	N	Clear	N		N	Fatal	1
8600	N	Clear	N			Property Damage Only	0
4109	N	Cloudy	N		N	Complaint of Pain	0
8834	N	Clear	N			Property Damage Only	0
6302	N	Clear	N			Property Damage Only	0
6265	N	Clear	N			Property Damage Only	0
8098	N	Clear	N			Property Damage Only	0
8976	N	Clear	N			Property Damage Only	0
4678	N	Clear	N		N	Other Visible Injury	0
9080	N	Clear	N			Property Damage Only	0
8037	N	Clear	N			Property Damage Only	0
6719	N	Clear	N			Property Damage Only	0
9706	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
4059	1	2	Other Than Driver (or Pedestrian)	No	Head-On
8842	0	1	Improper Turning	No	Hit Object
1970	1	2	Wrong Side of Road	No	Other
10522	1	2	Driving Under Influence	No	Broadside
6491	0	1	Unsafe Speed	No	Rear-End
2228	1	1	Improper Turning	No	Hit Object
8345	0	1	Improper Turning	No	Broadside
6875	0	1	Following Too Closely	No	Rear-End
7722	0	1	Improper Turning	Misdemeanor	Hit Object
4088	2	2	Unsafe Speed	No	Rear-End
7613	0	1	Unsafe Speed	No	Hit Object
8593	0	1	Wrong Side of Road	No	Sideswipe
9351	0	1	Other Improper Driving	Misdemeanor	Broadside
9426	0	1	Improper Turning	No	Rear-End
9734	0	0	Other Than Driver	No	Hit Object
7961	0	1	Improper Turning	No	Hit Object
8020	0	1	Improper Turning	Misdemeanor	Rear-End
9682	0	1	Driving Under Influence	No	Sideswipe
7549	0	1	Improper Turning	No	Sideswipe
9320	0	1	Improper Turning	Misdemeanor	Other
6534	0	1	Improper Turning	No	Hit Object
7565	0	1	Unsafe Starting or Backing	No	Sideswipe
1494	1	2	Improper Turning	No	Broadside
7096	0	1	Driving Under Influence	Misdemeanor	Hit Object
7943	0	1	Improper Turning	No	Rear-End
9144	0	1	Improper Turning	No	Hit Object
10047	0	2	Pedestrian Violation	Felony	Vehicle/Pedestrian
8600	0	1	Improper Passing	No	Sideswipe
4109	1	2	Unsafe Speed	No	Rear-End
8834	0	1	Improper Turning	No	Sideswipe
6302	0	1	Improper Turning	No	Rear-End
6265	0	1	Unsafe Speed	No	Rear-End
8098	0	1	Unsafe Starting or Backing	No	Other
8976	0	1	Improper Passing	No	Sideswipe
4678	1	2	Driving Under Influence	Misdemeanor	Head-On
9080	0	1	Improper Turning	No	Other
8037	0	1	Auto R/W Violation	No	Broadside
6719	0	1	Unsafe Speed	No	Hit Object
9706	0	1	Auto R/W Violation	No	Broadside

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
4059	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8842	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1970	Bicycle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10522	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6491	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2228	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8345	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6875	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7722	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4088	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7613	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8593	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
9351	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9426	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
9734	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7961	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8020	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9682	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7549	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9320	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6534	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7565	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1494	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7096	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
7943	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights Not
9144	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10047	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dark - Street Lights
8600	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4109	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8834	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6302	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6265	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8098	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8976	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4678	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9080	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8037	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6719	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9706	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
4059	None	0					Y		-
8842	-	0					N	Impairment Not Known	Other
1970	None	0		Y			Y		Passenger Car/Station Waç
10522	None	0					Y	Y	Pickup or Panel Truck
6491	-	0					N	HNBD	Passenger Car
2228	None	0					Y		Passenger Car/Station Waç
8345	-	0					N	HNBD	Passenger Car
6875	-	0					N	HNBD	Passenger Car
7722	-	0					N	Impairment Not Known	Other
4088	None	0					Y	Y	Pickup or Panel Truck
7613	-	0					N	HNBD	Passenger Car
8593	-	0					N	HNBD	Pickup Truck
9351	-	0					Y	Impairment Not Known	Passenger Car
9426	-	0					N	HNBD	Passenger Car
9734	-	0				Y	N	HNBD	Truck
7961	-	0					N	HNBD	Passenger Car
8020	-	0					N	HNBD	Pickup Truck
9682	-	0					N	HBD Under Influence	Passenger Car
7549	-	0					N	HNBD	Passenger Car
9320	-	0					N	Impairment Not Known	Other
6534	-	0					N	HNBD	Passenger Car
7565	-	0					N		Pickup Truck
1494	None	0					Y		Pickup or Panel Truck
7096	-	0					N	HBD Under Influence	Pickup Truck
7943	-	0					N	HNBD	Passenger Car
9144	-	0					N	Sleepy - Fatigued	Passenger Car
10047	None	0					Y		Pedestrian
8600	-	0					N	HNBD	Passenger Car
4109	None	0					Y		Passenger Car/Station Waç
8834	-	0					N	HNBD	Pickup Truck
6302	-	0					N	HNBD	Passenger Car
6265	-	0					N	HNBD	Passenger Car
8098	-	0					N	HNBD	Pickup Truck
8976	-	0					N	Impairment Not Known	Pickup Truck
4678	None	0					Y	Y	Passenger Car/Station Waç
9080	-	0					N	HNBD	Pickup Truck
8037	-	0					N	HNBD	Passenger Car
6719	-	0					N	HNBD	Passenger Car
9706	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
4059	-	0	0	1	0	0	0	0	0	0
8842	99	0	0	0	0	0	0	0	0	0
1970	1	0	1	0	0	0	0	1	0	0
10522	22	0	0	1	0	0	0	0	0	0
6491	1	0	0	0	0	0	0	0	0	0
2228	1	0	1	0	0	0	0	0	0	0
8345	1	0	0	0	0	0	0	0	0	0
6875	1	0	0	0	0	0	0	0	0	0
7722	99	0	0	0	0	0	0	0	0	0
4088	22	0	2	0	0	0	0	0	0	0
7613	1	0	0	0	0	0	0	0	0	0
8593	22	0	0	0	0	0	0	0	0	0
9351	7	0	0	0	0	0	0	0	0	0
9426	1	0	0	0	0	0	0	0	0	0
9734	27	0	0	0	0	0	0	0	0	0
7961	1	0	0	0	0	0	0	0	0	0
8020	22	0	0	0	0	0	0	0	0	0
9682	7	0	0	0	0	0	0	0	0	0
7549	8	0	0	0	0	0	0	0	0	0
9320	99	0	0	0	0	0	0	0	0	0
6534	1	0	0	0	0	0	0	0	0	0
7565	22	0	0	0	0	0	0	0	0	0
1494	22	0	0	1	0	0	0	0	0	0
7096	22	0	0	0	0	0	0	0	0	0
7943	1	0	0	0	0	0	0	0	0	0
9144	1	0	0	0	0	0	0	0	0	0
10047	60	0	0	0	1	0	0	0	0	0
8600	7	0	0	0	0	0	0	0	0	0
4109	1	0	0	1	0	0	0	0	0	0
8834	22	0	0	0	0	0	0	0	0	0
6302	1	0	0	0	0	0	0	0	0	0
6265	7	0	0	0	0	0	0	0	0	0
8098	22	0	0	0	0	0	0	0	0	0
8976	22	0	0	0	0	0	0	0	0	0
4678	8	0	1	0	0	0	0	0	0	0
9080	22	0	0	0	0	0	0	0	0	0
8037	7	0	0	0	0	0	0	0	0	0
6719	7	0	0	0	0	0	0	0	0	0
9706	7	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
4059	36.49085999	-119.3043365	TULARE	UNINCORPORATED	-119.3044434	36.49052048	N
8842	36.49086703	-119.3947039	TULARE	UNINCORPORATED	-119.3947039	36.49086703	N
1970	36.49277	-119.43071	TULARE	UNINCORPORATED	-119.4307393	36.49272491	N
10522	36.4928093	-119.3374481	TULARE	UNINCORPORATED	-119.3374481	36.49277115	Y
6491	36.49369617	-119.3946933	TULARE	UNINCORPORATED	-119.3946933	36.49369617	N
2228	36.49368	-119.40826	TULARE	UNINCORPORATED	-119.4082354	36.49400757	N
8345	36.494204	-119.4671978	TULARE	UNINCORPORATED	-119.4671978	36.494204	N
6875	36.49448997	-119.3766402	TULARE	UNINCORPORATED	-119.3766402	36.49448997	Y
7722	36.49474255	-119.492529	TULARE	UNINCORPORATED	-119.492529	36.49474255	N
4088	36.4949913	-119.3945313	TULARE	UNINCORPORATED	-119.394577	36.49481964	Y
7613	36.49542598	-119.4671641	TULARE	UNINCORPORATED	-119.4671641	36.49542598	N
8593	36.49641565	-119.5146742	TULARE	UNINCORPORATED	-119.5146742	36.49641565	N
9351	36.5394771	-119.2868651	TULARE	UNINCORPORATED	-119.2868651	36.5394771	Y
9426	36.53979847	-119.2868626	TULARE	UNINCORPORATED	-119.2868626	36.53979847	Y
9734	36.54039174	-119.2892785	TULARE	UNINCORPORATED	-119.2892785	36.54039174	N
7961	36.54064939	-119.3050394	TULARE	UNINCORPORATED	-119.3050394	36.54064939	N
8020	36.54085046	-119.2892751	TULARE	UNINCORPORATED	-119.2892751	36.54085046	Y
9682	36.54087793	-119.2892749	TULARE	UNINCORPORATED	-119.2892749	36.54087793	Y
7549	36.54103477	-119.2804365	TULARE	UNINCORPORATED	-119.2804365	36.54103477	N
9320	36.54103831	-119.2806475	TULARE	UNINCORPORATED	-119.2806475	36.54103831	N
6534	36.54107439	-119.2691567	TULARE	UNINCORPORATED	-119.2691567	36.54107439	N
7565	36.54108792	-119.2830226	TULARE	UNINCORPORATED	-119.2830226	36.54108792	Y
1494	36.54106	-119.282	TULARE	UNINCORPORATED	-119.282421	36.54110232	Y
7096	36.54111049	-119.2840305	TULARE	UNINCORPORATED	-119.2840305	36.54111049	Y
7943	36.5412466	-119.2956345	TULARE	UNINCORPORATED	-119.2956345	36.5412466	Y
9144	36.54128039	-119.2691583	TULARE	UNINCORPORATED	-119.2691583	36.54128039	N
10047	36.54164124	-119.2958908	TULARE	UNINCORPORATED	-119.2958755	36.54146957	N
8600	36.54147394	-119.2892684	TULARE	UNINCORPORATED	-119.2892684	36.54147394	Y
4109	36.54150009	-119.3051529	TULARE	UNINCORPORATED	-119.3050232	36.54151917	N
8834	36.54174587	-119.2924703	TULARE	UNINCORPORATED	-119.2924703	36.54174587	Y
6302	36.54261935	-119.2958948	TULARE	UNINCORPORATED	-119.2958948	36.54261935	Y
6265	36.54262217	-119.2892511	TULARE	UNINCORPORATED	-119.2892511	36.54262217	N
8098	36.54265231	-119.2958951	TULARE	UNINCORPORATED	-119.2958951	36.54265231	Y
8976	36.54268469	-119.3050494	TULARE	UNINCORPORATED	-119.3050494	36.54268469	N
4678	36.54278183	-119.2939606	TULARE	UNINCORPORATED	-119.2938766	36.54269409	Y
9080	36.54278769	-119.2934932	TULARE	UNINCORPORATED	-119.2934932	36.54278769	Y
8037	36.54289957	-119.289247	TULARE	UNINCORPORATED	-119.289247	36.54289957	N
6719	36.5431099	-119.3362766	TULARE	UNINCORPORATED	-119.3362766	36.5431099	Y
9706	36.54322361	-119.286907	TULARE	UNINCORPORATED	-119.286907	36.54322361	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
4059	TIMS	UNINCORPORATED	-119.3044434	36.49052048		0	0
8842	Crossroads	UNINCORPORATED	-119.3947039	36.49086703		0	0
1970	TIMS	UNINCORPORATED	-119.4307393	36.49272491		0	0
10522	TIMS	UNINCORPORATED	-119.3374481	36.4928093		0	0
6491	Crossroads	UNINCORPORATED	-119.3946933	36.49369617		0	0
2228	TIMS	UNINCORPORATED	-119.4082354	36.49400757		0	0
8345	Crossroads	UNINCORPORATED	-119.4671978	36.494204		0	0
6875	Crossroads	UNINCORPORATED	-119.3766402	36.49448997		0	0
7722	Crossroads	UNINCORPORATED	-119.492529	36.49474255		0	0
4088	TIMS	UNINCORPORATED	-119.394577	36.49481964		0	0
7613	Crossroads	UNINCORPORATED	-119.4671641	36.49542598		0	0
8593	Crossroads	UNINCORPORATED	-119.5146742	36.49641565		0	0
9351	Crossroads	UNINCORPORATED	-119.2868651	36.5394771		0	0
9426	Crossroads	UNINCORPORATED	-119.2868626	36.53979847		0	0
9734	Crossroads	UNINCORPORATED	-119.2892785	36.54039174		0	0
7961	Crossroads	UNINCORPORATED	-119.3050394	36.54064939		0	0
8020	Crossroads	UNINCORPORATED	-119.2892751	36.54085046		0	0
9682	Crossroads	UNINCORPORATED	-119.2892749	36.54087793		0	0
7549	Crossroads	UNINCORPORATED	-119.2804365	36.54103477		0	0
9320	Crossroads	UNINCORPORATED	-119.2806475	36.54103831		0	0
6534	Crossroads	UNINCORPORATED	-119.2691567	36.54107439		0	0
7565	Crossroads	UNINCORPORATED	-119.2830226	36.54108792		0	0
1494	TIMS	UNINCORPORATED	-119.282421	36.54110232		0	0
7096	Crossroads	UNINCORPORATED	-119.2840305	36.54111049		0	0
7943	Crossroads	UNINCORPORATED	-119.2956345	36.5412466		0	0
9144	Crossroads	UNINCORPORATED	-119.2691583	36.54128039		0	0
10047	TIMS	UNINCORPORATED	-119.2958908	36.54164124		1	0
8600	Crossroads	UNINCORPORATED	-119.2892684	36.54147394		0	0
4109	TIMS	UNINCORPORATED	-119.3050232	36.54151917		0	0
8834	Crossroads	UNINCORPORATED	-119.2924703	36.54174587		0	0
6302	Crossroads	UNINCORPORATED	-119.2958948	36.54261935		0	0
6265	Crossroads	UNINCORPORATED	-119.2892511	36.54262217		0	0
8098	Crossroads	UNINCORPORATED	-119.2958951	36.54265231		0	0
8976	Crossroads	UNINCORPORATED	-119.3050494	36.54268469		0	0
4678	TIMS	UNINCORPORATED	-119.2938766	36.54269409		0	0
9080	Crossroads	UNINCORPORATED	-119.2934932	36.54278769		0	0
8037	Crossroads	UNINCORPORATED	-119.289247	36.54289957		0	0
6719	Crossroads	UNINCORPORATED	-119.3362766	36.5431099		0	0
9706	Crossroads	UNINCORPORATED	-119.286907	36.54322361		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
4059	0	1	0	6	0	0	0	0
8842	0	0	1	1	0	1	0	1
1970	1	0	0	11	0	0	0	0
10522	0	1	0	6	1	0	1	0
6491	0	0	1	1	0	0	0	0
2228	1	0	0	11	0	1	0	1
8345	0	0	1	1	1	0	0	1
6875	0	0	1	1	0	0	0	0
7722	0	0	1	1	0	1	0	1
4088	1	0	0	11	0	0	0	0
7613	0	0	1	1	0	1	0	0
8593	0	0	1	1	0	0	0	0
9351	0	0	1	1	1	0	0	0
9426	0	0	1	1	0	0	0	1
9734	0	0	1	1	0	1	0	0
7961	0	0	1	1	0	1	0	1
8020	0	0	1	1	0	0	0	1
9682	0	0	1	1	0	0	1	0
7549	0	0	1	1	0	0	0	1
9320	0	0	1	1	0	0	0	1
6534	0	0	1	1	0	1	0	1
7565	0	0	1	1	0	0	0	0
1494	0	1	0	6	1	0	0	1
7096	0	0	1	1	0	1	1	0
7943	0	0	1	1	0	0	0	1
9144	0	0	1	1	0	1	0	1
10047	0	0	0	165	0	0	0	0
8600	0	0	1	1	0	0	0	0
4109	0	1	0	6	0	0	0	0
8834	0	0	1	1	0	0	0	1
6302	0	0	1	1	0	0	0	1
6265	0	0	1	1	0	0	0	0
8098	0	0	1	1	0	0	0	0
8976	0	0	1	1	0	0	0	0
4678	1	0	0	11	0	0	1	0
9080	0	0	1	1	0	0	0	1
8037	0	0	1	1	1	0	0	0
6719	0	0	1	1	0	1	0	0
9706	0	0	1	1	1	0	0	0

OBJECT_ID	NIGHTTIME
4059	0
8842	1
1970	0
10522	0
6491	0
2228	0
8345	0
6875	0
7722	0
4088	0
7613	0
8593	0
9351	0
9426	0
9734	1
7961	1
8020	1
9682	1
7549	0
9320	0
6534	0
7565	0
1494	0
7096	1
7943	1
9144	0
10047	1
8600	0
4109	0
8834	0
6302	1
6265	0
8098	0
8976	0
4678	0
9080	0
8037	0
6719	1
9706	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
8947	1.42E+13	2019	2019-01-05	16:45	Saturday	Not Stated	0	0
7105	1.35E+13	2017	2017-01-21		Saturday	Not Stated	0	0
4726	91083753	2019	2019-09-23	1715	Monday	Male	44	40
7507	1.37E+13	2017	2017-06-03	11:35	Saturday	Male	18	10
9004	1.43E+13	2019	2019-02-07	12:15	Thursday	Male	28	20
2266	90462130	2017	2017-04-24	400	Monday	Female	28	20
3726	90847621	2018	2018-10-16	1923	Tuesday	Male	37	30
6100	1.32E+13	2016	2016-01-04	17:30	Monday	Male	88	80
10787	1.4649E+13	2020	2020-02-09	03:05	Sunday		0	0
7012	1.35E+13	2016	2016-12-22	16:10	Thursday	Not Stated	0	0
10804	1.46542E+13	2020	2020-02-14	20:00	Friday		0	0
9529	1.45E+13	2019	2019-09-07	21:30	Saturday	Not Stated	0	0
2854	90614261	2017	2017-12-02	725	Saturday	Male	23	20
10525	91331442	2020	2020-10-19	1211	Monday	Not Stated	998	990
10809	1.46553E+13	2020	2020-02-15		Saturday		0	0
6510	1.33E+13	2016	2016-05-31	20:40	Tuesday	Male	26	20
3997	90917159	2019	2019-01-26	1155	Saturday	Male	26	20
7983	1.38E+13	2017	2017-11-23	20:55	Thursday	Female	49	40
6595	1.33E+13	2016	2016-07-03	20:00	Sunday	Female	36	30
4060	90930498	2019	2019-02-14	1630	Thursday	Female	33	30
9375	1.44E+13	2019	2019-07-05	14:35	Friday	Male	33	30
6205	1.32E+13	2016	2016-02-09	15:10	Tuesday	Male	31	30
4324	90988604	2019	2019-05-09	750	Thursday	Female	20	20
1000	90110049	2016	2016-01-30	135	Saturday	Male	21	20
4102	90942637	2019	2019-03-03	1758	Sunday	Male	27	20
7471	1.37E+13	2017	2017-05-19	11:30	Friday	Female	19	10
6933	1.35E+13	2016	2016-11-28	15:40	Monday	Male	29	20
8662	1.41E+13	2018	2018-08-24	22:00	Friday	Not Stated	0	0
7927	1.38E+13	2017	2017-11-06	7:25	Monday	Male	19	10
8697	1.41E+13	2018	2018-09-02	19:57	Sunday	Not Stated	0	0
9380	1.44E+13	2019	2019-07-06	17:01	Saturday	Male	56	50
9410	1.44E+13	2019	2019-07-20	12:25	Saturday	Female	28	20
6291	1.32E+13	2016	2016-03-10	16:15	Thursday	Female	23	20
9352	1.44E+13	2019	2019-06-25	16:42	Tuesday	Female	67	60
8031	1.39E+13	2017	2017-12-13	17:38	Wednesday	Female	32	30
8045	1.39E+13	2017	2017-12-19	18:06	Tuesday	Male	54	50
4160	90955958	2019	2019-03-25	1017	Monday	Male	24	20
8038	1.39E+13	2017	2017-12-15	12:25	Friday	Male	57	50
6183	1.32E+13	2016	2016-02-05	18:10	Friday	Female	26	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
8947	Ran Off Road	16	ROAD 144	AVENUE 416	325	S
7105	Parked	0	ROAD 130	ELLA AVE	60	S
4726	Making Left Turn	17	BEINHORN ROAD	ELLA AVENUE	10	S
7507	Backing	11	ROAD 128	ELLA AVE	40	N
9004	Other Unsafe Turning	12	ROAD 126	ELLA AVE	30	S
2266	Ran Off Road	4	AVENUE 416	ROAD 168	20	E
3726	Proceeding Straight	19	ALLEYWAY SOUTH OF AVENUE	ROAD 130	148	W
6100	Slowing/Stopping	17	AVENUE 416	ROAD 142	528	W
10787	Other Unsafe Turning	3	AVENUE 416	IONE RD	32	W
7012	Ran Off Road	16	AVENUE 416	ROAD 136	528	E
10804	Proceeding Straight	20	ROAD 124	AVENUE 416	200	S
9529	Other Unsafe Turning	21	AVENUE 416	ROAD 136	45	W
2854	Proceeding Straight	7	AVENUE 416	ROAD 144	3	E
10525	Proceeding Straight	12	AVENUE 416	ROAD 144	10	W
10809	Ran Off Road	0	AVENUE 416	ROAD 136	201	W
6510	Proceeding Straight	20	AVENUE 416	ROAD 136	528	W
3997	Proceeding Straight	11	AVENUE 416	ROAD 142	22	W
7983	Proceeding Straight	20	ROAD 130	AVENUE 416	100	S
6595	Slowing/Stopping	20	AVENUE 416	ROAD 130	1584	E
4060	Proceeding Straight	16	IONE ROAD	AVENUE 416	10	N
9375	Proceeding Straight	14	AVENUE 416	ROAD 130	975	E
6205	Making U Turn	15	AVENUE 416	ROAD 130	827	E
4324	Making Left Turn	7	RALPH ROAD	AVENUE 416	52	S
1000	Ran Off Road	1	AVENUE 416	ROAD 130	900	E
4102	Proceeding Straight	17	AVENUE 416	RD 130	685	E
7471	Making Left Turn	11	AVENUE 416	ROAD 130	147	W
6933	Making Left Turn	15	AVENUE 416	ROAD 130	160	W
8662	Other Unsafe Turning	22	AVENUE 416	ROAD 130	200	W
7927	Proceeding Straight	7	AVENUE 416	ROAD 130	433	W
8697	Other Unsafe Turning	19	AVENUE 416	ROAD 130	495	W
9380	Backing	17	AVENUE 416	RALPH RD	50	W
9410	Backing	12	AVENUE 416	ROAD 128	80	E
6291	Slowing/Stopping	16	AVENUE 416	ROAD 128	70	E
9352	Proceeding Straight	16	AVENUE 416	ROAD 128	56	E
8031	Proceeding Straight	17	AVENUE 416	ROAD 128	40	E
8045	Stopped In Road	18	AVENUE 416	ROAD 128	21	W
4160	Proceeding Straight	10	AVENUE 416 (EL MONTE WAY	SR-63	32	W
8038	Making Right Turn	12	AVENUE 416	ROAD 128	32	W
6183	Entering Traffic	18	AVENUE 416	ROAD 128	181	W

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
8947	N	Cloudy	N			Property Damage Only	0
7105	N	Cloudy	N			Property Damage Only	0
4726	N	Clear	N		N	Other Visible Injury	0
7507	N	Clear	N			Property Damage Only	0
9004	N	Clear	N			Property Damage Only	0
2266	N	Clear	N		Y	Other Visible Injury	0
3726	N	Clear	N		Y	Complaint of Pain	0
6100	N	Cloudy	N			Property Damage Only	0
10787	N	Clear	N		N	Property Damage Only	0
7012	N	Clear	N			Property Damage Only	0
10804	N	Clear	N		N	Property Damage Only	0
9529	N	Clear	N			Property Damage Only	0
2854	N	Fog	N		Y	Other Visible Injury	0
10525	N	Clear	N		Y	Other Visible Injury	0
10809	N	Clear	N		N	Property Damage Only	0
6510	N	Clear	N			Property Damage Only	0
3997	N	Clear	N		Y	Complaint of Pain	0
7983	N	Clear	N			Property Damage Only	0
6595	N	Clear	N			Property Damage Only	0
4060	N	Cloudy	N		N	Complaint of Pain	0
9375	N	Clear	N			Property Damage Only	0
6205	N	Clear	N			Property Damage Only	0
4324	N	Clear	N		Y	Complaint of Pain	0
1000	N	Clear	N		Y	Other Visible Injury	0
4102	N	Cloudy	N		Y	Complaint of Pain	0
7471	N	Clear	N			Property Damage Only	0
6933	N	Cloudy	N			Property Damage Only	0
8662	N	Clear	N			Property Damage Only	0
7927	N	Clear	N			Property Damage Only	0
8697	N	Clear	N			Property Damage Only	0
9380	N	Clear	N			Property Damage Only	0
9410	N	Clear	N			Property Damage Only	0
6291	N	Clear	N			Property Damage Only	0
9352	N	Clear	N			Property Damage Only	0
8031	N	Clear	N			Property Damage Only	0
8045	N	Cloudy	N			Property Damage Only	0
4160	N	Clear	N		N	Other Visible Injury	0
8038	N	Clear	N			Property Damage Only	0
6183	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
8947	0	1	Improper Turning	No	Hit Object
7105	0	2	Improper Turning	Misdemeanor	Sideswipe
4726	1	2	Pedestrian Right of Way	No	Vehicle/Pedestrian
7507	0	1	Unsafe Starting or Backing	No	Other
9004	0	1	Improper Turning	No	Broadside
2266	1	1	Driving Under Influence	No	Hit Object
3726	1	2	Improper Turning	No	Head-On
6100	0	1	Unsafe Speed	No	Rear-End
10787	0	0	Other Improper Driving	Misdemeanor	Broadside
7012	0	1	Improper Turning	Misdemeanor	Hit Object
10804	0	0	Unsafe Speed	Misdemeanor	Rear-End
9529	0	1	Driving Under Influence	No	Sideswipe
2854	1	2	Unsafe Speed	No	Broadside
10525	1	2	Traffic Signals and Signs	Felony	Hit Object
10809	0	0	Improper Turning	Misdemeanor	Hit Object
6510	0	0	Wrong Side of Road	No	Sideswipe
3997	3	3	Unsafe Speed	No	Rear-End
7983	0	1	Unsafe Speed	Misdemeanor	Rear-End
6595	0	1	Driving Under Influence	No	Rear-End
4060	1	2	Unsafe Starting or Backing	No	Rear-End
9375	0	1	Unsafe Speed	No	Rear-End
6205	0	1	Improper Turning	Misdemeanor	Broadside
4324	2	1	Improper Turning	No	Hit Object
1000	1	2	Driving Under Influence	No	Hit Object
4102	1	2	Unsafe Speed	No	Rear-End
7471	0	1	Auto R/W Violation	No	Broadside
6933	0	1	Improper Turning	No	Broadside
8662	0	1	Driving Under Influence	No	Rear-End
7927	0	0	Unknown	No	Broadside
8697	0	1	Driving Under Influence	Misdemeanor	Sideswipe
9380	0	1	Other Improper Driving	Misdemeanor	Other
9410	0	1	Improper Turning	No	Other
6291	0	1	Unsafe Speed	No	Rear-End
9352	0	1	Unsafe Starting or Backing	No	Rear-End
8031	0	1	Unsafe Speed	Misdemeanor	Rear-End
8045	0	1	Improper Passing	No	Sideswipe
4160	1	2	Unsafe Speed	No	Rear-End
8038	0	1	Auto R/W Violation	No	Broadside
6183	0	1	Auto R/W Violation	No	Broadside

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
8947	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
7105	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
4726	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Daylight
7507	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9004	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2266	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3726	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6100	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
10787	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7012	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10804	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9529	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
2854	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10525	Other Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10809	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6510	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
3997	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7983	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6595	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4060	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9375	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6205	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4324	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1000	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
4102	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7471	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6933	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8662	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7927	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8697	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
9380	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9410	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6291	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9352	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8031	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8045	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
4160	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8038	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6183	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
8947	-	0					N	HNBD	Passenger Car
7105	-	0					N	Not Applicable	Passenger Car
4726	None	0	Y				Y		Pickup or Panel Truck
7507	-	0					N	HNBD	Passenger Car
9004	-	0					N	HNBD	Passenger Car
2266	Functioning	0					Y	Y	Passenger Car/Station Waç
3726	None	0					Y	Y	Passenger Car/Station Waç
6100	-	0					N	HNBD	Passenger Car
10787	None	0					Y		Passenger Car
7012	-	0					N	Impairment Not Known	Other
10804	None	0					N		Other
9529	-	0					N	HBD Under Influence	Passenger Car
2854	Functioning	0			Y		Y		Passenger Car/Station Waç
10525	Functioning	0					Y		Pickup or Panel Truck with
10809	None	0					N		Other
6510	-	0					N	HNBD	Pickup Truck
3997	None	0					Y		Passenger Car/Station Waç
7983	-	0					N	Impairment Not Known	Pickup Truck
6595	-	0					N	HBD Under Influence	Passenger Car
4060	None	0					Y		Passenger Car/Station Waç
9375	-	0					N	HNBD	Passenger Car
6205	-	0					N	Impairment Not Known	Passenger Car
4324	None	0					Y		Passenger Car/Station Waç
1000	None	0					Y	Y	Pickup or Panel Truck
4102	None	0					Y		Passenger Car/Station Waç
7471	-	0					N	HNBD	Passenger Car
6933	-	0					N	HNBD	Passenger Car
8662	-	0					N	HBD Under Influence	Pickup Truck
7927	-	0					N	HNBD	Passenger Car
8697	-	0					N	HBD Under Influence	Pickup Truck
9380	-	0					Y	Impairment Not Known	Other
9410	-	0					N	HNBD	Pickup Truck
6291	-	0					N	HNBD	Passenger Car
9352	-	0					N	HNBD	Passenger Car
8031	-	0					N	HNBD	Passenger Car
8045	-	0					N	HNBD	Passenger Car
4160	Functioning	0					Y		Pickup or Panel Truck
8038	-	0					N	HNBD	Pickup Truck
6183	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
8947	1	0	0	0	0	0	0	0	0	0
7105	1	0	0	0	0	0	0	0	0	0
4726	22	0	1	0	0	1	0	0	0	0
7507	1	0	0	0	0	0	0	0	0	0
9004	1	0	0	0	0	0	0	0	0	0
2266	1	0	1	0	0	0	0	0	0	0
3726	1	0	0	1	0	0	0	0	0	0
6100	1	0	0	0	0	0	0	0	0	0
10787	0	0	0	0	0	0	0	0	0	0
7012	99	0	0	0	0	0	0	0	0	0
10804	0	0	0	0	0	0	0	0	0	0
9529	7	0	0	0	0	0	0	0	0	0
2854	8	0	1	0	0	0	0	0	0	0
10525	22	0	1	0	0	0	0	0	0	0
10809	0	0	0	0	0	0	0	0	0	0
6510	22	0	0	0	0	0	0	0	0	0
3997	1	0	0	3	0	0	0	0	0	0
7983	22	0	0	0	0	0	0	0	0	0
6595	1	0	0	0	0	0	0	0	0	0
4060	7	0	0	1	0	0	0	0	0	0
9375	1	0	0	0	0	0	0	0	0	0
6205	1	0	0	0	0	0	0	0	0	0
4324	1	0	0	2	0	0	0	0	0	0
1000	22	0	1	0	0	0	0	0	0	0
4102	1	0	0	1	0	0	0	0	0	0
7471	7	0	0	0	0	0	0	0	0	0
6933	1	0	0	0	0	0	0	0	0	0
8662	22	0	0	0	0	0	0	0	0	0
7927	1	0	0	0	0	0	0	0	0	0
8697	22	0	0	0	0	0	0	0	0	0
9380	99	0	0	0	0	0	0	0	0	0
9410	22	0	0	0	0	0	0	0	0	0
6291	1	0	0	0	0	0	0	0	0	0
9352	1	0	0	0	0	0	0	0	0	0
8031	1	0	0	0	0	0	0	0	0	0
8045	1	0	0	0	0	0	0	0	0	0
4160	22	0	1	0	0	0	0	0	0	0
8038	22	0	0	0	0	0	0	0	0	0
6183	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
8947	36.54335959	-119.2509918	TULARE	UNINCORPORATED	-119.2509918	36.54335959	N
7105	36.54349833	-119.2824634	TULARE	UNINCORPORATED	-119.2824634	36.54349833	Y
4726	36.54365158	-119.2880478	TULARE	UNINCORPORATED	-119.2880707	36.54366302	Y
7507	36.54380866	-119.2869047	TULARE	UNINCORPORATED	-119.2869047	36.54380866	Y
9004	36.54381145	-119.2913716	TULARE	UNINCORPORATED	-119.2913716	36.54381145	Y
2266	36.54392	-119.19686	TULARE	UNINCORPORATED	-119.196782	36.54382963	Y
3726	36.54418945	-119.2831497	TULARE	UNINCORPORATED	-119.2831497	36.54413605	Y
6100	36.54421616	-119.2574066	TULARE	UNINCORPORATED	-119.2574066	36.54421616	N
10787	36.54428162	-119.2608894	TULARE	UNINCORPORATED	-119.2608894	36.54428162	Y
7012	36.54430997	-119.2673845	TULARE	UNINCORPORATED	-119.2673845	36.54430997	N
10804	36.544328	-119.2958884	TULARE	UNINCORPORATED	-119.2958884	36.544328	Y
9529	36.54432875	-119.2693349	TULARE	UNINCORPORATED	-119.2693349	36.54432875	Y
2854	36.54483	-119.25023	TULARE	UNINCORPORATED	-119.2508698	36.54433009	Y
10525	36.54409027	-119.2507629	TULARE	UNINCORPORATED	-119.2509155	36.5443306	N
10809	36.54433683	-119.2698658	TULARE	UNINCORPORATED	-119.2698658	36.54433683	Y
6510	36.54435377	-119.2709787	TULARE	UNINCORPORATED	-119.2709787	36.54435377	N
3997	36.54430008	-119.2556	TULARE	UNINCORPORATED	-119.2555008	36.5443573	Y
7983	36.54439928	-119.282487	TULARE	UNINCORPORATED	-119.282487	36.54439928	Y
6595	36.54444924	-119.2772521	TULARE	UNINCORPORATED	-119.2772521	36.54444924	N
4060	36.54452896	-119.2606201	TULARE	UNINCORPORATED	-119.2605896	36.54447556	Y
9375	36.54448998	-119.2793245	TULARE	UNINCORPORATED	-119.2793245	36.54448998	N
6205	36.54450179	-119.2798281	TULARE	UNINCORPORATED	-119.2798281	36.54450179	N
4324	36.54452133	-119.2851791	TULARE	UNINCORPORATED	-119.2853165	36.54457855	Y
1000	36.5447	-119.27908	TULARE	UNINCORPORATED	-119.279083	36.54463483	N
4102	36.54463959	-119.2800217	TULARE	UNINCORPORATED	-119.2800217	36.54463959	N
7471	36.54467777	-119.2829947	TULARE	UNINCORPORATED	-119.2829947	36.54467777	Y
6933	36.54467811	-119.283039	TULARE	UNINCORPORATED	-119.283039	36.54467811	Y
8662	36.54467917	-119.2831751	TULARE	UNINCORPORATED	-119.2831751	36.54467917	Y
7927	36.54468532	-119.2839682	TULARE	UNINCORPORATED	-119.2839682	36.54468532	N
8697	36.54468696	-119.2841793	TULARE	UNINCORPORATED	-119.2841793	36.54468696	N
9380	36.54469955	-119.2856328	TULARE	UNINCORPORATED	-119.2856328	36.54469955	Y
9410	36.54472157	-119.2866475	TULARE	UNINCORPORATED	-119.2866475	36.54472157	Y
6291	36.54472231	-119.2866815	TULARE	UNINCORPORATED	-119.2866815	36.54472231	Y
9352	36.54472334	-119.2867291	TULARE	UNINCORPORATED	-119.2867291	36.54472334	Y
8031	36.54472453	-119.2867836	TULARE	UNINCORPORATED	-119.2867836	36.54472453	Y
8045	36.54473053	-119.2869911	TULARE	UNINCORPORATED	-119.2869911	36.54473053	Y
4160	36.54473877	-119.2871933	TULARE	UNINCORPORATED	-119.2870712	36.54473114	Y
8038	36.54473143	-119.2870285	TULARE	UNINCORPORATED	-119.2870285	36.54473143	Y
6183	36.54474356	-119.2875355	TULARE	UNINCORPORATED	-119.2875355	36.54474356	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
8947	Crossroads	UNINCORPORATED	-119.2509918	36.54335959		0	0
7105	Crossroads	UNINCORPORATED	-119.2824634	36.54349833		0	0
4726	TIMS	UNINCORPORATED	-119.2880707	36.54366302		0	0
7507	Crossroads	UNINCORPORATED	-119.2869047	36.54380866		0	0
9004	Crossroads	UNINCORPORATED	-119.2913716	36.54381145		0	0
2266	TIMS	UNINCORPORATED	-119.196782	36.54382963		0	0
3726	TIMS	UNINCORPORATED	-119.2831497	36.54413605		0	0
6100	Crossroads	UNINCORPORATED	-119.2574066	36.54421616		0	0
10787	Crossroads	UNINCORPORATED	-119.2608894	36.54428162		0	0
7012	Crossroads	UNINCORPORATED	-119.2673845	36.54430997		0	0
10804	Crossroads	UNINCORPORATED	-119.2958884	36.544328		0	0
9529	Crossroads	UNINCORPORATED	-119.2693349	36.54432875		0	0
2854	TIMS	UNINCORPORATED	-119.2508698	36.54433009		0	0
10525	TIMS	UNINCORPORATED	-119.2507629	36.54409027		0	0
10809	Crossroads	UNINCORPORATED	-119.2698658	36.54433683		0	0
6510	Crossroads	UNINCORPORATED	-119.2709787	36.54435377		0	0
3997	TIMS	UNINCORPORATED	-119.2555008	36.5443573		0	0
7983	Crossroads	UNINCORPORATED	-119.282487	36.54439928		0	0
6595	Crossroads	UNINCORPORATED	-119.2772521	36.54444924		0	0
4060	TIMS	UNINCORPORATED	-119.2605896	36.54447556		0	0
9375	Crossroads	UNINCORPORATED	-119.2793245	36.54448998		0	0
6205	Crossroads	UNINCORPORATED	-119.2798281	36.54450179		0	0
4324	TIMS	UNINCORPORATED	-119.2853165	36.54457855		0	0
1000	TIMS	UNINCORPORATED	-119.279083	36.54463483		0	0
4102	TIMS	UNINCORPORATED	-119.2800217	36.54463959		0	0
7471	Crossroads	UNINCORPORATED	-119.2829947	36.54467777		0	0
6933	Crossroads	UNINCORPORATED	-119.283039	36.54467811		0	0
8662	Crossroads	UNINCORPORATED	-119.2831751	36.54467917		0	0
7927	Crossroads	UNINCORPORATED	-119.2839682	36.54468532		0	0
8697	Crossroads	UNINCORPORATED	-119.2841793	36.54468696		0	0
9380	Crossroads	UNINCORPORATED	-119.2856328	36.54469955		0	0
9410	Crossroads	UNINCORPORATED	-119.2866475	36.54472157		0	0
6291	Crossroads	UNINCORPORATED	-119.2866815	36.54472231		0	0
9352	Crossroads	UNINCORPORATED	-119.2867291	36.54472334		0	0
8031	Crossroads	UNINCORPORATED	-119.2867836	36.54472453		0	0
8045	Crossroads	UNINCORPORATED	-119.2869911	36.54473053		0	0
4160	TIMS	UNINCORPORATED	-119.2870712	36.54473114		0	0
8038	Crossroads	UNINCORPORATED	-119.2870285	36.54473143		0	0
6183	Crossroads	UNINCORPORATED	-119.2875355	36.54474356		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
8947	0	0	1	1	0	1	0	1
7105	0	0	1	1	0	0	0	1
4726	1	0	0	11	0	0	0	0
7507	0	0	1	1	0	0	0	0
9004	0	0	1	1	1	0	0	1
2266	1	0	0	11	0	1	1	0
3726	0	1	0	6	0	0	0	1
6100	0	0	1	1	0	0	0	0
10787	0	0	1	1	1	0	0	0
7012	0	0	1	1	0	1	0	1
10804	0	0	1	1	0	0	0	0
9529	0	0	1	1	0	0	1	0
2854	1	0	0	11	1	0	0	0
10525	1	0	0	11	0	1	0	0
10809	0	0	1	1	0	1	0	1
6510	0	0	1	1	0	0	0	0
3997	0	1	0	6	0	0	0	0
7983	0	0	1	1	0	0	0	0
6595	0	0	1	1	0	0	1	0
4060	0	1	0	6	0	0	0	0
9375	0	0	1	1	0	0	0	0
6205	0	0	1	1	1	0	0	1
4324	0	1	0	6	0	1	0	1
1000	1	0	0	11	0	1	1	0
4102	0	1	0	6	0	0	0	0
7471	0	0	1	1	1	0	0	0
6933	0	0	1	1	1	0	0	1
8662	0	0	1	1	0	0	1	0
7927	0	0	1	1	1	0	0	0
8697	0	0	1	1	0	0	1	0
9380	0	0	1	1	0	0	0	0
9410	0	0	1	1	0	0	0	1
6291	0	0	1	1	0	0	0	0
9352	0	0	1	1	0	0	0	0
8031	0	0	1	1	0	0	0	0
8045	0	0	1	1	0	0	0	0
4160	1	0	0	11	0	0	0	0
8038	0	0	1	1	1	0	0	0
6183	0	0	1	1	1	0	0	0

OBJECT_ID	NIGHTTIME
8947	0
7105	1
4726	0
7507	0
9004	0
2266	1
3726	1
6100	1
10787	1
7012	0
10804	1
9529	1
2854	0
10525	0
10809	0
6510	0
3997	0
7983	1
6595	0
4060	0
9375	0
6205	0
4324	0
1000	1
4102	1
7471	0
6933	0
8662	1
7927	0
8697	1
9380	0
9410	0
6291	0
9352	0
8031	1
8045	1
4160	0
8038	0
6183	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
9590	1.45E+13	2019	2019-10-01	13:06	Tuesday	Not Stated	0	0
7382	1.36E+13	2017	2017-04-22	15:06	Saturday	Not Stated	0	0
9039	1.43E+13	2019	2019-02-28	20:45	Thursday	Not Stated	0	0
6659	1.34E+13	2016	2016-07-28	17:50	Thursday	Male	58	50
4006	90919133	2019	2019-01-26	2320	Saturday	Male	19	10
8066	1.39E+13	2017	2017-12-29	12:08	Friday	Not Stated	0	0
3963	90909163	2019	2019-01-16	1125	Wednesday	Male	25	20
1464	90244843	2016	2016-07-20	1535	Wednesday	Male	38	30
6180	1.32E+13	2016	2016-02-04	18:29	Thursday	Male	28	20
8912	1.42E+13	2018	2018-12-17	7:40	Monday	Female	41	40
8440	1.4E+13	2018	2018-05-12	13:15	Saturday	Female	24	20
2711	90578223	2017	2017-10-19	1645	Thursday	Female	31	30
2307	90471273	2017	2017-05-21	1205	Sunday	Male	28	20
3294	90741301	2018	2018-05-29	2035	Tuesday	Male	0	0
6721	1.34E+13	2016	2016-08-30	7:45	Tuesday	Male	60	60
9326	1.44E+13	2019	2019-06-10	7:20	Monday	Not Stated	0	0
6269	1.32E+13	2016	2016-03-04	7:40	Friday	Female	16	10
7923	1.38E+13	2017	2017-11-03	14:49	Friday	Male	24	20
8948	1.43E+13	2019	2019-01-06	12:51	Sunday	Female	28	20
8005	1.38E+13	2017	2017-11-30	14:00	Thursday	Female	22	20
8965	1.43E+13	2019	2019-01-14	7:45	Monday	Female	42	40
4269	90975362	2019	2019-04-24	1715	Wednesday	Male	35	30
3653	90828976	2018	2018-09-28	1730	Friday	Male	45	40
4663	91069310	2019	2019-08-25	1632	Sunday	Male	49	40
8925	1.42E+13	2018	2018-12-25	19:17	Tuesday	Male	24	20
8384	1.4E+13	2018	2018-04-25	13:30	Wednesday	Female	37	30
4043	90925962	2019	2019-02-09	1110	Saturday	Female	16	10
8881	1.42E+13	2018	2018-11-28	21:50	Wednesday	Not Stated	0	0
6915	1.35E+13	2016	2016-11-24	22:35	Thursday	Not Stated	0	0
9796	1.46E+13	2019	2019-12-23	13:55	Monday	Not Stated	0	0
6557	1.33E+13	2016	2016-06-17	23:25	Friday	Female	46	40
4107	90943740	2019	2019-03-02	605	Saturday	Male	21	20
8162	1.39E+13	2018	2018-02-05	7:48	Monday	Female	25	20
8603	1.41E+13	2018	2018-07-20	10:05	Friday	Not Stated	0	0
8668	1.41E+13	2018	2018-08-25	7:30	Saturday	Male	66	60
9699	1.46E+13	2019	2019-11-17	20:45	Sunday	Not Stated	0	0
3145	90702906	2018	2018-04-02	5	Monday	Female	23	20
7062	1.35E+13	2017	2017-01-07	0:30	Saturday	Not Stated	0	0
8904	1.42E+13	2018	2018-12-12	17:15	Wednesday	Female	28	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
9590	Backing	13	AVENUE 416	ROAD 128	200	W
7382	Proceeding Straight	15	AVENUE 416	ROAD 128	233	W
9039	Proceeding Straight	20	AVENUE 416	CLAUDE RD	180	E
6659	Proceeding Straight	17	AVENUE 416	CLAUDE RD	70	E
4006	Proceeding Straight	23	ROAD 120	AVENUE 416	40	S
8066	Proceeding Straight	12	AVENUE 416	CLAUDE RD	23	E
3963	Proceeding Straight	11	AVENUE 416	EDDY RD	42	W
1464	Proceeding Straight	15	AVENUE 416	ROAD 126	25	E
6180	Proceeding Straight	18	AVENUE 416	EDDY RD	60	W
8912	Slowing/Stopping	7	AVENUE 416	ROAD 126	52	W
8440	Making Left Turn	13	AVENUE 416	DAVID RD	9	W
2711	Entering Traffic	16	AVENUE 416	ROAD 124	28	W
2307	Proceeding Straight	12	AVENUE 416	ROAD 124	30	W
3294	Making Right Turn	20	AVENUE 416	ROAD 124	15	E
6721	Proceeding Straight	7	AVENUE 416	ROAD 125	62	W
9326	Other Unsafe Turning	7	AVENUE 416	ROAD 125	100	W
6269	Changing Lanes	7	AVENUE 416	ROAD 124	100	E
7923	Making Left Turn	14	AVENUE 416	ROAD 124	6	W
8948	Proceeding Straight	12	AVENUE 416	ROAD 124	42	W
8005	Proceeding Straight	14	AVENUE 416	ROAD 124	180	W
8965	Entering Traffic	7	AVENUE 416	ROAD 124	197	W
4269	Ran Off Road	17	AVENUE 416 E/B	ROAD 120	40	E
3653	Proceeding Straight	17	AVENUE 416 E/B	ROAD 120	170	W
4663	Crossed Into Opposing Lane	16	AVENUE 416	ROAD 120	1007	E
8925	Changing Lanes	19	AVENUE 416	ROAD 124	1056	W
8384	Proceeding Straight	13	ROAD 125	AVENUE 416	29	N
4043	Ran Off Road	11	AVENUE 416	ROAD 120	1609	W
8881	Proceeding Straight	21	AVENUE 416	ROAD 120	2	E
6915	Other Unsafe Turning	22	AVENUE 416	ROAD 120	15	E
9796	Ran Off Road	13	AVENUE 416	ROAD 120	33	W
6557	Proceeding Straight	23	AVENUE 416	ROAD 112	100	W
4107	Proceeding Straight	6	AVENUE 416	ROAD 114	105	W
8162	Proceeding Straight	7	AVENUE 416	ROAD 108	1056	E
8603	Other Unsafe Turning	10	AVENUE 416	ROAD 120	1975	W
8668	Making Right Turn	7	ROAD 120	AVENUE 416	38	N
9699	Other Unsafe Turning	20	AVENUE 416	ROAD 108	177	E
3145	Other Unsafe Turning	0	AVENUE 416	ROAD 108	280	W
7062	Proceeding Straight	0	AVENUE 416	ROAD 114	100	W
8904	Proceeding Straight	17	AVENUE 416	ROAD 106	10	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
9590	N	Clear	N			Property Damage Only	0
7382	N	Clear	N			Property Damage Only	0
9039	N	Clear	N			Property Damage Only	0
6659	N	Clear	N			Property Damage Only	0
4006	N	Clear	N		Y	Complaint of Pain	0
8066	N	Clear	N			Property Damage Only	0
3963	N	Cloudy	N		Y	Complaint of Pain	0
1464	N	Clear	N		N	Complaint of Pain	0
6180	N	Clear	N			Property Damage Only	0
8912	N	Raining	N			Property Damage Only	0
8440	N	Clear	N			Property Damage Only	0
2711	N	Clear	N		Y	Complaint of Pain	0
2307	N	Clear	N		Y	Complaint of Pain	0
3294	N	Clear	N		Y	Complaint of Pain	0
6721	N	Clear	N			Property Damage Only	0
9326	N	Clear	N			Property Damage Only	0
6269	N	Clear	N			Property Damage Only	0
7923	N	Clear	N			Property Damage Only	0
8948	N	Cloudy	N			Property Damage Only	0
8005	N	Clear	N			Property Damage Only	0
8965	N	Clear	N			Property Damage Only	0
4269	N	Clear	N		N	Other Visible Injury	0
3653	N	Clear	N		Y	Other Visible Injury	0
4663	N	Clear	N		Y	Severe Injury	0
8925	N	Cloudy	N			Property Damage Only	0
8384	N	Clear	N			Property Damage Only	0
4043	N	Clear	N		Y	Complaint of Pain	0
8881	N	Raining	N			Property Damage Only	0
6915	N	Clear	N			Property Damage Only	0
9796	N	Raining	N			Property Damage Only	0
6557	N	Clear	N			Property Damage Only	0
4107	N	Cloudy	N		Y	Complaint of Pain	0
8162	N	Clear	N			Property Damage Only	0
8603	N	Clear	N			Property Damage Only	0
8668	N	Clear	N			Property Damage Only	0
9699	N	Clear	N			Property Damage Only	0
3145	N	Clear	N		Y	Other Visible Injury	0
7062	N	Raining	N			Property Damage Only	0
8904	N	Cloudy	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
9590	0	1	Other Improper Driving	Misdemeanor	Other
7382	0	1	Improper Turning	No	Sideswipe
9039	0	1	Improper Turning	Misdemeanor	Rear-End
6659	0	1	Unsafe Speed	No	Rear-End
4006	1	2	Driving Under Influence	No	Rear-End
8066	0	1	Improper Turning	No	Hit Object
3963	1	2	Improper Turning	No	Rear-End
1464	1	2	Unsafe Speed	No	Rear-End
6180	0	1	Unsafe Speed	No	Rear-End
8912	0	1	Unsafe Speed	No	Rear-End
8440	0	1	Auto R/W Violation	No	Broadside
2711	2	2	Auto R/W Violation	No	Broadside
2307	1	2	Improper Turning	No	Head-On
3294	1	2	Improper Turning	Felony	Head-On
6721	0	1	Unsafe Speed	No	Rear-End
9326	0	1	Driving Under Influence	No	Hit Object
6269	0	1	Unsafe Lane Change	No	Sideswipe
7923	0	1	Unsafe Speed	No	Head-On
8948	0	1	Unsafe Speed	No	Rear-End
8005	0	0	Unsafe Lane Change	No	Sideswipe
8965	0	1	Auto R/W Violation	Misdemeanor	Sideswipe
4269	1	1	Improper Turning	No	Hit Object
3653	3	3	Unsafe Speed	No	Rear-End
4663	5	3	Driving Under Influence	No	Head-On
8925	0	1	Unsafe Lane Change	No	Sideswipe
8384	0	1	Unsafe Speed	No	Rear-End
4043	1	1	Improper Turning	No	Hit Object
8881	0	1	Unsafe Speed	No	Hit Object
6915	0	1	Driving Under Influence	No	Hit Object
9796	0	1	Improper Turning	No	Hit Object
6557	0	0	Other Than Driver	No	Other
4107	2	2	Unsafe Speed	No	Rear-End
8162	0	0	Unsafe Lane Change	No	Sideswipe
8603	0	1	Improper Turning	No	Hit Object
8668	0	1	Unsafe Speed	No	Rear-End
9699	0	1	Improper Turning	No	Hit Object
3145	1	1	Driving Under Influence	No	Hit Object
7062	0	0	Other Than Driver	No	Other
8904	0	1	Unsafe Speed	No	Rear-End

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
9590	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7382	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9039	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6659	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4006	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8066	Parked Motor Vehicle	Not In Road	Dry	No Unusual Condition	Daylight
3963	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1464	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6180	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8912	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8440	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2711	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2307	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3294	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
6721	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9326	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6269	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7923	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8948	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8005	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8965	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4269	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3653	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4663	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8925	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8384	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4043	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8881	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights
6915	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9796	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
6557	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4107	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
8162	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8603	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8668	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9699	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3145	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7062	Animal	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
8904	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
9590	-	0					Y	HNBD	Pickup Truck
7382	-	0					N	HNBD	Emergency Vehicle
9039	-	0					N	Impairment Not Known	Passenger Car
6659	-	0					N	HNBD	Passenger Car
4006	Functioning	0					Y	Y	Passenger Car/Station Waç
8066	-	0					N	HNBD	Passenger Car
3963	None	0					Y		Passenger Car/Station Waç
1464	None	0					Y		Passenger Car/Station Waç
6180	-	0					N	HNBD	Passenger Car
8912	-	0					N	HNBD	Passenger Car
8440	-	0					N	HNBD	Passenger Car
2711	None	0					Y		Passenger Car/Station Waç
2307	Functioning	0					Y		Passenger Car/Station Waç
3294	None	0					Y		Pickup or Panel Truck
6721	-	0					N	HNBD	Passenger Car
9326	-	0					N	HBD Under Influence	Pickup Truck
6269	-	0					N	HNBD	Passenger Car
7923	-	0					N	HNBD	Motorcycle
8948	-	0					N	HNBD	Passenger Car
8005	-	0					N	HNBD	Passenger Car
8965	-	0					N	Impairment Not Known	Pickup Truck
4269	None	0					Y		Passenger Car/Station Waç
3653	None	0					Y		Passenger Car/Station Waç
4663	None	0					Y	Y	Passenger Car/Station Waç
8925	-	0					N	Impairment Not Known	Passenger Car
8384	-	0					N	HNBD	Passenger Car
4043	None	0					Y		Passenger Car/Station Waç
8881	-	0					N	HNBD	Passenger Car
6915	-	0					N	HBD Under Influence	Passenger Car
9796	-	0					N	HNBD	Passenger Car
6557	-	0					N	HNBD	Passenger Car
4107	None	0					Y		Passenger Car/Station Waç
8162	-	0					N	HNBD	Passenger Car
8603	-	0					N	HNBD	Passenger Car
8668	-	0					N	HNBD	Pickup Truck
9699	-	0					N	HNBD	Passenger Car
3145	None	0					Y	Y	Passenger Car/Station Waç
7062	-	0					N	HNBD	Pickup Truck
8904	-	0					N	HNBD	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
9590	22	0	0	0	0	0	0	0	0	0
7382	43	0	0	0	0	0	0	0	0	0
9039	1	0	0	0	0	0	0	0	0	0
6659	1	0	0	0	0	0	0	0	0	0
4006	1	0	0	1	0	0	0	0	0	0
8066	7	0	0	0	0	0	0	0	0	0
3963	1	0	0	1	0	0	0	0	0	0
1464	1	0	0	1	0	0	0	0	0	0
6180	1	0	0	0	0	0	0	0	0	0
8912	1	0	0	0	0	0	0	0	0	0
8440	1	0	0	0	0	0	0	0	0	0
2711	8	0	0	2	0	0	0	0	0	0
2307	7	0	0	1	0	0	0	0	0	0
3294	22	0	0	1	0	0	0	0	0	0
6721	1	0	0	0	0	0	0	0	0	0
9326	22	0	0	0	0	0	0	0	0	0
6269	7	0	0	0	0	0	0	0	0	0
7923	2	0	0	0	0	0	0	0	0	0
8948	7	0	0	0	0	0	0	0	0	0
8005	1	0	0	0	0	0	0	0	0	0
8965	22	0	0	0	0	0	0	0	0	0
4269	1	0	1	0	0	0	0	0	0	0
3653	1	0	1	2	0	0	0	0	0	0
4663	1	3	0	2	0	0	0	0	0	0
8925	7	0	0	0	0	0	0	0	0	0
8384	1	0	0	0	0	0	0	0	0	0
4043	7	0	0	1	0	0	0	0	0	0
8881	1	0	0	0	0	0	0	0	0	0
6915	7	0	0	0	0	0	0	0	0	0
9796	1	0	0	0	0	0	0	0	0	0
6557	7	0	0	0	0	0	0	0	0	0
4107	1	0	0	2	0	0	0	0	0	0
8162	1	0	0	0	0	0	0	0	0	0
8603	1	0	0	0	0	0	0	0	0	0
8668	22	0	0	0	0	0	0	0	0	0
9699	1	0	0	0	0	0	0	0	0	0
3145	1	0	1	0	0	0	0	0	0	0
7062	22	0	0	0	0	0	0	0	0	0
8904	7	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
9590	36.54474511	-119.2876002	TULARE	UNINCORPORATED	-119.2876002	36.54474511	Y
7382	36.5447478	-119.2877124	TULARE	UNINCORPORATED	-119.2877124	36.5447478	Y
9039	36.54475262	-119.2879139	TULARE	UNINCORPORATED	-119.2879139	36.54475262	Y
6659	36.54476158	-119.2882882	TULARE	UNINCORPORATED	-119.2882882	36.54476158	Y
4006	36.54476166	-119.3050079	TULARE	UNINCORPORATED	-119.3050308	36.54476166	Y
8066	36.5447654	-119.2884481	TULARE	UNINCORPORATED	-119.2884481	36.5447654	Y
3963	36.54486084	-119.2904282	TULARE	UNINCORPORATED	-119.2903519	36.54478836	Y
1464	36.54493	-119.29134	TULARE	UNINCORPORATED	-119.2913094	36.54479645	Y
6180	36.54480622	-119.2904156	TULARE	UNINCORPORATED	-119.2904156	36.54480622	Y
8912	36.54482412	-119.2916002	TULARE	UNINCORPORATED	-119.2916002	36.54482412	Y
8440	36.54483411	-119.2924717	TULARE	UNINCORPORATED	-119.2924717	36.54483411	Y
2711	36.54485	-119.2961	TULARE	UNINCORPORATED	-119.2960203	36.54486325	Y
2307	36.54444	-119.2958	TULARE	UNINCORPORATED	-119.2960399	36.54486468	Y
3294	36.5449295	-119.2958984	TULARE	UNINCORPORATED	-119.2958755	36.54486847	Y
6721	36.54486967	-119.2938538	TULARE	UNINCORPORATED	-119.2938538	36.54486967	Y
9326	36.54487014	-119.2939831	TULARE	UNINCORPORATED	-119.2939831	36.54487014	Y
6269	36.54487591	-119.295566	TULARE	UNINCORPORATED	-119.295566	36.54487591	Y
7923	36.54487745	-119.2959268	TULARE	UNINCORPORATED	-119.2959268	36.54487745	Y
8948	36.54487927	-119.2960494	TULARE	UNINCORPORATED	-119.2960494	36.54487927	Y
8005	36.54488625	-119.2965191	TULARE	UNINCORPORATED	-119.2965191	36.54488625	Y
8965	36.54488711	-119.2965769	TULARE	UNINCORPORATED	-119.2965769	36.54488711	Y
4269	36.54484177	-119.3048782	TULARE	UNINCORPORATED	-119.3048859	36.54490662	Y
3653	36.54457092	-119.3051376	TULARE	UNINCORPORATED	-119.3056488	36.54491043	Y
4663	36.54489899	-119.3014526	TULARE	UNINCORPORATED	-119.3014603	36.54491043	N
8925	36.54493057	-119.2995005	TULARE	UNINCORPORATED	-119.2995005	36.54493057	N
8384	36.54494856	-119.293642	TULARE	UNINCORPORATED	-119.293642	36.54494856	Y
4043	36.54489899	-119.3104172	TULARE	UNINCORPORATED	-119.3104172	36.54495239	N
8881	36.544998	-119.3050192	TULARE	UNINCORPORATED	-119.3050192	36.544998	Y
6915	36.544998	-119.3049749	TULARE	UNINCORPORATED	-119.3049749	36.544998	Y
9796	36.54499923	-119.3051383	TULARE	UNINCORPORATED	-119.3051383	36.54499923	Y
6557	36.5450034	-119.3230523	TULARE	UNINCORPORATED	-119.3230523	36.5450034	Y
4107	36.54499817	-119.318573	TULARE	UNINCORPORATED	-119.318573	36.54502869	Y
8162	36.54504916	-119.3280402	TULARE	UNINCORPORATED	-119.3280402	36.54504916	N
8603	36.54506543	-119.3117486	TULARE	UNINCORPORATED	-119.3117486	36.54506543	N
8668	36.54509119	-119.3049677	TULARE	UNINCORPORATED	-119.3049677	36.54509119	Y
9699	36.54510164	-119.3310317	TULARE	UNINCORPORATED	-119.3310317	36.54510164	Y
3145	36.54529953	-119.3318863	TULARE	UNINCORPORATED	-119.3325043	36.54512024	N
7062	36.54513089	-119.318673	TULARE	UNINCORPORATED	-119.318673	36.54513089	Y
8904	36.54515924	-119.3361683	TULARE	UNINCORPORATED	-119.3361683	36.54515924	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
9590	Crossroads	UNINCORPORATED	-119.2876002	36.54474511		0	0
7382	Crossroads	UNINCORPORATED	-119.2877124	36.5447478		0	0
9039	Crossroads	UNINCORPORATED	-119.2879139	36.54475262		0	0
6659	Crossroads	UNINCORPORATED	-119.2882882	36.54476158		0	0
4006	TIMS	UNINCORPORATED	-119.3050308	36.54476166		0	0
8066	Crossroads	UNINCORPORATED	-119.2884481	36.5447654		0	0
3963	TIMS	UNINCORPORATED	-119.2903519	36.54478836		0	0
1464	TIMS	UNINCORPORATED	-119.2913094	36.54479645		0	0
6180	Crossroads	UNINCORPORATED	-119.2904156	36.54480622		0	0
8912	Crossroads	UNINCORPORATED	-119.2916002	36.54482412		0	0
8440	Crossroads	UNINCORPORATED	-119.2924717	36.54483411		0	0
2711	TIMS	UNINCORPORATED	-119.2960203	36.54486325		0	0
2307	TIMS	UNINCORPORATED	-119.2960399	36.54486468		0	0
3294	TIMS	UNINCORPORATED	-119.2958755	36.54486847		0	0
6721	Crossroads	UNINCORPORATED	-119.2938538	36.54486967		0	0
9326	Crossroads	UNINCORPORATED	-119.2939831	36.54487014		0	0
6269	Crossroads	UNINCORPORATED	-119.295566	36.54487591		0	0
7923	Crossroads	UNINCORPORATED	-119.2959268	36.54487745		0	0
8948	Crossroads	UNINCORPORATED	-119.2960494	36.54487927		0	0
8005	Crossroads	UNINCORPORATED	-119.2965191	36.54488625		0	0
8965	Crossroads	UNINCORPORATED	-119.2965769	36.54488711		0	0
4269	TIMS	UNINCORPORATED	-119.3048859	36.54490662		0	0
3653	TIMS	UNINCORPORATED	-119.3056488	36.54491043		0	0
4663	TIMS	UNINCORPORATED	-119.3014603	36.54491043		0	1
8925	Crossroads	UNINCORPORATED	-119.2995005	36.54493057		0	0
8384	Crossroads	UNINCORPORATED	-119.293642	36.54494856		0	0
4043	TIMS	UNINCORPORATED	-119.3104172	36.54495239		0	0
8881	Crossroads	UNINCORPORATED	-119.3050192	36.544998		0	0
6915	Crossroads	UNINCORPORATED	-119.3049749	36.544998		0	0
9796	Crossroads	UNINCORPORATED	-119.3051383	36.54499923		0	0
6557	Crossroads	UNINCORPORATED	-119.3230523	36.5450034		0	0
4107	TIMS	UNINCORPORATED	-119.318573	36.54502869		0	0
8162	Crossroads	UNINCORPORATED	-119.3280402	36.54504916		0	0
8603	Crossroads	UNINCORPORATED	-119.3117486	36.54506543		0	0
8668	Crossroads	UNINCORPORATED	-119.3049677	36.54509119		0	0
9699	Crossroads	UNINCORPORATED	-119.3310317	36.54510164		0	0
3145	TIMS	UNINCORPORATED	-119.3325043	36.54512024		0	0
7062	Crossroads	UNINCORPORATED	-119.318673	36.54513089		0	0
8904	Crossroads	UNINCORPORATED	-119.3361683	36.54515924		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
9590	0	0	1	1	0	0	0	0
7382	0	0	1	1	0	0	0	1
9039	0	0	1	1	0	0	0	1
6659	0	0	1	1	0	0	0	0
4006	0	1	0	6	0	0	1	0
8066	0	0	1	1	0	1	0	1
3963	0	1	0	6	0	0	0	1
1464	0	1	0	6	0	0	0	0
6180	0	0	1	1	0	0	0	0
8912	0	0	1	1	0	0	0	0
8440	0	0	1	1	1	0	0	0
2711	0	1	0	6	1	0	0	0
2307	0	1	0	6	0	0	0	1
3294	0	1	0	6	0	0	0	1
6721	0	0	1	1	0	0	0	0
9326	0	0	1	1	0	1	1	0
6269	0	0	1	1	0	0	0	0
7923	0	0	1	1	0	0	0	0
8948	0	0	1	1	0	0	0	0
8005	0	0	1	1	0	0	0	0
8965	0	0	1	1	0	0	0	0
4269	1	0	0	11	0	1	0	1
3653	1	0	0	11	0	0	0	0
4663	0	0	0	165	0	0	1	0
8925	0	0	1	1	0	0	0	0
8384	0	0	1	1	0	0	0	0
4043	0	1	0	6	0	1	0	1
8881	0	0	1	1	0	1	0	0
6915	0	0	1	1	0	1	1	0
9796	0	0	1	1	0	1	0	1
6557	0	0	1	1	0	0	0	0
4107	0	1	0	6	0	0	0	0
8162	0	0	1	1	0	0	0	0
8603	0	0	1	1	0	1	0	1
8668	0	0	1	1	0	0	0	0
9699	0	0	1	1	0	1	0	1
3145	1	0	0	11	0	1	1	0
7062	0	0	1	1	0	0	0	0
8904	0	0	1	1	0	0	0	0

OBJECT_ID	NIGHTTIME
9590	0
7382	0
9039	1
6659	0
4006	1
8066	0
3963	0
1464	0
6180	1
8912	0
8440	0
2711	0
2307	0
3294	0
6721	0
9326	0
6269	0
7923	0
8948	0
8005	0
8965	0
4269	0
3653	0
4663	0
8925	1
8384	0
4043	0
8881	1
6915	1
9796	0
6557	1
4107	0
8162	0
8603	0
8668	0
9699	1
3145	1
7062	1
8904	1

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
9420	1.44E+13	2019	2019-07-24	11:30	Wednesday	Not Stated	0	0
6280	1.32E+13	2016	2016-03-07	7:55	Monday	Male	20	20
7316	1.36E+13	2017	2017-04-02	23:55	Sunday	Not Stated	0	0
3208	90716774	2018	2018-04-24	2040	Tuesday	Male	59	50
4930	91140079	2019	2019-12-05	1640	Thursday	Male	60	60
3006	90666836	2018	2018-02-15	1410	Thursday	Male	47	40
4850	91116288	2019	2019-10-25	2259	Friday	Male	18	10
8893	1.42E+13	2018	2018-12-05	21:20	Wednesday	Not Stated	0	0
7016	1.35E+13	2016	2016-12-23	12:30	Friday	Not Stated	0	0
7029	1.35E+13	2016	2016-12-26	12:30	Monday	Not Stated	0	0
6370	1.33E+13	2016	2016-04-11	19:00	Monday	Male	19	10
9193	1.44E+13	2019	2019-05-01	9:30	Wednesday	Female	31	30
1061	90126982	2016	2016-02-19	2113	Friday	Male	62	60
8984	1.43E+13	2019	2019-01-27	13:30	Sunday	Female	69	60
2798	90602265	2017	2017-11-10	1805	Friday	Male	20	20
9202	1.44E+13	2019	2019-05-03	16:50	Friday	Female	34	30
6221	1.32E+13	2016	2016-02-14	12:15	Sunday	Female	35	30
9350	1.44E+13	2019	2019-06-24	10:25	Monday	Male	34	30
8547	1.41E+13	2018	2018-06-24	23:00	Sunday	Male	17	10
7386	1.36E+13	2017	2017-04-23	20:22	Sunday	Female	50	50
1545	90264384	2016	2016-08-31	1925	Wednesday	Male	48	40
8870	1.42E+13	2018	2018-11-23	14:30	Friday	Female	39	30
4679	91073653	2019	2019-09-06	1639	Friday	Male	62	60
8714	1.41E+13	2018	2018-09-08	12:45	Saturday	Male	18	10
7962	1.38E+13	2017	2017-11-16	17:55	Thursday	Female	28	20
8788	1.42E+13	2018	2018-10-06	19:33	Saturday	Female	67	60
6738	1.34E+13	2016	2016-09-05	19:00	Monday	Not Stated	0	0
4852	91116684	2019	2019-11-06	1505	Wednesday	Male	19	10
6964	1.35E+13	2016	2016-12-08	16:05	Thursday	Not Stated	0	0
6556	1.33E+13	2016	2016-06-17	19:40	Friday	Male	22	20
3818	90870723	2018	2018-11-21	2150	Wednesday	Male	18	10
2136	90430568	2017	2017-04-02	2156	Sunday	Female	27	20
8225	1.39E+13	2018	2018-02-24		Saturday	Not Stated	0	0
4215	90967703	2019	2019-04-04	1215	Thursday	Male	28	20
3919	90896949	2018	2018-12-25	2239	Tuesday	Male	39	30
3867	90881576	2018	2018-12-01	1055	Saturday	Male	18	10
2514	90535202	2017	2017-08-20	915	Sunday	Female	27	20
6625	1.33E+13	2016	2016-07-13	21:55	Wednesday	Male	18	10
8198	1.39E+13	2018	2018-02-17		Saturday	Not Stated	0	0

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
9420	Making U Turn	11	ROAD 128	AVENUE 416	180	N
6280	Proceeding Straight	7	ROAD 120	AVENUE 416	69	N
7316	Proceeding Straight	23	AVENUE 416	ROAD 105	144	W
3208	Proceeding Straight	20	AVENUE 416	SULTANA RD	130	E
4930	Proceeding Straight	16	ROAD 120	AVENUE 416	50	N
3006	Proceeding Straight	14	AVENUE 416	ROAD 104	30	E
4850	Proceeding Straight	22	AVENUE 416	ROAD 104	25	E
8893	Proceeding Straight	21	AVENUE 416	SULTANA RD	25	E
7016	Other Unsafe Turning	12	AVENUE 416	SULTANA RD	36	W
7029	Other Unsafe Turning	12	AVENUE 416	SULTANA RD	36	W
6370	Slowing/Stopping	19	AVENUE 416	ROAD 104	100	E
9193	Making Right Turn	9	AVENUE 416	ROAD 104	59	E
1061	Traveling Wrong Way	21	AVENUE 416	ROAD 108	2112	E
8984	Changing Lanes	13	AVENUE 416	ROAD 104	40	E
2798	Other Unsafe Turning	18	AVENUE 416	ROAD 108	439	W
9202	Making Left Turn	16	AVENUE 416	ROAD 104	25	W
6221	Making Left Turn	12	AVENUE 416	ROAD 104	80	W
9350	Proceeding Straight	10	AVENUE 416	ROAD 104	80	W
8547	Slowing/Stopping	23	AVENUE 416	ROAD 104	100	W
7386	Changing Lanes	20	AVENUE 416	ROAD 104	148	W
1545	Ran Off Road	19	AVE 416	RD 112	356	W
8870	Proceeding Straight	14	AVENUE 416	ROAD 104	215	W
4679	Other Unsafe Turning	16	ROAD 125	AVENUE 416	152	N
8714	Entering Traffic	12	AVENUE 416	ROAD 104	380	W
7962	Proceeding Straight	17	ROAD 120	AVENUE 416	103	N
8788	Proceeding Straight	19	ROAD 120	AVENUE 416	105	N
6738	Ran Off Road	19	AVENUE 416	ROAD 103	43	W
4852	Other Unsafe Turning	15	ROAD 114	AVENUE 416	25	N
6964	Changing Lanes	16	AVENUE 416	ROAD 100	1155	E
6556	Ran Off Road	19	AVENUE 416	ROAD 100	10	W
3818	Ran Off Road	21	AVENUE 416 EASTBOUND	ROAD 92	1214	E
2136	Ran Off Road	21	AVENUE 416	ROAD 96	1056	E
8225	Other Unsafe Turning	0	AVENUE 416	ROAD 96	964	E
4215	Proceeding Straight	12	AVENUE 416	ROAD 100	29	E
3919	Not Stated	22	AVENUE 416	ROAD 96	500	W
3867	Proceeding Straight	10	AVENUE 416	ROAD 96	528	E
2514	Other Unsafe Turning	9	AVENUE 416	ROAD 96	495	E
6625	Proceeding Straight	21	AVENUE 416	ROAD 92	250	E
8198	Ran Off Road	0	AVENUE 416	ROAD 96	468	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
9420	N	Clear	N			Property Damage Only	0
6280	N	Raining	N			Property Damage Only	0
7316	N	Clear	N			Property Damage Only	0
3208	N	Clear	N		N	Severe Injury	0
4930	N	Cloudy	N		Y	Complaint of Pain	0
3006	N	Clear	N		N	Complaint of Pain	0
4850	N	Clear	N		N	Complaint of Pain	0
8893	N	Raining	N			Property Damage Only	0
7016	N	Cloudy	N			Property Damage Only	0
7029	N	Raining	N			Property Damage Only	0
6370	N	Clear	N			Property Damage Only	0
9193	N	Clear	N			Property Damage Only	0
1061	N	Clear	N		Y	Complaint of Pain	0
8984	N	Clear	N			Property Damage Only	0
2798	N	Clear	N		Y	Other Visible Injury	0
9202	N	Clear	N			Property Damage Only	0
6221	N	Clear	N			Property Damage Only	0
9350	N	Clear	N			Property Damage Only	0
8547	N	Clear	N			Property Damage Only	0
7386	N	Clear	N			Property Damage Only	0
1545	N	Clear	N		Y	Severe Injury	0
8870	N	Cloudy	N			Property Damage Only	0
4679	N	Clear	N		Y	Other Visible Injury	0
8714	N	Clear	N			Property Damage Only	0
7962	N	Raining	N			Property Damage Only	0
8788	N	Clear	N			Property Damage Only	0
6738	N	Clear	N			Property Damage Only	0
4852	N	Clear	N		Y	Complaint of Pain	0
6964	N	Raining	N			Property Damage Only	0
6556	N	Clear	N			Property Damage Only	0
3818	N	Raining	N		Y	Other Visible Injury	0
2136	N	Clear	N		Y	Other Visible Injury	0
8225	N	Clear	N			Property Damage Only	0
4215	N	Clear	N		Y	Severe Injury	0
3919	N	Clear	N		N	Severe Injury	0
3867	N	Cloudy	N		Y	Other Visible Injury	0
2514	N	Clear	N		Y	Other Visible Injury	0
6625	N	Clear	N			Property Damage Only	0
8198	N	Clear	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
9420	0	1	Improper Turning	No	Hit Object
6280	0	1	Unsafe Speed	Misdemeanor	Rear-End
7316	0	1	Driving Under Influence	No	Rear-End
3208	1	2	Pedestrian Violation	No	Vehicle/Pedestrian
4930	1	3	Unsafe Speed	No	Rear-End
3006	3	2	Unsafe Speed	No	Rear-End
4850	3	2	Unsafe Speed	Felony	Rear-End
8893	0	0	Other Than Driver	No	Other
7016	0	1	Driving Under Influence	Misdemeanor	Sideswipe
7029	0	1	Driving Under Influence	Misdemeanor	Sideswipe
6370	0	1	Unsafe Speed	No	Rear-End
9193	0	1	Improper Turning	No	Broadside
1061	2	2	Driving Under Influence	No	Head-On
8984	0	1	Unsafe Lane Change	No	Sideswipe
2798	1	1	Improper Turning	Misdemeanor	Hit Object
9202	0	1	Driving Under Influence	Misdemeanor	Sideswipe
6221	0	1	Auto R/W Violation	No	Broadside
9350	0	1	Unsafe Speed	No	Rear-End
8547	0	1	Following Too Closely	No	Rear-End
7386	0	1	Unsafe Lane Change	No	Sideswipe
1545	1	1	Driving Under Influence	No	Overtuned
8870	0	1	Unsafe Speed	No	Rear-End
4679	1	2	Driving Under Influence	No	Sideswipe
8714	0	1	Auto R/W Violation	No	Broadside
7962	0	1	Unsafe Speed	Misdemeanor	Rear-End
8788	0	1	Unsafe Speed	No	Rear-End
6738	0	1	Improper Turning	No	Overtuned
4852	1	1	Improper Turning	No	Hit Object
6964	0	1	Unsafe Speed	No	Hit Object
6556	0	1	Driving Under Influence	No	Hit Object
3818	1	1	Improper Turning	No	Hit Object
2136	2	1	Driving Under Influence	No	Hit Object
8225	0	1	Improper Turning	Misdemeanor	Hit Object
4215	2	3	Unsafe Speed	No	Rear-End
3919	1	2	Pedestrian Violation	No	Hit Object
3867	2	2	Unsafe Speed	No	Rear-End
2514	1	1	Improper Turning	No	Hit Object
6625	0	1	Unsafe Speed	No	Hit Object
8198	0	1	Improper Turning	Misdemeanor	Hit Object

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
9420	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6280	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7316	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
3208	Pedestrian	Crossing Not in Crosswalk	Dry	No Unusual Condition	Dark - Street Lights
4930	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
3006	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4850	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8893	Non-Collision	No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights
7016	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
7029	Parked Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
6370	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9193	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1061	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8984	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2798	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9202	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6221	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9350	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8547	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
7386	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
1545	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
8870	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4679	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8714	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7962	Other Motor Vehicle	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
8788	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6738	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
4852	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6964	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Daylight
6556	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3818	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - No Street Lights
2136	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8225	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4215	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3919	Pedestrian	In Road, Including Shoulder	Dry	No Unusual Condition	Dark - No Street Lights
3867	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2514	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6625	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8198	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
9420	-	0					N	HNBD	Emergency Vehicle
6280	-	0					N	HNBD	Passenger Car
7316	-	0					N	HBD Under Influence	Passenger Car
3208	None	0	Y				Y		Pedestrian
4930	Functioning	0					Y		Passenger Car/Station Waç
3006	Functioning	0					Y		Pickup or Panel Truck
4850	Functioning	0					Y		Passenger Car/Station Waç
8893	-	0					N	HNBD	Passenger Car
7016	-	0					N	HBD Under Influence	Passenger Car
7029	-	0					N	HBD Under Influence	Passenger Car
6370	-	0					N	HNBD	Passenger Car
9193	-	0				Y	N	HNBD	Truck
1061	Functioning	0					Y	Y	Pickup or Panel Truck
8984	-	0					N	HNBD	Passenger Car
2798	None	0					Y	Y	Pickup or Panel Truck
9202	-	0					N	HBD Under Influence	Passenger Car
6221	-	0					N	HNBD	Passenger Car
9350	-	0					N	HNBD	Passenger Car
8547	-	0					N	HNBD	Passenger Car
7386	-	0					N	HNBD	Passenger Car
1545	None	0					Y	Y	Passenger Car/Station Waç
8870	-	0					N	HNBD	Passenger Car
4679	None	0					Y	Y	Passenger Car/Station Waç
8714	-	0					N	HNBD	Passenger Car
7962	-	0					N	HNBD	Pickup Truck
8788	-	0					N	HNBD	Passenger Car
6738	-	0				Y	N	HNBD	Truck
4852	Functioning	0					Y		Pickup or Panel Truck
6964	-	0					N	HNBD	Pickup Truck
6556	-	0					N	HBD Under Influence	Passenger Car
3818	None	0					Y		Pickup or Panel Truck
2136	None	0					Y	Y	Passenger Car/Station Waç
8225	-	0					N	Impairment Not Known	Passenger Car
4215	Functioning	0					Y		Pickup or Panel Truck
3919	None	0	Y				Y		Pedestrian
3867	None	0					Y		Passenger Car/Station Waç
2514	None	0					Y		Passenger Car/Station Waç
6625	-	0					N	HNBD	Passenger Car
8198	-	0					N	Impairment Not Known	Passenger Car

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
9420	48	0	0	0	0	0	0	0	0	0
6280	1	0	0	0	0	0	0	0	0	0
7316	1	0	0	0	0	0	0	0	0	0
3208	60	1	0	0	0	1	0	0	0	0
4930	1	0	0	1	0	0	0	0	0	0
3006	22	0	0	3	0	0	0	0	0	0
4850	1	0	0	3	0	0	0	0	0	0
8893	1	0	0	0	0	0	0	0	0	0
7016	7	0	0	0	0	0	0	0	0	0
7029	7	0	0	0	0	0	0	0	0	0
6370	1	0	0	0	0	0	0	0	0	0
9193	26	0	0	0	0	0	0	0	0	0
1061	22	0	0	2	0	0	0	0	0	0
8984	1	0	0	0	0	0	0	0	0	0
2798	22	0	1	0	0	0	0	0	0	0
9202	1	0	0	0	0	0	0	0	0	0
6221	7	0	0	0	0	0	0	0	0	0
9350	1	0	0	0	0	0	0	0	0	0
8547	1	0	0	0	0	0	0	0	0	0
7386	1	0	0	0	0	0	0	0	0	0
1545	7	1	0	0	0	0	0	0	0	0
8870	8	0	0	0	0	0	0	0	0	0
4679	8	0	1	0	0	0	0	0	0	0
8714	8	0	0	0	0	0	0	0	0	0
7962	22	0	0	0	0	0	0	0	0	0
8788	7	0	0	0	0	0	0	0	0	0
6738	25	0	0	0	0	0	0	0	0	0
4852	22	0	0	1	0	0	0	0	0	0
6964	22	0	0	0	0	0	0	0	0	0
6556	1	0	0	0	0	0	0	0	0	0
3818	22	0	1	0	0	0	0	0	0	0
2136	1	0	1	1	0	0	0	0	0	0
8225	1	0	0	0	0	0	0	0	0	0
4215	22	1	0	1	0	0	0	0	0	0
3919	60	1	0	0	0	1	0	0	0	0
3867	1	0	2	0	0	0	0	0	0	0
2514	7	0	1	0	0	0	0	0	0	0
6625	1	0	0	0	0	0	0	0	0	0
8198	1	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
9420	36.54516796	-119.2868738	TULARE	UNINCORPORATED	-119.2868738	36.54516796	Y
6280	36.54517339	-119.3049567	TULARE	UNINCORPORATED	-119.3049567	36.54517339	Y
7316	36.54519454	-119.3387926	TULARE	UNINCORPORATED	-119.3387926	36.54519454	Y
3208	36.54523087	-119.3392105	TULARE	UNINCORPORATED	-119.3391113	36.54520035	Y
4930	36.54536819	-119.3050766	TULARE	UNINCORPORATED	-119.3050385	36.54520035	Y
3006	36.54526901	-119.3399887	TULARE	UNINCORPORATED	-119.3404617	36.54520416	Y
4850	36.54521179	-119.3403168	TULARE	UNINCORPORATED	-119.3404846	36.54520798	Y
8893	36.54521501	-119.3395656	TULARE	UNINCORPORATED	-119.3395656	36.54521501	Y
7016	36.54521911	-119.3397732	TULARE	UNINCORPORATED	-119.3397732	36.54521911	Y
7029	36.54521911	-119.3397732	TULARE	UNINCORPORATED	-119.3397732	36.54521911	Y
6370	36.54522588	-119.3402226	TULARE	UNINCORPORATED	-119.3402226	36.54522588	Y
9193	36.54522798	-119.3403622	TULARE	UNINCORPORATED	-119.3403622	36.54522798	Y
1061	36.5452	-119.3299	TULARE	UNINCORPORATED	-119.3243659	36.54522814	N
8984	36.54522895	-119.3404269	TULARE	UNINCORPORATED	-119.3404269	36.54522895	Y
2798	36.54534	-119.33261	TULARE	UNINCORPORATED	-119.3330294	36.54523029	N
9202	36.5452326	-119.3406481	TULARE	UNINCORPORATED	-119.3406481	36.5452326	Y
6221	36.54523612	-119.3408353	TULARE	UNINCORPORATED	-119.3408353	36.54523612	Y
9350	36.54523612	-119.3408353	TULARE	UNINCORPORATED	-119.3408353	36.54523612	Y
8547	36.5452374	-119.3409033	TULARE	UNINCORPORATED	-119.3409033	36.5452374	Y
7386	36.54524048	-119.3410667	TULARE	UNINCORPORATED	-119.3410667	36.54524048	Y
1545	36.54518	-119.32338	TULARE	UNINCORPORATED	-119.3240234	36.54524322	N
8870	36.54524477	-119.3412947	TULARE	UNINCORPORATED	-119.3412947	36.54524477	Y
4679	36.54552078	-119.2935715	TULARE	UNINCORPORATED	-119.293663	36.54524612	Y
8714	36.54525533	-119.3418562	TULARE	UNINCORPORATED	-119.3418562	36.54525533	N
7962	36.54526664	-119.304963	TULARE	UNINCORPORATED	-119.304963	36.54526664	Y
8788	36.54527212	-119.3049634	TULARE	UNINCORPORATED	-119.3049634	36.54527212	Y
6738	36.54528172	-119.3431909	TULARE	UNINCORPORATED	-119.3431909	36.54528172	Y
4852	36.54536057	-119.3182983	TULARE	UNINCORPORATED	-119.3182297	36.54530334	Y
6964	36.54534822	-119.3456102	TULARE	UNINCORPORATED	-119.3456102	36.54534822	N
6556	36.54545691	-119.3495737	TULARE	UNINCORPORATED	-119.3495737	36.54545691	Y
3818	36.32440948	-119.2148666	TULARE	UNINCORPORATED	-119.3636551	36.54556274	N
2136	36.54575	-119.35539	TULARE	UNINCORPORATED	-119.3553785	36.54557004	N
8225	36.54557228	-119.3553754	TULARE	UNINCORPORATED	-119.3553754	36.54557228	N
4215	36.54558945	-119.3494186	TULARE	UNINCORPORATED	-119.3494186	36.54558182	Y
3919	36.54557037	-119.3602829	TULARE	UNINCORPORATED	-119.3602829	36.54560089	N
3867	36.54552078	-119.3567581	TULARE	UNINCORPORATED	-119.356781	36.54560089	N
2514	36.54552	-119.35676	TULARE	UNINCORPORATED	-119.3567911	36.5456038	N
6625	36.54560471	-119.3670959	TULARE	UNINCORPORATED	-119.3670959	36.54560471	N
8198	36.54560584	-119.3570633	TULARE	UNINCORPORATED	-119.3570633	36.54560584	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
9420	Crossroads	UNINCORPORATED	-119.2868738	36.54516796		0	0
6280	Crossroads	UNINCORPORATED	-119.3049567	36.54517339		0	0
7316	Crossroads	UNINCORPORATED	-119.3387926	36.54519454		0	0
3208	TIMS	UNINCORPORATED	-119.3391113	36.54520035		0	1
4930	TIMS	UNINCORPORATED	-119.3050385	36.54520035		0	0
3006	TIMS	UNINCORPORATED	-119.3404617	36.54520416		0	0
4850	TIMS	UNINCORPORATED	-119.3404846	36.54520798		0	0
8893	Crossroads	UNINCORPORATED	-119.3395656	36.54521501		0	0
7016	Crossroads	UNINCORPORATED	-119.3397732	36.54521911		0	0
7029	Crossroads	UNINCORPORATED	-119.3397732	36.54521911		0	0
6370	Crossroads	UNINCORPORATED	-119.3402226	36.54522588		0	0
9193	Crossroads	UNINCORPORATED	-119.3403622	36.54522798		0	0
1061	TIMS	UNINCORPORATED	-119.3243659	36.54522814		0	0
8984	Crossroads	UNINCORPORATED	-119.3404269	36.54522895		0	0
2798	TIMS	UNINCORPORATED	-119.3330294	36.54523029		0	0
9202	Crossroads	UNINCORPORATED	-119.3406481	36.5452326		0	0
6221	Crossroads	UNINCORPORATED	-119.3408353	36.54523612		0	0
9350	Crossroads	UNINCORPORATED	-119.3408353	36.54523612		0	0
8547	Crossroads	UNINCORPORATED	-119.3409033	36.5452374		0	0
7386	Crossroads	UNINCORPORATED	-119.3410667	36.54524048		0	0
1545	TIMS	UNINCORPORATED	-119.3240234	36.54524322		0	1
8870	Crossroads	UNINCORPORATED	-119.3412947	36.54524477		0	0
4679	TIMS	UNINCORPORATED	-119.293663	36.54524612		0	0
8714	Crossroads	UNINCORPORATED	-119.3418562	36.54525533		0	0
7962	Crossroads	UNINCORPORATED	-119.304963	36.54526664		0	0
8788	Crossroads	UNINCORPORATED	-119.3049634	36.54527212		0	0
6738	Crossroads	UNINCORPORATED	-119.3431909	36.54528172		0	0
4852	TIMS	UNINCORPORATED	-119.3182297	36.54530334		0	0
6964	Crossroads	UNINCORPORATED	-119.3456102	36.54534822		0	0
6556	Crossroads	UNINCORPORATED	-119.3495737	36.54545691		0	0
3818	TIMS	UNINCORPORATED	-119.3636551	36.54556274		0	0
2136	TIMS	UNINCORPORATED	-119.3553785	36.54557004		0	0
8225	Crossroads	UNINCORPORATED	-119.3553754	36.54557228		0	0
4215	TIMS	UNINCORPORATED	-119.3494186	36.54558182		0	1
3919	TIMS	UNINCORPORATED	-119.3602829	36.54560089		0	1
3867	TIMS	UNINCORPORATED	-119.356781	36.54560089		0	0
2514	TIMS	UNINCORPORATED	-119.3567911	36.5456038		0	0
6625	Crossroads	UNINCORPORATED	-119.3670959	36.54560471		0	0
8198	Crossroads	UNINCORPORATED	-119.3570633	36.54560584		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
9420	0	0	1	1	0	1	0	1
6280	0	0	1	1	0	0	0	0
7316	0	0	1	1	0	0	1	0
3208	0	0	0	165	0	0	0	0
4930	0	1	0	6	0	0	0	0
3006	0	1	0	6	0	0	0	0
4850	0	1	0	6	0	0	0	0
8893	0	0	1	1	0	0	0	0
7016	0	0	1	1	0	0	1	0
7029	0	0	1	1	0	0	1	0
6370	0	0	1	1	0	0	0	0
9193	0	0	1	1	1	0	0	1
1061	0	1	0	6	0	0	1	0
8984	0	0	1	1	0	0	0	0
2798	1	0	0	11	0	1	0	1
9202	0	0	1	1	0	0	1	0
6221	0	0	1	1	1	0	0	0
9350	0	0	1	1	0	0	0	0
8547	0	0	1	1	0	0	0	0
7386	0	0	1	1	0	0	0	0
1545	0	0	0	165	0	0	1	0
8870	0	0	1	1	0	0	0	0
4679	1	0	0	11	0	0	1	0
8714	0	0	1	1	1	0	0	0
7962	0	0	1	1	0	0	0	0
8788	0	0	1	1	0	0	0	0
6738	0	0	1	1	0	0	0	1
4852	0	1	0	6	0	1	0	1
6964	0	0	1	1	0	1	0	0
6556	0	0	1	1	0	1	1	0
3818	1	0	0	11	0	1	0	1
2136	1	0	0	11	0	1	1	0
8225	0	0	1	1	0	1	0	1
4215	0	0	0	165	0	0	0	0
3919	0	0	0	165	0	1	0	0
3867	1	0	0	11	0	0	0	0
2514	1	0	0	11	0	1	0	1
6625	0	0	1	1	0	1	0	0
8198	0	0	1	1	0	1	0	1

OBJECT_ID	NIGHTTIME
9420	0
6280	0
7316	1
3208	1
4930	1
3006	0
4850	1
8893	1
7016	0
7029	0
6370	0
9193	0
1061	1
8984	0
2798	1
9202	0
6221	0
9350	0
8547	1
7386	1
1545	0
8870	0
4679	0
8714	0
7962	1
8788	1
6738	0
4852	0
6964	0
6556	0
3818	1
2136	1
8225	0
4215	0
3919	1
3867	0
2514	0
6625	1
8198	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
8199	1.39E+13	2018	2018-02-17	13:05	Saturday	Not Stated	0	0
7358	1.36E+13	2017	2017-04-13	6:36	Thursday	Not Stated	0	0
8260	1.4E+13	2018	2018-03-12		Monday	Not Stated	0	0
8655	1.41E+13	2018	2018-08-19	14:20	Sunday	Not Stated	0	0
9726	1.46E+13	2019	2019-11-30	10:15	Saturday	Male	28	20
7755	1.38E+13	2017	2017-09-03	3:37	Sunday	Not Stated	0	0
6504	1.33E+13	2016	2016-05-31		Tuesday	Not Stated	0	0
6444	1.33E+13	2016	2016-05-07	23:40	Saturday	Not Stated	0	0
8371	1.4E+13	2018	2018-04-20		Friday	Not Stated	0	0
7106	1.35E+13	2017	2017-01-21	23:00	Saturday	Not Stated	0	0
6143	1.32E+13	2016	2016-01-19	15:15	Tuesday	Male	17	10
7928	1.38E+13	2017	2017-11-06	15:35	Monday	Not Stated	0	0
8791	1.42E+13	2018	2018-10-07	17:35	Sunday	Not Stated	0	0
3383	90765620	2018	2018-06-29	1940	Friday	Male	52	50
6941	1.35E+13	2016	2016-12-02	1:20	Friday	Not Stated	0	0
7152	1.36E+13	2017	2017-02-05	1:35	Sunday	Not Stated	0	0
8645	1.41E+13	2018	2018-08-14	15:20	Tuesday	Female	37	30
7745	1.38E+13	2017	2017-08-28	7:25	Monday	Female	59	50
2343	90486674	2017	2017-06-14	1438	Wednesday	Female	16	10
8874	1.42E+13	2018	2018-11-25		Sunday	Not Stated	0	0
8837	1.42E+13	2018	2018-10-30	8:00	Tuesday	Female	24	20
1666	90293890	2016	2016-10-06	1458	Thursday	Male	58	50
7408	1.36E+13	2017	2017-05-02	12:30	Tuesday	Not Stated	0	0
9694	1.46E+13	2019	2019-11-15	7:45	Friday	Female	35	30
8024	1.39E+13	2017	2017-12-11	14:22	Monday	Not Stated	0	0
2618	90559731	2017	2017-09-20	805	Wednesday	Male	48	40
2253	90459355	2017	2017-05-15	1525	Monday	Female	18	10
9608	1.45E+13	2019	2019-10-09	15:30	Wednesday	Not Stated	0	0
4643	91066142	2019	2019-08-24	2149	Saturday	Male	28	20
4057	90929404	2019	2019-02-10	23	Sunday	Female	23	20
7508	1.37E+13	2017	2017-06-03	15:30	Saturday	Not Stated	0	0
10277	91277330	2020	2020-06-20	1646	Saturday	Female	47	40
1265	90191199	2016	2016-05-15	615	Sunday	Male	29	20
7526	1.37E+13	2017	2017-06-09	5:40	Friday	Not Stated	0	0
7275	1.36E+13	2017	2017-03-22	21:55	Wednesday	Not Stated	0	0
9711	1.46E+13	2019	2019-11-26	6:25	Tuesday	Not Stated	0	0
3771	90860582	2018	2018-11-08	2105	Thursday	Female	33	30
3671	90834203	2018	2018-10-04	910	Thursday	Male	19	10
1947	90380101	2017	2017-01-19	1130	Thursday	Female	21	20

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
8199	Other Unsafe Turning	13	AVENUE 416	ROAD 96	311	E
7358	Ran Off Road	6	AVENUE 416	ROAD 92	665	E
8260	Other Unsafe Turning	0	AVENUE 416	ROAD 96	1584	W
8655	Other Unsafe Turning	14	AVENUE 416	ROAD 96	1584	W
9726	Making Left Turn	10	ROAD 128	MILLER AVE	65	S
7755	Entering Traffic	3	MILLER AVE	VISTA CT	50	E
6504	Other Unsafe Turning	0	ROAD 105	HOPSON AVE	50	S
6444	Proceeding Straight	23	ROAD 125	BUENA VISTA AVE	10	N
8371	Proceeding Straight	0	ROAD 125	BUENA VISTA AVE	28	N
7106	Proceeding Straight	23	COLONY ST	BUENA VISTA AVE	8	W
6143	Backing	15	AVENUE 417	CLAUDE RD	200	E
7928	Backing	15	COLONY ST	DENNISON AVE	123	S
8791	Backing	17	WALNUT AVE	ROAD 130	200	W
3383	Crossed Into Opposing Lane	19	ROAD 120	AVENUE 416	984	N
6941	Proceeding Straight	1	ROAD 108	AVENUE 416	1056	N
7152	Other Unsafe Turning	1	SULTANA RD	AVENUE 417 (E)	528	N
8645	Changing Lanes	15	ROAD 128	WALNUT AVE	350	N
7745	Ran Off Road	7	ROAD 100	AVENUE 416	1255	N
2343	Proceeding Straight	14	ROAD 130	AVENUE 419	250	S
8874	Proceeding Straight	0	ROAD 104	AVENUE 416	1568	N
8837	Parked	8	ROAD 130	AVENUE 419	103	S
1666	Entering Traffic	14	ROAD 130	AVENUE 419	81	S
7408	Making Left Turn	12	VAN TASSEL RD	AVENUE 419	121	S
9694	Slowing/Stopping	7	ROAD 128	AVENUE 419	52	S
8024	Making Right Turn	14	AVENUE 419	ROAD 130	445	W
2618	Making Left Turn	8	AVENUE 419	ROAD 130	8	W
2253	Entering Traffic	15	AVENUE 419	STATE ROUTE 63	325	W
9608	Making Right Turn	15	AVENUE 419	ROAD 124	18	E
4643	Other Unsafe Turning	21	ROAD 136	AVENUE 420	480	S
4057	Other Unsafe Turning	0	ROAD 124	AVENUE 419	181	N
7508	Other Unsafe Turning	15	ROAD 104	AVENUE 416	2112	N
10277	Making Left Turn	16	ROAD 100	AVENUE 424	2053	S
1265	Ran Off Road	6	ROAD 114	AVE. 424	1584	S
7526	Ran Off Road	5	ROAD 120	AVENUE 424	1475	S
7275	Ran Off Road	21	ROAD 100	AVENUE 424	1584	S
9711	Other Unsafe Turning	6	ROAD 104	AVENUE 424	1041	S
3771	Crossed Into Opposing Lane	21	ROAD 120	AVENUE 424	509	S
3671	Proceeding Straight	9	ROAD 120	AVENUE 424	189	S
1947	Ran Off Road	11	AVENUE 424 (EASTBOUND)	ROAD 114	1056	E

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
8199	N	Clear	N			Property Damage Only	0
7358	N	Cloudy	N			Property Damage Only	0
8260	N	Clear	N			Property Damage Only	0
8655	N	Clear	N			Property Damage Only	0
9726	N	Cloudy	N			Property Damage Only	0
7755	N	Clear	N			Property Damage Only	0
6504	N	Clear	N			Property Damage Only	0
6444	N	Clear	N			Property Damage Only	0
8371	N	Clear	N			Property Damage Only	0
7106	N	Raining	N			Property Damage Only	0
6143	N	Cloudy	N			Property Damage Only	0
7928	N	Clear	N			Property Damage Only	0
8791	N	Clear	N			Property Damage Only	0
3383	N	Clear	N		Y	Other Visible Injury	0
6941	N	Clear	N			Property Damage Only	0
7152	N	Clear	N			Property Damage Only	0
8645	N	Clear	N			Property Damage Only	0
7745	N	Clear	N			Property Damage Only	0
2343	N	Clear	N		Y	Complaint of Pain	0
8874	N	Cloudy	N			Property Damage Only	0
8837	N	Clear	N			Property Damage Only	0
1666	N	Clear	N		N	Complaint of Pain	0
7408	N	Clear	N			Property Damage Only	0
9694	N	Clear	N			Property Damage Only	0
8024	N	Clear	N			Property Damage Only	0
2618	N	Clear	N		N	Other Visible Injury	0
2253	N	Clear	N		N	Complaint of Pain	0
9608	N	Clear	N			Property Damage Only	0
4643	N	Clear	N		Y	Other Visible Injury	0
4057	N	Cloudy	N		Y	Complaint of Pain	0
7508	N	Clear	N			Property Damage Only	0
10277	N	Clear	N		Y	Fatal	1
1265	N	Clear	N		Y	Complaint of Pain	0
7526	N	Clear	N			Property Damage Only	0
7275	N	Cloudy	N			Property Damage Only	0
9711	N	Cloudy	N			Property Damage Only	0
3771	N	Clear	N		Y	Other Visible Injury	0
3671	N	Clear	N		Y	Complaint of Pain	0
1947	N	Cloudy	N		Y	Complaint of Pain	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
8199	0	1	Driving Under Influence	No	Hit Object
7358	0	1	Improper Turning	Misdemeanor	Overtaken
8260	0	1	Improper Turning	Misdemeanor	Hit Object
8655	0	1	Improper Turning	No	Hit Object
9726	0	1	Improper Turning	No	Broadside
7755	0	1	Unsafe Starting or Backing	Misdemeanor	Rear-End
6504	0	1	Improper Turning	Misdemeanor	Sideswipe
6444	0	1	Improper Turning	Misdemeanor	Sideswipe
8371	0	1	Improper Turning	No	Sideswipe
7106	0	1	Unsafe Speed	Misdemeanor	Hit Object
6143	0	1	Unsafe Starting or Backing	Misdemeanor	Broadside
7928	0	1	Driving Under Influence	Misdemeanor	Other
8791	0	1	Driving Under Influence	No	Other
3383	2	2	Driving Under Influence	Misdemeanor	Head-On
6941	0	1	Unsafe Speed	Misdemeanor	Hit Object
7152	0	1	Unsafe Speed	Misdemeanor	Rear-End
8645	0	1	Unsafe Lane Change	No	Sideswipe
7745	0	1	Improper Turning	No	Sideswipe
2343	1	2	Improper Turning	No	Head-On
8874	0	1	Improper Turning	Misdemeanor	Hit Object
8837	0	2	Improper Turning	No	Sideswipe
1666	1	2	Improper Turning	No	Sideswipe
7408	0	1	Driving Under Influence	No	Vehicle/Pedestrian
9694	0	1	Unsafe Speed	No	Rear-End
8024	0	1	Improper Turning	No	Sideswipe
2618	1	2	Pedestrian Right of Way	Misdemeanor	Vehicle/Pedestrian
2253	1	2	Auto R/W Violation	No	Broadside
9608	0	1	Improper Turning	No	Broadside
4643	1	1	Driving Under Influence	Misdemeanor	Overtaken
4057	1	1	Driving Under Influence	No	Hit Object
7508	0	1	Improper Turning	No	Hit Object
10277	0	2	Auto R/W Violation	No	Broadside
1265	1	1	Improper Turning	No	Hit Object
7526	0	1	Improper Turning	Misdemeanor	Hit Object
7275	0	1	Driving Under Influence	Misdemeanor	Hit Object
9711	0	1	Driving Under Influence	Misdemeanor	Hit Object
3771	2	2	Wrong Side of Road	No	Head-On
3671	1	2	Unsafe Speed	No	Rear-End
1947	1	1	Improper Turning	No	Overtaken

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
8199	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7358	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8260	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8655	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9726	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7755	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
6504	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6444	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
8371	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7106	Fixed Object	No Pedestrian Involved	Wet	No Unusual Condition	Dark - Street Lights
6143	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7928	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8791	Parked Motor Vehicle	Not In Road	Dry	No Unusual Condition	Daylight
3383	Other Motor Vehicle	No Pedestrian Involved	Dry	Holes, Deep Ruts	Daylight
6941	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7152	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8645	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7745	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2343	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8874	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8837	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1666	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7408	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9694	Other Motor Vehicle	Crossing In Crosswalk Not At Intersection	Dry	No Unusual Condition	Daylight
8024	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2618	Pedestrian	Crossing in Crosswalk at Intersection	Dry	No Unusual Condition	Daylight
2253	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9608	Parked Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4643	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4057	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7508	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10277	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1265	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7526	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7275	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9711	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3771	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - Street Lights
3671	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1947	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
8199	-	0					N	HBD Under Influence	Passenger Car
7358	-	0					N	Impairment Not Known	Passenger Car
8260	-	0					N	Impairment Not Known	Other
8655	-	0					N	HNBD	Passenger Car
9726	-	0					N	HNBD	Passenger Car
7755	-	0					N	Impairment Not Known	Passenger Car
6504	-	0					N	Impairment Not Known	Other
6444	-	0					N	Impairment Not Known	Other
8371	-	0					N	Impairment Not Known	Other
7106	-	0					N	Impairment Not Known	Passenger Car
6143	-	0					N	Impairment Not Known	Passenger Car
7928	-	0					N	HBD Under Influence	Passenger Car
8791	-	0					N	HBD Under Influence	Passenger Car
3383	None	0					Y	Y	Pickup or Panel Truck
6941	-	0					N	Impairment Not Known	Passenger Car
7152	-	0					N	Impairment Not Known	Passenger Car
8645	-	0					N	HNBD	School Bus
7745	-	0					N	HNBD	Passenger Car
2343	None	0					Y		Passenger Car/Station Waç
8874	-	0					N	Impairment Not Known	Passenger Car
8837	-	0					N	Not Applicable	Passenger Car
1666	None	0					Y		Passenger Car/Station Waç
7408	-	0					N	HBD Under Influence	Passenger Car
9694	-	0					N	HNBD	Passenger Car
8024	-	0					N	HNBD	School Bus
2618	Functioning	0	Y				Y		Passenger Car/Station Waç
2253	None	0					Y		Passenger Car/Station Waç
9608	-	0					N	HNBD	School Bus
4643	None	0					Y	Y	Pickup or Panel Truck
4057	None	0					Y	Y	Passenger Car/Station Waç
7508	-	0					N	Sleepy - Fatigued	Passenger Car
10277	None	0		Y			Y		Passenger Car/Station Waç
1265	None	0					Y		Passenger Car/Station Waç
7526	-	0					N	Impairment Not Known	Passenger Car
7275	-	0					N	HBD Under Influence	Passenger Car
9711	-	0					Y	Under Drug Influence	Passenger Car
3771	None	0					Y		Passenger Car/Station Waç
3671	None	0					Y		Passenger Car/Station Waç
1947	None	0					Y		Passenger Car/Station Waç

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
8199	1	0	0	0	0	0	0	0	0	0
7358	7	0	0	0	0	0	0	0	0	0
8260	99	0	0	0	0	0	0	0	0	0
8655	1	0	0	0	0	0	0	0	0	0
9726	1	0	0	0	0	0	0	0	0	0
7755	1	0	0	0	0	0	0	0	0	0
6504	99	0	0	0	0	0	0	0	0	0
6444	99	0	0	0	0	0	0	0	0	0
8371	99	0	0	0	0	0	0	0	0	0
7106	1	0	0	0	0	0	0	0	0	0
6143	8	0	0	0	0	0	0	0	0	0
7928	1	0	0	0	0	0	0	0	0	0
8791	1	0	0	0	0	0	0	0	0	0
3383	22	0	1	1	0	0	0	0	0	0
6941	1	0	0	0	0	0	0	0	0	0
7152	1	0	0	0	0	0	0	0	0	0
8645	13	0	0	0	0	0	0	0	0	0
7745	1	0	0	0	0	0	0	0	0	0
2343	1	0	0	1	0	0	0	0	0	0
8874	1	0	0	0	0	0	0	0	0	0
8837	1	0	0	0	0	0	0	0	0	0
1666	8	0	0	1	0	0	0	0	0	0
7408	7	0	0	0	0	0	0	0	0	0
9694	1	0	0	0	0	0	0	0	0	0
8024	13	0	0	0	0	0	0	0	0	0
2618	7	0	1	0	0	1	0	0	0	0
2253	1	0	0	1	0	0	0	0	0	0
9608	13	0	0	0	0	0	0	0	0	0
4643	22	0	1	0	0	0	0	0	0	0
4057	1	0	0	1	0	0	0	0	0	0
7508	8	0	0	0	0	0	0	0	0	0
10277	1	0	0	0	0	0	0	0	1	0
1265	1	0	0	1	0	0	0	0	0	0
7526	1	0	0	0	0	0	0	0	0	0
7275	7	0	0	0	0	0	0	0	0	0
9711	1	0	0	0	0	0	0	0	0	0
3771	1	0	2	0	0	0	0	0	0	0
3671	1	0	0	1	0	0	0	0	0	0
1947	1	0	0	1	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
8199	36.54561647	-119.3575976	TULARE	UNINCORPORATED	-119.3575976	36.54561647	N
7358	36.54564349	-119.3656843	TULARE	UNINCORPORATED	-119.3656843	36.54564349	N
8260	36.54564406	-119.3640481	TULARE	UNINCORPORATED	-119.3640481	36.54564406	N
8655	36.54564406	-119.3640481	TULARE	UNINCORPORATED	-119.3640481	36.54564406	N
9726	36.54573972	-119.2868981	TULARE	UNINCORPORATED	-119.2868981	36.54573972	Y
7755	36.54602706	-119.2847117	TULARE	UNINCORPORATED	-119.2847117	36.54602706	Y
6504	36.54607424	-119.3383026	TULARE	UNINCORPORATED	-119.3383026	36.54607424	Y
6444	36.54647298	-119.293625	TULARE	UNINCORPORATED	-119.293625	36.54647298	Y
8371	36.54652242	-119.2936241	TULARE	UNINCORPORATED	-119.2936241	36.54652242	Y
7106	36.54653341	-119.2953379	TULARE	UNINCORPORATED	-119.2953379	36.54653341	Y
6143	36.5470004	-119.287869	TULARE	UNINCORPORATED	-119.287869	36.5470004	Y
7928	36.54747554	-119.2953452	TULARE	UNINCORPORATED	-119.2953452	36.54747554	Y
8791	36.54782784	-119.2833318	TULARE	UNINCORPORATED	-119.2833318	36.54782784	Y
3383	36.54782867	-119.3050995	TULARE	UNINCORPORATED	-119.3050995	36.54782867	N
6941	36.54801329	-119.3315998	TULARE	UNINCORPORATED	-119.3315998	36.54801329	N
7152	36.54863398	-119.3382422	TULARE	UNINCORPORATED	-119.3382422	36.54863398	N
8645	36.54883102	-119.2870764	TULARE	UNINCORPORATED	-119.2870764	36.54883102	N
7745	36.54890335	-119.3495381	TULARE	UNINCORPORATED	-119.3495381	36.54890335	N
2343	36.54916	-119.28264	TULARE	UNINCORPORATED	-119.282584	36.549404	N
8874	36.54953785	-119.3405587	TULARE	UNINCORPORATED	-119.3405587	36.54953785	N
8837	36.54973196	-119.2826715	TULARE	UNINCORPORATED	-119.2826715	36.54973196	Y
1666	36.54986	-119.28268	TULARE	UNINCORPORATED	-119.282588	36.54986774	Y
7408	36.54992151	-119.2932035	TULARE	UNINCORPORATED	-119.2932035	36.54992151	Y
9694	36.55003408	-119.2870763	TULARE	UNINCORPORATED	-119.2870763	36.55003408	Y
8024	36.5500703	-119.2841878	TULARE	UNINCORPORATED	-119.2841878	36.5500703	N
2618	36.55011	-119.28259	TULARE	UNINCORPORATED	-119.2826172	36.55009051	Y
2253	36.55021	-119.28816	TULARE	UNINCORPORATED	-119.2880881	36.55017049	N
9608	36.55028339	-119.295999	TULARE	UNINCORPORATED	-119.295999	36.55028339	Y
4643	36.55038834	-119.2690125	TULARE	UNINCORPORATED	-119.2690048	36.55056763	N
4057	36.55078888	-119.2960129	TULARE	UNINCORPORATED	-119.2959518	36.5507164	Y
7508	36.55103206	-119.3405559	TULARE	UNINCORPORATED	-119.3405559	36.55103206	N
10277	36.55422974	-119.3495102	TULARE	UNINCORPORATED	-119.3495026	36.55421448	Y
1265	36.55399	-119.3183	TULARE	UNINCORPORATED	-119.318258	36.55510331	N
7526	36.55529687	-119.3051663	TULARE	UNINCORPORATED	-119.3051663	36.55529687	N
7275	36.55559986	-119.3495137	TULARE	UNINCORPORATED	-119.3495137	36.55559986	N
9711	36.55690458	-119.3405649	TULARE	UNINCORPORATED	-119.3405649	36.55690458	N
3771	36.55804062	-119.3048401	TULARE	UNINCORPORATED	-119.3049774	36.55800247	N
3671	36.55881882	-119.3050613	TULARE	UNINCORPORATED	-119.3050003	36.55887985	Y
1947	36.55945	-119.31329	TULARE	UNINCORPORATED	-119.3146781	36.55942683	N

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
8199	Crossroads	UNINCORPORATED	-119.3575976	36.54561647		0	0
7358	Crossroads	UNINCORPORATED	-119.3656843	36.54564349		0	0
8260	Crossroads	UNINCORPORATED	-119.3640481	36.54564406		0	0
8655	Crossroads	UNINCORPORATED	-119.3640481	36.54564406		0	0
9726	Crossroads	UNINCORPORATED	-119.2868981	36.54573972		0	0
7755	Crossroads	UNINCORPORATED	-119.2847117	36.54602706		0	0
6504	Crossroads	UNINCORPORATED	-119.3383026	36.54607424		0	0
6444	Crossroads	UNINCORPORATED	-119.293625	36.54647298		0	0
8371	Crossroads	UNINCORPORATED	-119.2936241	36.54652242		0	0
7106	Crossroads	UNINCORPORATED	-119.2953379	36.54653341		0	0
6143	Crossroads	UNINCORPORATED	-119.287869	36.5470004		0	0
7928	Crossroads	UNINCORPORATED	-119.2953452	36.54747554		0	0
8791	Crossroads	UNINCORPORATED	-119.2833318	36.54782784		0	0
3383	TIMS	UNINCORPORATED	-119.3050995	36.54782867		0	0
6941	Crossroads	UNINCORPORATED	-119.3315998	36.54801329		0	0
7152	Crossroads	UNINCORPORATED	-119.3382422	36.54863398		0	0
8645	Crossroads	UNINCORPORATED	-119.2870764	36.54883102		0	0
7745	Crossroads	UNINCORPORATED	-119.3495381	36.54890335		0	0
2343	TIMS	UNINCORPORATED	-119.282584	36.549404		0	0
8874	Crossroads	UNINCORPORATED	-119.3405587	36.54953785		0	0
8837	Crossroads	UNINCORPORATED	-119.2826715	36.54973196		0	0
1666	TIMS	UNINCORPORATED	-119.282588	36.54986774		0	0
7408	Crossroads	UNINCORPORATED	-119.2932035	36.54992151		0	0
9694	Crossroads	UNINCORPORATED	-119.2870763	36.55003408		0	0
8024	Crossroads	UNINCORPORATED	-119.2841878	36.5500703		0	0
2618	TIMS	UNINCORPORATED	-119.2826172	36.55009051		0	0
2253	TIMS	UNINCORPORATED	-119.2880881	36.55017049		0	0
9608	Crossroads	UNINCORPORATED	-119.295999	36.55028339		0	0
4643	TIMS	UNINCORPORATED	-119.2690048	36.55056763		0	0
4057	TIMS	UNINCORPORATED	-119.2959518	36.5507164		0	0
7508	Crossroads	UNINCORPORATED	-119.3405559	36.55103206		0	0
10277	TIMS	UNINCORPORATED	-119.3495102	36.55422974		1	0
1265	TIMS	UNINCORPORATED	-119.318258	36.55510331		0	0
7526	Crossroads	UNINCORPORATED	-119.3051663	36.55529687		0	0
7275	Crossroads	UNINCORPORATED	-119.3495137	36.55559986		0	0
9711	Crossroads	UNINCORPORATED	-119.3405649	36.55690458		0	0
3771	TIMS	UNINCORPORATED	-119.3049774	36.55800247		0	0
3671	TIMS	UNINCORPORATED	-119.3050003	36.55887985		0	0
1947	TIMS	UNINCORPORATED	-119.3146781	36.55942683		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
8199	0	0	1	1	0	1	1	0
7358	0	0	1	1	0	0	0	1
8260	0	0	1	1	0	1	0	1
8655	0	0	1	1	0	1	0	1
9726	0	0	1	1	1	0	0	1
7755	0	0	1	1	0	0	0	0
6504	0	0	1	1	0	0	0	1
6444	0	0	1	1	0	0	0	1
8371	0	0	1	1	0	0	0	1
7106	0	0	1	1	0	1	0	0
6143	0	0	1	1	1	0	0	0
7928	0	0	1	1	0	0	1	0
8791	0	0	1	1	0	0	1	0
3383	1	0	0	11	0	0	1	0
6941	0	0	1	1	0	1	0	0
7152	0	0	1	1	0	0	0	0
8645	0	0	1	1	0	0	0	0
7745	0	0	1	1	0	0	0	1
2343	0	1	0	6	0	0	0	1
8874	0	0	1	1	0	1	0	1
8837	0	0	1	1	0	0	0	1
1666	0	1	0	6	0	0	0	1
7408	0	0	1	1	0	0	1	0
9694	0	0	1	1	0	0	0	0
8024	0	0	1	1	0	0	0	1
2618	1	0	0	11	0	0	0	0
2253	0	1	0	6	1	0	0	0
9608	0	0	1	1	1	0	0	1
4643	1	0	0	11	0	0	1	0
4057	0	1	0	6	0	1	1	0
7508	0	0	1	1	0	1	0	1
10277	0	0	0	165	1	0	0	0
1265	0	1	0	6	0	1	0	1
7526	0	0	1	1	0	1	0	1
7275	0	0	1	1	0	1	1	0
9711	0	0	1	1	0	1	1	0
3771	1	0	0	11	0	0	0	0
3671	0	1	0	6	0	0	0	0
1947	0	1	0	6	0	0	0	1

OBJECT_ID	NIGHTTIME
8199	0
7358	0
8260	1
8655	0
9726	0
7755	1
6504	0
6444	1
8371	1
7106	1
6143	0
7928	0
8791	0
3383	0
6941	1
7152	1
8645	0
7745	0
2343	0
8874	1
8837	0
1666	0
7408	0
9694	0
8024	0
2618	0
2253	0
9608	0
4643	1
4057	1
7508	0
10277	0
1265	0
7526	0
7275	1
9711	0
3771	1
3671	0
1947	0

OBJECT_ID	CASE_ID	ACCIDENT_Y	COLLISION_	COLLISION1	DAY_OF_WEE	GENDER	AGE	AGE_CAT
2387	90497867	2017	2017-06-17	1730	Saturday	Male	26	20
6513	1.33E+13	2016	2016-06-01	18:50	Wednesday	Not Stated	0	0
9763	1.46E+13	2019	2019-12-12	15:15	Thursday	Not Stated	0	0
1349	90211891	2016	2016-06-19	2200	Sunday	Female	20	20
6569	1.33E+13	2016	2016-06-23	19:15	Thursday	Male	22	20
9047	1.43E+13	2019	2019-03-06	13:30	Wednesday	Not Stated	0	0
8261	1.4E+13	2018	2018-03-12	13:04	Monday	Not Stated	0	0
3078	90684644	2018	2018-03-11	1204	Sunday	Male	24	20
9287	1.44E+13	2019	2019-05-29	8:20	Wednesday	Male	67	60
4114	90946338	2019	2019-03-02	933	Saturday	Female	38	30
2367	90492718	2017	2017-06-23	515	Friday	Female	50	50
10692	91372375	2020	2020-10-28	250	Wednesday	Male	33	30
6887	1.35E+13	2016	2016-11-15	15:35	Tuesday	Not Stated	0	0
6854	1.35E+13	2016	2016-10-28	18:45	Friday	Male	26	20
4331	90990392	2019	2019-05-15	740	Wednesday	Male	28	20
2054	90411125	2017	2017-02-25	1105	Saturday	Male	16	10
1769	90326546	2016	2016-11-01	1705	Tuesday	Male	24	20
6641	1.34E+13	2016	2016-07-21	19:30	Thursday	Female	31	30
4777	91097753	2019	2019-10-10	1945	Thursday	Male	32	30
9683	1.46E+13	2019	2019-11-12	12:45	Tuesday	Not Stated	0	0
1543	90263975	2016	2016-07-26	2030	Tuesday	Male	31	30
980	90104511	2016	2016-01-14	2200	Thursday	Male	30	30
7809	1.38E+13	2017	2017-09-23	2:40	Saturday	Not Stated	0	0
7889	1.38E+13	2017	2017-10-19	10:54	Thursday	Not Stated	0	0
8187	1.39E+13	2018	2018-02-14	7:25	Wednesday	Not Stated	0	0
8751	1.41E+13	2018	2018-09-21		Friday	Not Stated	0	0
10786	1.46481E+13	2020	2020-02-08	08:30	Saturday	Female	31	30
8542	1.41E+13	2018	2018-06-22	23:35	Friday	Not Stated	0	0
8822	1.42E+13	2018	2018-10-20	15:25	Saturday	Male	30	30
1819	90338557	2016	2016-11-27	1940	Sunday	Female	23	20
7170	1.36E+13	2017	2017-02-12		Sunday	Not Stated	0	0
8321	1.4E+13	2018	2018-04-04	20:25	Wednesday	Not Stated	0	0
1101	90140332	2016	2016-02-06	1857	Saturday	Male	52	50
9495	1.45E+13	2019	2019-08-24	14:20	Saturday	Female	37	30
7968	1.38E+13	2017	2017-11-17	16:22	Friday	Male	33	30

OBJECT_ID	MOVEMENT	Hour	PRIMARY_RD	SECONDARY_	DISTANCE	DIRECTION
2387	Other Unsafe Turning	17	AVE 424	ROAD 120	1163	W
6513	Ran Off Road	18	AVENUE 424	ROAD 114	1584	W
9763	Proceeding Straight	15	AVENUE 424	ROAD 114	1584	W
1349	Ran Off Road	22	AVE 424	RD 109	1228	E
6569	Other Unsafe Turning	19	AVENUE 424	ROAD 104	2765	E
9047	Proceeding Straight	13	AVENUE 424	ROAD 114	1056	W
8261	Proceeding Straight	13	AVENUE 424	ROAD 114	1152	W
3078	Slowing/Stopping	12	AVENUE 424	ROAD 104	511	E
9287	Making Left Turn	8	AVENUE 424	ROAD 104	21	W
4114	Passing Other Vehicle	9	AVENUE 424	ROAD 100	500	E
2367	Crossed Into Opposing Lane	5	ROAD 104	AVENUE 424	35	N
10692	Proceeding Straight	2	AVENUE 424	ROAD 100	359	W
6887	Ran Off Road	15	AVENUE 424	ROAD 104	1320	W
6854	Proceeding Straight	18	ROAD 104	AVENUE 424	40	N
4331	Other Unsafe Turning	7	AVENUE 424	ROAD 100	960	W
2054	Ran Off Road	11	AVENUE 424 (EAST NEBRASKA	ROAD 100	1056	W
1769	Ran Off Road	17	AVE 424	RD 96	1584	E
6641	Proceeding Straight	19	AVENUE 424	ROAD 100	20	E
4777	Ran Off Road	19	AVENUE 424	ROAD 96	1056	E
9683	Proceeding Straight	12	AVENUE 424	ROAD 100	232	W
1543	Ran Off Road	20	AVENUE 424	ROAD 92	1056	E
980	Other Unsafe Turning	22	AVENUE 424 (NEBRASKA AVE	ROAD 96	620	W
7809	Other Unsafe Turning	2	NEBRASKA AVE	ROAD 88	1056	E
7889	Ran Off Road	10	AVENUE 424	ROAD 92	584	E
8187	Other Unsafe Turning	7	AVENUE 424	ROAD 96	570	W
8751	Other Unsafe Turning	0	AVENUE 424	ROAD 92	469	W
10786	Ran Off Road	8	AVENUE 424	ROAD 92	528	W
8542	Ran Off Road	23	AVENUE 424	ROAD 92	1500	W
8822	Crossed Into Opposing Lane - Unpl	15	CRAWFORD AVE	NEBRASKA AVE	940	N
1819	Ran Off Road	19	RD 88	AVE 424	1056	N
7170	Ran Off Road	0	ROAD 124	AVENUE 424	1584	N
8321	Passing Other Vehicle	20	ROAD 120	AVENUE 424	2112	N
1101	Proceeding Straight	18	ROAD 88	AVENUE 428	42	S
9495	Proceeding Straight	14	ROAD 88	AVENUE 428	10	N
7968	Entering Traffic	16	ROAD 88	AVENUE 428	29	N

OBJECT_ID	INTERSECTI	WEATHER_1	STATE_HWY_	SIDE_OF_HW	TOW_AWAY	COLLISIO_1	NUMBER_KIL
2387	N	Clear	N		Y	Other Visible Injury	0
6513	N	Clear	N			Property Damage Only	0
9763	N	Clear	N			Property Damage Only	0
1349	N	Clear	N		Y	Complaint of Pain	0
6569	N	Clear	N			Property Damage Only	0
9047	N	Clear	N			Property Damage Only	0
8261	N	Clear	N			Property Damage Only	0
3078	N	Clear	N		Y	Complaint of Pain	0
9287	N	Clear	N			Property Damage Only	0
4114	N	Raining	N		Y	Severe Injury	0
2367	N	Clear	N		Y	Other Visible Injury	0
10692	N	Clear	N		Y	Fatal	1
6887	N	Clear	N			Property Damage Only	0
6854	N	Clear	N			Property Damage Only	0
4331	N	Cloudy	N		Y	Complaint of Pain	0
2054	N	Cloudy	N		Y	Complaint of Pain	0
1769	N	Clear	N		Y	Other Visible Injury	0
6641	N	Clear	N			Property Damage Only	0
4777	N	Clear	N		Y	Severe Injury	0
9683	N	Clear	N			Property Damage Only	0
1543	N	Clear	N		Y	Fatal	2
980	N	Cloudy	N		Y	Other Visible Injury	0
7809	N	Clear	N			Property Damage Only	0
7889	N	Clear	N			Property Damage Only	0
8187	N	Clear	N			Property Damage Only	0
8751	N	Clear	N			Property Damage Only	0
10786	N	Clear	N		N	Property Damage Only	0
8542	N	Clear	N			Property Damage Only	0
8822	N	Clear	N			Property Damage Only	0
1819	N	Clear	N		Y	Other Visible Injury	0
7170	N	Clear	N			Property Damage Only	0
8321	N	Clear	N			Property Damage Only	0
1101	N	Clear	N		Y	Severe Injury	0
9495	N	Clear	N			Property Damage Only	0
7968	N	Cloudy	N			Property Damage Only	0

OBJECT_ID	NUMBER_INJ	PARTY_COUN	PCF_VIOL_C	HIT_AND_RU	TYPE_OF_CO
2387	1	1	Driving Under Influence	No	Hit Object
6513	0	1	Improper Turning	Misdemeanor	Hit Object
9763	0	0	Other Than Driver	No	Other
1349	1	1	Improper Turning	No	Hit Object
6569	0	1	Improper Turning	No	Hit Object
9047	0	0	Other Than Driver	No	Other
8261	0	1	Improper Turning	Misdemeanor	Hit Object
3078	1	1	Improper Turning	No	Overtaken
9287	0	1	Improper Turning	No	Broadside
4114	4	1	Driving Under Influence	No	Hit Object
2367	2	2	Wrong Side of Road	No	Head-On
10692	0	1	Driving Under Influence	No	Other
6887	0	1	Improper Turning	Misdemeanor	Hit Object
6854	0	1	Auto R/W Violation	No	Overtaken
4331	1	1	Improper Turning	No	Hit Object
2054	4	1	Improper Turning	No	Hit Object
1769	1	1	Driving Under Influence	No	Hit Object
6641	0	1	Improper Turning	No	Hit Object
4777	2	1	Driving Under Influence	No	Overtaken
9683	0	1	Other Equipment	Misdemeanor	Hit Object
1543	0	1	Improper Turning	No	Hit Object
980	1	1	Driving Under Influence	No	Overtaken
7809	0	1	Improper Turning	No	Hit Object
7889	0	1	Improper Turning	No	Hit Object
8187	0	1	Improper Turning	No	Overtaken
8751	0	1	Improper Turning	No	Hit Object
10786	0	0	Improper Turning	No	Hit Object
8542	0	1	Improper Turning	Misdemeanor	Hit Object
8822	0	1	Improper Turning	No	Sideswipe
1819	1	1	Driving Under Influence	No	Hit Object
7170	0	1	Improper Turning	Misdemeanor	Hit Object
8321	0	1	Improper Turning	No	Hit Object
1101	1	2	Auto R/W Violation	No	Sideswipe
9495	0	1	Following Too Closely	No	Rear-End
7968	0	1	Improper Turning	Misdemeanor	Sideswipe

OBJECT_ID	MVIW	PED_ACTION	ROAD_SURFA	ROAD_COND_	LIGHTING
2387	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6513	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9763	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1349	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6569	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9047	Animal	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8261	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
3078	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
9287	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4114	Fixed Object	No Pedestrian Involved	Wet	Flooded	Daylight
2367	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10692	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
6887	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6854	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
4331	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
2054	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1769	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
6641	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
4777	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9683	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1543	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dusk - Dawn
980	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7809	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7889	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8187	Non-Collision	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8751	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
10786	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
8542	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8822	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
1819	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
7170	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
8321	Fixed Object	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
1101	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Dark - No Street Lights
9495	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight
7968	Other Motor Vehicle	No Pedestrian Involved	Dry	No Unusual Condition	Daylight

OBJECT_ID	CONTROL_I	CHP_ROAD_T	PEDESTRI	BICYCLE_	MOTORCY	TRUCK_A	NOT_PRIVAT	ALCOHOL_IN	STWD_VEHTY
2387	None	0					Y	Y	Pickup or Panel Truck
6513	-	0					N	Impairment Not Known	Passenger Car
9763	-	0					N	HNBD	Passenger Car
1349	None	0					Y		Passenger Car/Station Waç
6569	-	0					N	HNBD	Passenger Car
9047	-	0					N	HNBD	Passenger Car
8261	-	0					N	Impairment Not Known	Passenger Car
3078	None	0					Y		Passenger Car/Station Waç
9287	-	0					N	HNBD	Pickup Truck
4114	None	0					Y	Y	Passenger Car/Station Waç
2367	None	0					Y		Passenger Car/Station Waç
10692	Functioning	0					Y	Y	Passenger Car/Station Waç
6887	-	0					N	Impairment Not Known	Passenger Car
6854	-	0					N	HNBD	Pickup Truck
4331	None	0					Y		Passenger Car/Station Waç
2054	None	0					Y		Passenger Car/Station Waç
1769	None	0					Y	Y	Passenger Car/Station Waç
6641	-	0					N	HNBD	Passenger Car
4777	Functioning	0					Y	Y	Pickup or Panel Truck
9683	-	0					N	Impairment Not Known	Pickup Truck
1543	None	0					Y		Passenger Car/Station Waç
980	None	0					Y	Y	Passenger Car/Station Waç
7809	-	0					N	HNBD	Passenger Car
7889	-	0					N	HNBD	Passenger Car
8187	-	0					N	HNBD	Passenger Car
8751	-	0					N	Impairment Not Known	Other
10786	None	0					N		Passenger Car
8542	-	0					N	HBD Not Under Influence	Passenger Car
8822	-	0					N	HNBD	Passenger Car
1819	None	0					Y	Y	Passenger Car/Station Waç
7170	-	0					N	Impairment Not Known	Passenger Car
8321	-	0					N	HNBD	Pickup Truck
1101	None	0				Y	Y		Pickup or Panel Truck
9495	-	0					N	HNBD	Passenger Car
7968	-	0					N	HBD Under Influence	Pickup Truck

OBJECT_ID	CHP_VEHTYP	COUNT_SEV	COUNT_VISI	COUNT_COM	COUNT_PED	COUNT_PED	COUNT_BICY	COUNT_BI_1	COUNT_MC_1	COUNT_MC_2
2387	22	0	1	0	0	0	0	0	0	0
6513	1	0	0	0	0	0	0	0	0	0
9763	8	0	0	0	0	0	0	0	0	0
1349	1	0	0	1	0	0	0	0	0	0
6569	1	0	0	0	0	0	0	0	0	0
9047	1	0	0	0	0	0	0	0	0	0
8261	1	0	0	0	0	0	0	0	0	0
3078	1	0	0	1	0	0	0	0	0	0
9287	22	0	0	0	0	0	0	0	0	0
4114	7	1	0	3	0	0	0	0	0	0
2367	1	0	1	1	0	0	0	0	0	0
10692	1	0	0	0	0	0	0	0	0	0
6887	1	0	0	0	0	0	0	0	0	0
6854	22	0	0	0	0	0	0	0	0	0
4331	1	0	0	1	0	0	0	0	0	0
2054	1	0	0	4	0	0	0	0	0	0
1769	1	0	1	0	0	0	0	0	0	0
6641	1	0	0	0	0	0	0	0	0	0
4777	22	1	1	0	0	0	0	0	0	0
9683	23	0	0	0	0	0	0	0	0	0
1543	1	0	0	0	0	0	0	0	0	0
980	1	0	1	0	0	0	0	0	0	0
7809	1	0	0	0	0	0	0	0	0	0
7889	1	0	0	0	0	0	0	0	0	0
8187	1	0	0	0	0	0	0	0	0	0
8751	99	0	0	0	0	0	0	0	0	0
10786	0	0	0	0	0	0	0	0	0	0
8542	1	0	0	0	0	0	0	0	0	0
8822	7	0	0	0	0	0	0	0	0	0
1819	1	0	1	0	0	0	0	0	0	0
7170	1	0	0	0	0	0	0	0	0	0
8321	22	0	0	0	0	0	0	0	0	0
1101	22	1	0	0	0	0	0	0	0	0
9495	1	0	0	0	0	0	0	0	0	0
7968	22	0	0	0	0	0	0	0	0	0

OBJECT_ID	LATITUDE	LONGITUDE	COUNTY	CITY	POINT_X	POINT_Y	TJKM_Int_2
2387	36.55946	-119.30902	TULARE	UNINCORPORATED	-119.3089657	36.55943456	N
6513	36.55949409	-119.3237499	TULARE	UNINCORPORATED	-119.3237499	36.55949409	N
9763	36.55949409	-119.3237499	TULARE	UNINCORPORATED	-119.3237499	36.55949409	N
1349	36.55952	-119.32445	TULARE	UNINCORPORATED	-119.3278731	36.55956373	N
6569	36.55957581	-119.331189	TULARE	UNINCORPORATED	-119.331189	36.55957581	N
9047	36.55963732	-119.3219643	TULARE	UNINCORPORATED	-119.3219643	36.55963732	N
8261	36.55964076	-119.3222911	TULARE	UNINCORPORATED	-119.3222911	36.55964076	N
3078	36.55971146	-119.3392563	TULARE	UNINCORPORATED	-119.338829	36.55973434	N
9287	36.55976537	-119.3406549	TULARE	UNINCORPORATED	-119.3406549	36.55976537	Y
4114	36.55960083	-119.3475266	TULARE	UNINCORPORATED	-119.3478088	36.5598259	N
2367	0	0	TULARE	UNINCORPORATED	-119.3405729	36.55982602	Y
10692	36.55981827	-119.348671	TULARE	UNINCORPORATED	-119.3507309	36.55983353	Y
6887	36.55985827	-119.3450762	TULARE	UNINCORPORATED	-119.3450762	36.55985827	N
6854	36.55987372	-119.3405859	TULARE	UNINCORPORATED	-119.3405859	36.55987372	Y
4331	36.56045151	-119.35952	TULARE	UNINCORPORATED	-119.3527756	36.55989838	N
2054	36.56	-119.3524	TULARE	UNINCORPORATED	-119.3530999	36.55990755	N
1769	36.56003	-119.35296	TULARE	UNINCORPORATED	-119.3531043	36.55990766	N
6641	36.55994925	-119.3494358	TULARE	UNINCORPORATED	-119.3494358	36.55994925	Y
4777	36.56005859	-119.3541031	TULARE	UNINCORPORATED	-119.3548965	36.55995178	N
9683	36.55997589	-119.3502932	TULARE	UNINCORPORATED	-119.3502932	36.55997589	Y
1543	36.56011	-119.36502	TULARE	UNINCORPORATED	-119.3641493	36.56001354	N
980	36.56013	-119.36052	TULARE	UNINCORPORATED	-119.3605989	36.5600596	N
7809	36.56013594	-119.3732522	TULARE	UNINCORPORATED	-119.3732522	36.56013594	N
7889	36.56016491	-119.3657209	TULARE	UNINCORPORATED	-119.3657209	36.56016491	N
8187	36.56019236	-119.3604675	TULARE	UNINCORPORATED	-119.3604675	36.56019236	N
8751	36.56021068	-119.3693045	TULARE	UNINCORPORATED	-119.3693045	36.56021068	N
10786	36.56021783	-119.3695052	TULARE	UNINCORPORATED	-119.3695052	36.56021783	N
8542	36.5603355	-119.3728115	TULARE	UNINCORPORATED	-119.3728115	36.5603355	N
8822	36.56270006	-119.3768686	TULARE	UNINCORPORATED	-119.3768686	36.56270006	N
1819	36.56349	-119.37699	TULARE	UNINCORPORATED	-119.3769818	36.56274791	N
7170	36.56363577	-119.2961729	TULARE	UNINCORPORATED	-119.2961729	36.56363577	N
8321	36.56514921	-119.3051487	TULARE	UNINCORPORATED	-119.3051487	36.56514921	N
1101	36.3409	-119.22371	TULARE	UNINCORPORATED	-119.3769995	36.56691474	Y
9495	36.56758927	-119.3768407	TULARE	UNINCORPORATED	-119.3768407	36.56758927	Y
7968	36.56764145	-119.3768404	TULARE	UNINCORPORATED	-119.3768404	36.56764145	Y

OBJECT_ID	TJKM_Sourc	TJKM_Juris	TJKM_Point	TJKM_Poi_1	TJKM_Notes	FATAL	SEVERE_INJ
2387	TIMS	UNINCORPORATED	-119.3089657	36.55943456		0	0
6513	Crossroads	UNINCORPORATED	-119.3237499	36.55949409		0	0
9763	Crossroads	UNINCORPORATED	-119.3237499	36.55949409		0	0
1349	TIMS	UNINCORPORATED	-119.3278731	36.55956373		0	0
6569	Crossroads	UNINCORPORATED	-119.331189	36.55957581		0	0
9047	Crossroads	UNINCORPORATED	-119.3219643	36.55963732		0	0
8261	Crossroads	UNINCORPORATED	-119.3222911	36.55964076		0	0
3078	TIMS	UNINCORPORATED	-119.338829	36.55973434		0	0
9287	Crossroads	UNINCORPORATED	-119.3406549	36.55976537		0	0
4114	TIMS	UNINCORPORATED	-119.3478088	36.5598259		0	1
2367	TIMS	UNINCORPORATED	-119.3405729	36.55982602		0	0
10692	TIMS	UNINCORPORATED	-119.348671	36.55981827		1	0
6887	Crossroads	UNINCORPORATED	-119.3450762	36.55985827		0	0
6854	Crossroads	UNINCORPORATED	-119.3405859	36.55987372		0	0
4331	TIMS	UNINCORPORATED	-119.3527756	36.55989838		0	0
2054	TIMS	UNINCORPORATED	-119.3530999	36.55990755		0	0
1769	TIMS	UNINCORPORATED	-119.3531043	36.55990766		0	0
6641	Crossroads	UNINCORPORATED	-119.3494358	36.55994925		0	0
4777	TIMS	UNINCORPORATED	-119.3548965	36.55995178		0	1
9683	Crossroads	UNINCORPORATED	-119.3502932	36.55997589		0	0
1543	TIMS	UNINCORPORATED	-119.3641493	36.56001354		1	0
980	TIMS	UNINCORPORATED	-119.3605989	36.5600596		0	0
7809	Crossroads	UNINCORPORATED	-119.3732522	36.56013594		0	0
7889	Crossroads	UNINCORPORATED	-119.3657209	36.56016491		0	0
8187	Crossroads	UNINCORPORATED	-119.3604675	36.56019236		0	0
8751	Crossroads	UNINCORPORATED	-119.3693045	36.56021068		0	0
10786	Crossroads	UNINCORPORATED	-119.3695052	36.56021783		0	0
8542	Crossroads	UNINCORPORATED	-119.3728115	36.5603355		0	0
8822	Crossroads	UNINCORPORATED	-119.3768686	36.56270006		0	0
1819	TIMS	UNINCORPORATED	-119.3769818	36.56274791		0	0
7170	Crossroads	UNINCORPORATED	-119.2961729	36.56363577		0	0
8321	Crossroads	UNINCORPORATED	-119.3051487	36.56514921		0	0
1101	TIMS	UNINCORPORATED	-119.3769995	36.56691474		0	1
9495	Crossroads	UNINCORPORATED	-119.3768407	36.56758927		0	0
7968	Crossroads	UNINCORPORATED	-119.3768404	36.56764145		0	0

OBJECT_ID	OTHER_VISI	COMPLAINT	PDO	EPDO	BROADSIDE	HITOBJECT	DUI	IMPROPERTU
2387	1	0	0	11	0	1	1	0
6513	0	0	1	1	0	1	0	1
9763	0	0	1	1	0	0	0	0
1349	0	1	0	6	0	1	0	1
6569	0	0	1	1	0	1	0	1
9047	0	0	1	1	0	0	0	0
8261	0	0	1	1	0	1	0	1
3078	0	1	0	6	0	0	0	1
9287	0	0	1	1	1	0	0	1
4114	0	0	0	165	0	1	1	0
2367	1	0	0	11	0	0	0	0
10692	0	0	0	165	0	0	1	0
6887	0	0	1	1	0	1	0	1
6854	0	0	1	1	0	0	0	0
4331	0	1	0	6	0	1	0	1
2054	0	1	0	6	0	1	0	1
1769	1	0	0	11	0	1	1	0
6641	0	0	1	1	0	1	0	1
4777	0	0	0	165	0	0	1	0
9683	0	0	1	1	0	1	0	0
1543	0	0	0	165	0	1	0	1
980	1	0	0	11	0	0	1	0
7809	0	0	1	1	0	1	0	1
7889	0	0	1	1	0	1	0	1
8187	0	0	1	1	0	0	0	1
8751	0	0	1	1	0	1	0	1
10786	0	0	1	1	0	1	0	1
8542	0	0	1	1	0	1	0	1
8822	0	0	1	1	0	0	0	1
1819	1	0	0	11	0	1	1	0
7170	0	0	1	1	0	1	0	1
8321	0	0	1	1	0	1	0	1
1101	0	0	0	165	0	0	0	0
9495	0	0	1	1	0	0	0	0
7968	0	0	1	1	0	0	0	1

OBJECT_ID	NIGHTTIME
2387	0
6513	0
9763	0
1349	1
6569	0
9047	0
8261	0
3078	0
9287	0
4114	0
2367	0
10692	1
6887	0
6854	1
4331	0
2054	0
1769	0
6641	0
4777	1
9683	0
1543	0
980	1
7809	1
7889	0
8187	0
8751	0
10786	0
8542	1
8822	0
1819	1
7170	1
8321	1
1101	1
9495	0
7968	0

APPENDIX D. COUNTERMEASURE TOOLBOX

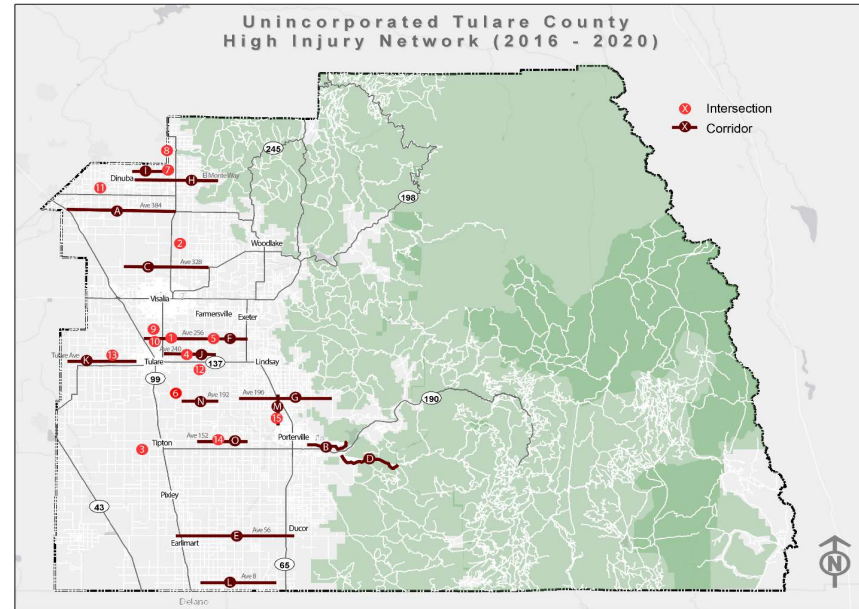


High-Risk Intersections

ID	Intersection	Control	Total Crashes	Nighttime Crashes	Consolidated CMs (HSIP-Eligible - Refer to LRSM 2022)				Additional CM (non-HSIP)	Previous HSIP applications	2020 HSIP Potential Project List	Improve Intersection Safety			Reduce Hit-Object Collisions			Reduce Broadside Collisions			Reduce Impaired Driving			Reduce Improper Turning			Reduce Nighttime Collisions			Improve Pedestrian and Bicyclist Safety			Reduce Automobile Right-of-Way Violations			Reduce Unsafe Speed			Reduce Collisions near Schools						
					2016 - 2020	CM1	CM2	CM3				CM4	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3						
1-1	Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue)	All Way Stop Controlled	17	5	NS01	NS10	NS07		Reduce curb radius, install speed limit sign, install lane reflectors			NS01	NS07	NS08	NS07	NS11	NS12	NS06	NS07	NS08	NS06	NS07	NS10	CM1	CM2	CM3	CM1	CM2	CM3	NS06	NS07	NS12	NS06	NS07	NS11	CM1	CM2	CM3	CM1	CM2	CM3				
1-2	Road 132 and Avenue 352	Two Way Stop Controlled	10	1	NS01	NS07	NS08	NS10	Road pavement can be improved, Intersection needs to be little more wider/ Make drivers aware of the narrow intersection		NS06 - Install/Upgrade Intersection Warning/Regulatory Signs NS07 - Upgrade Intersection Pavement Markings	NS01	NS07	NS08	NS07	NS11	NS12	NS06	NS07	NS08								NS01	NS06	NS07	NS06	NS07	NS12	NS06	NS07	NS11									
1-3	Road 96 (Pratt Street) and Avenue 144	Two Way Stop Controlled	14	5	NS01	NS10	NS07		Road pavement can be improved	This intersection is being converted to a roundabout (HSIP Cycle 9). In design.		NS01	NS07	NS08				NS06	NS07	NS08								NS01	NS06	NS07				NS06	NS07	NS11	NS06	NS07	NS12						
1-4	Road 140 and Avenue 240 (Prosperity Avenue)	Two Way Stop Controlled	17	6	NS20PB	NS01	NS23PB		Install School zone sign warnings (at intersection and in roadway segment approaching intersection), Install Speed Limit for school zone in advance at all approaches	An overhead all way stop flashing beacon is being installed at this intersection (HSIP Cycle 9). Project has been awarded for construction.		NS01	NS07	NS08				NS06	NS07	NS08	NS06	NS07	NS10					NS01	NS06	NS07	NS20PB	NS23PB		NS06	NS07	NS08	NS06	NS07	NS12	NS20PB	NS23PB				
1-5	Road 164 (Farmersville Boulevard) and Avenue 256 (E Oakdale Avenue)	All Way Stop Controlled	10	1	NS01	NS10	NS07		Provide informal vendor zone if necessary, at the intersection/ Eliminate informal vendors, Provide parking if implementing informal vendor zone, Provide crosswalks if implementing informal vendor zone	An overhead all way stop flashing beacon is being installed at this intersection (HSIP Cycle 9). Project has been awarded for construction.		NS01	NS07	NS08				NS06	NS07	NS08								NS01	NS06	NS07				NS06	NS07	NS08	NS06	NS07	NS12						
1-6	Avenue 200 and Spacer Drive	Two Way Stop Controlled	9	4	NS01	NS10			Provide parking on the side of the road representing with a lane as cars are seen to be parked informally on the sides	Previous Project was done along Spacer, including this intersection. HSIP Cycle 8.		NS01	NS07	NS08				NS10	NS07	NS08								NS01	NS06	NS07				NS06	NS07	NS08	NS10	NS07	NS12						
1-7	Road 120 (S Hills Valley Road) and Avenue 432 (E Floral Avenue)	Two Way Stop Controlled	8	0	NS01	NS07	NS08	NS10	Install Speed Limit sign boards			NS01	NS07	NS08				NS10	NS07	NS08								NS01	NS06	NS07				NS06	NS07	NS08	NS10	NS07	NS12						
1-8	Road 120 (S Hills Valley Road) and Avenue 448 (Manning Avenue)	Two Way Stop Controlled	4	0	NS01	NS07	NS10		Install "DO NOT ENTER" signs on the 4th leg of the intersection as it is a agricultural farmland pathway, Install crosswalks marking at one approach, Install Yield Sign if crosswalk implemented			NS01	NS07	NS10				NS10	NS07	NS08									NS01	NS06	NS07				NS06	NS07	NS08	NS10	NS07	NS12					
1-9	Road 108 (S Demaree Street) and Avenue 264 (Liberty Road)	Signal Controlled	21	2	S02	S03	S09	S10	Install Solid Color in the existing bike lanes, Install Bike Lane crossings at intersection, Install yield signs at E/W approaches warning bike lanes	Replace existing warning signs and beacons with new double flashing beacons (Type 15 FBS).	S10 - Install flashing beacons as advance warning	S01	S09	S10				S02	S04	S09	S02	S10	S11	S03	S09	S11	S01	S02	S10				S02	S09	S12	S03	S04	S09							
1-10	Avenue 256 (E Oakdale Avenue) and Road 108 (S Demaree Street)	Two Way Stop Controlled	11	4	NS01	NS03			Install Solid Color in the existing bike lanes, Install Bike Lane crossings at intersection, Install yield signs at E/W approaches warning bike lanes	Install traffic signal, concrete curb returns, and curb ramps at the intersection of Road 108 and Avenue 256. Install advance flashing beacons (Type 15FBS).	NS03 - Install Signals	NS01	NS07	NS08				NS06	NS07	NS08							NS01	NS06	NS07				NS06	NS07	NS08										
1-11	Road 56 and Avenue 408 (Kamm Avenue)	All Way Stop Controlled	21	5	NS01	NS07	NS09		Show street at two places diagonally for more visibility of the driver's current location, Lane markings on both sides of the road showcasing lane width for driver's awareness			NS01	NS07	NS08				NS06	NS07	NS08								NS01	NS06	NS07				NS06	NS07	NS08									
1-12	Road 152 (Bardsley Avenue) and Avenue 224 (Bliss Lane)	One Way Stop Controlled	12	1	NS01	NS07	NS10		Install "DO NOT ENTER" signs on the 4th leg of the intersection as it is a agricultural farmland pathway, Install crosswalks marking at one approach, Install Yield Sign if crosswalk implemented		NS06 - Install/Upgrade Intersection Warning/Regulatory Signs NS07 - Upgrade Intersection Pavement Markings NS09 - Install flashing beacons as advance warning	NS01	NS07	NS10	NS07	NS11	NS12	NS06	NS07	NS08									NS01	NS06	NS07				NS06	NS07	NS08	NS10	NS07	NS12					
1-13	Avenue 240 (Prosperity Avenue) and Road 68	Two Way Stop Controlled	11	2	NS01	NS07	NS02		Improve Roadway pavement condition at intersection			NS01	NS07	NS02				NS06	NS07	NS02	NS06	NS07	NS10					NS01	NS06	NS07				NS06	NS07	NS08									
1-14	Road 168 (Woodville Road) and Avenue 152 (Olive Street)	Two Way Stop Controlled	10	4	NS01	NS07			Improve Roadway pavement condition at intersection			NS01	NS07	NS02	NS07	NS11	NS12	NS06	NS07	NS02				NS06	NS07	NS10	NS01	NS06	NS07				NS06	NS07	NS08	NS10	NS07	NS12							
1-15	Road 224 (N Westwood Street) and Avenue 176 (Alta Robles Avenue)	One Way Stop Controlled	5	1	NS01	NS07	NS11	NS10	Install "DO NOT ENTER" signs on the 4th leg of the intersection as it is a agricultural farmland pathway, Install crosswalks marking at one approach, Install Yield Sign if crosswalk implemented			NS01	NS07	NS11				NS06	NS07	NS11				NS06	NS07	NS11	NS01	NS06	NS07																

Code	Countermeasure Name
HSIP/Non-HSIP Code	
S01	Add intersection lighting
S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
S03	Improve signal timing (coordination, phases, red, yellow, or operation)
S05	Install emergency vehicle pre-emption systems
S06	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)
S07	Provide protected left turn phase (left turn lane already exists)
S08	Convert signal to mast arm (from pedestal-mounted)
S09	Install raised pavement markers and striping (Through Intersection)
S10	Install flashing beacons as advance warning (S.I.)
S11	Improve pavement friction (High Friction Surface Treatments)
S12	Install raised median on approaches (S.I.)
S13PB	Install pedestrian median fencing on approaches
S14	Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)
S15	Reduced Left-Turn Conflict Intersections (S.I.)
S16	Convert intersection to roundabout (from signal)
S17PB	Install pedestrian countdown signal heads
S18PB	Install pedestrian crossing (S.I.)
S19PB	Pedestrian Scramble
S20PB	Install advance stop bar before crosswalk (Bicycle Box)
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

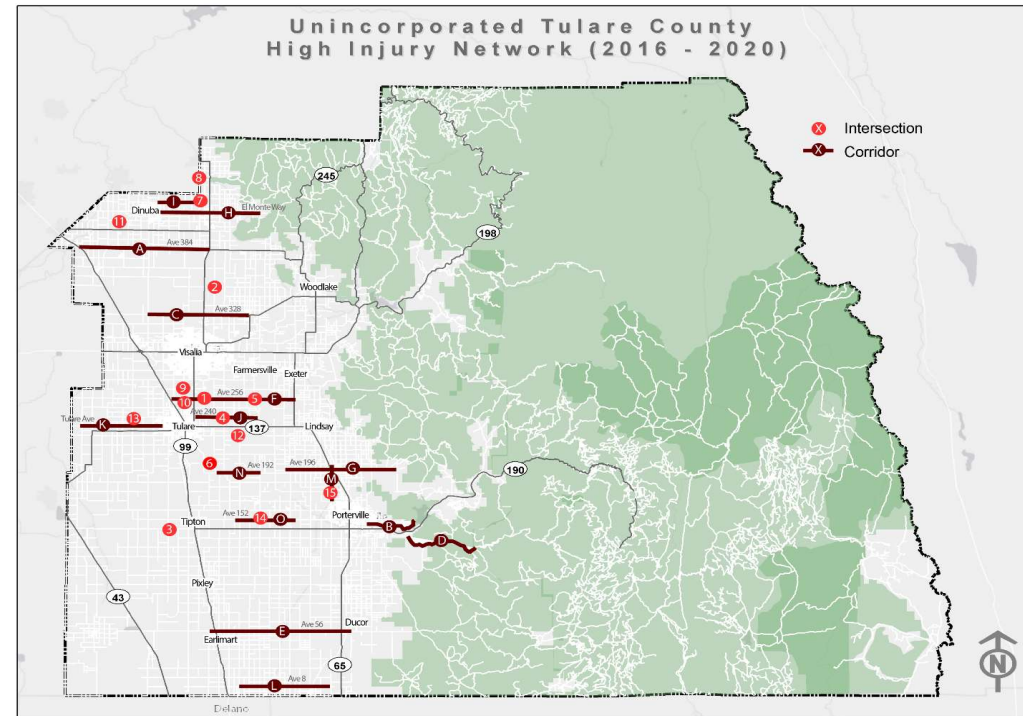
Code	Countermeasure Name
NS01	Add intersection lighting (NS.I.)
NS02	Convert to all-way STOP control (from 2-way or Yield control)
NS03	Install Signals
NS04	Convert intersection to roundabout (from all way stop)
NS05	Convert intersection to roundabout (from 2-way stop or Yield control)
NS0mr	Convert intersection to mini-roundabout
NS0c	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
NS07	Upgrade intersection pavement markings (NS.I.)
NS08	Install Flashing Beacons at Stop-Controlled intersections
NS09	Install flashing beacons as advance warning (NS.I.)
NS10	Install transverse rumble strips on approaches
NS11	Improve sight distance to intersection (Clear Sight Triangles)
NS12	Improve pavement friction (High Friction Surface Treatments)
NS13	Install splitter-islands on the minor road approaches
NS14	Install raised median on approaches (NS.I.)
NS15	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)
NS16	Reduced Left-Turn Conflict Intersections (NS.I.)
NS17	Install right-turn lane (NS.I.)
NS18	Install left-turn lane (where no left-turn lane exists)
NS19PB	Install raised medians (refuge islands)
NS20PB	Install pedestrian crossing at uncontrolled locations (signs and markings only)
NS21PB	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
NS22PB	Install Rectangular Rapid Flashing Beacon (RRFB)
NS23PB	Install Pedestrian Signal (Including Pedestrian Hybrid Beacon (HAWK))



High-Risk Roadway Segments

ID	Roadway Segment	Total Crashes	Nighttime Crashes	Consolidated CMs (HSIP-Eligible - Refer to LRSM 2022)				Additional CM (non-HSIP)	2020 HSIP Potential Project List	Improve Intersection Safety			Reduce Hit-Object Collisions			Reduce Broadside Collisions			Reduce Impaired Driving			Reduce Improper Turning			Reduce Nighttime Collisions			Improve Pedestrian and Bicyclist Safety			Reduce Automobile Right-of-Way Violations			Reduce Unsafe Speed			Reduce Collisions near Schools		
				2016 - 2020	CM1	CM2	CM3			CM4	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3		
A	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	145	47	R01	R26			Install speed limit sign at frequent intervals, Advance Rail line crossing warning on both approaches on Diagonal 27/ Ave 384, Reduce Speed Limit on both sides approaching railway line crossing	R22 - Install/Upgrade Signs R30 - Install Centerline rumble strips R31 - Install Edgeline rumble strips				R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R30	R31			
B	Avenue 146/E Springville Avenue/E Date Avenue from Plano Street to 0.7 miles north of the entrance of Bartlett Street	108	35	R01	R26	R33PB		Install Pedestrian crossings near pedestrian warning signs, Install Yield sign boards in pedestrian prone zones					R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27	R33PB	R34PB	R35PB	R21	R30	R22	R21	R26	R31	R22	R35PB	R37PB
C	Avenue 328 from CA 160 (Ivanhoe Drive) to Road 80	117	34	R01	R14	R34PB	R32PB	Install speed limit sign, Install crosswalks at intersections located b/w Ave 328/ Ivanhoe Drive and Ave 328/Road 156 and Ave 328/Road 159					R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27	R32PB	R34PB	R35PB	R21	R30	R22	R21	R26	R31			
D	Indian Reservation Drive from Avenue 138 to Road 233	133	65	R01	R12	R28		Install speed limit sign					R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
E	Avenue 56 (Sierra Avenue) from Road 236 to Howard Road	91	32	R01	R28	R34PB	R32PB	Install speed limit sign, Install R4-7 signs at median openings as well as reflectors, Install crosswalks at intersections located at Ave 56 passing through cities	R22 - Install/Upgrade Signs R30 - Install Centerline rumble strips R31 - Install Edgeline rumble strips				R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27	R32PB	R34PB	R35PB	R21	R30	R22	R21	R26	R31			
F	Avenue 256 (Oakdale Avenue) from CA-65 to CA-99	134	39	R01	R26			Install speed limit sign at frequent intervals, Install R4-7 signs at median openings as well as reflectors					R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
G	Avenue 196 (Frazier Highway) from Road 196 (Cairns Avenue) to Road 276	90	33	R01	R28	R34PB	R32PB	Install continuous sidewalk pathway/ bike lanes along Ave 196 passing through cities, Install R4-7 signs at median openings as well as reflectors	R14 - Road Diet R25 - Install curve advance warning signs (FBs) R31 - Install Edgeline rumble strips R30 - Install Centerline rumble strips				R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27	R32PB	R34PB	R35PB	R21	R30	R22	R21	R26	R31			
H	El Monte Way from Road 92 to Road 168 (Boyd Drive)	140	43	R01	R26	R09		Install speed limit sign, Install R4-7 signs at median openings as well as reflectors, Install Boyd Drive Street name sign board making drivers aware of the location					R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
I	Avenue 424 from Road 92 to CA-63	54	13	R01	R28	R26		Install speed limit sign, Install R4-7 signs at median openings as well as reflectors, Upgrade Roadway Pavement Conditions	R18 - Flatten Crest Vertical Curve				R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
J	Avenue 240 (Prosperity Avenue) from Morrison Street to Farmersville Boulevard	37	4	R01	R34PB	R32PB		Install continuous sidewalk pathway/ bike lanes along Ave 196 passing through cities, Install R4-7 signs at median openings as well as reflectors					R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27	R32PB	R34PB	R35PB	R21	R30	R22	R21	R26	R31			
K	Tulare Avenue from Road 84 (Enterprise Street) to Road 28	57	24	R01	R28	R26		Install speed limit sign, Install R4-7 signs at median openings as well as reflectors, Upgrade Roadway Pavement Conditions					R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
L	Avenue 8 from Road 224 to Road 152	57	12	R22	R28	R30	R31						R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
M	Road 224/N Westwood Drive from Avenue 196 to W Westfield Avenue	58	21	R22	R27	R30	R31						R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
N	Avenue 192 from Road 128 to Road 164	25	4	R21	R30	R31	R03						R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27				R21	R30	R22	R21	R26	R31			
O	Avenue 152 (Olive Street) from Road 196 to Road 148	49	16	R22	R02	R21							R27	R31	R02	R22	R27		R27	R30	R31	R22	R30	R31	R01	R22	R27	R33PB	R34PB	R35PB	R21	R30	R22	R21	R26	R31			

Code	Countermeasure Name
R01	Add Segment Lighting
R02	Remove or relocate fixed objects outside of Clear Recovery Zone
R03	Install Median Barrier
R04	Install Guardrail
R05	Install impact attenuators
R06	Flatten side slopes
R07	Flatten side slopes and remove guardrail
R08	Install raised median
R09	Install median (flush)
R10PB	Install pedestrian median fencing
R11	Install acceleration/ deceleration lanes
R12	Widen lane (initially less than 10 ft)
R13	Add two-way left-turn lane (without reducing travel lanes)
R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)
R15	Widen shoulder
R16	Curve Shoulder widening (Outside Only)
R17	Improve horizontal alignment (flatten curves)
R18	Flatten crest vertical curve
R19	Improve curve superelevation
R20	Convert from two-way to one-way traffic
R21	Improve pavement friction (High Friction Surface Treatments)
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
R23	Install chevron signs on horizontal curves
R24	Install curve advance warning signs
R25	Install curve advance warning signs (flashing beacon)
R26	Install dynamic/variable speed warning signs
R27	Install delineators, reflectors and/or object markers
R28	Install edge-lines and centerlines
R29	Install no-passing line
R30	Install centerline rumble strips/strips
R31	Install edgeline rumble strips/strips
R32PB	Install bike lanes
R33PB	Install Separated Bike Lanes
R34PB	Install sidewalk/pathway (to avoid walking along roadway)
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)
R36PB	Install raised pedestrian crossing
R37PB	Install Rectangular Rapid Flashing Beacon (RRFB)
R38	Install Animal Fencing



APPENDIX E. LRSM EXCERPT



Local Roadway Safety

A Manual for California's Local Road Owners

Version 1.6

April 2022



Created by Caltrans in conjunction with FHWA and SafeTREC
for the express benefit of California Local Agencies.



U. S. Department of Transportation
Federal Highway Administration

Safe Transportation
Research & Education Center

SafeTREC

Document History

Version 1.0: 4/20/2012

The California Department of Transportation - Division of Local Assistance developed the first version of the Local Roadway Safety Manual (Version 1.0) in 2012 to support the Cycle 5 HSIP call-for-projects.

Version 1.1: 4/26/2013

Based on feedback and lessons learned from Cycle 5, Caltrans updated Appendix B: “Table of Countermeasures and Crash Reduction Factors” to better clarify text in “Where to use”, “Why it works”, and “General Qualities” for several of the countermeasures included in the original manual.

No other changes were made to the Local Roadway Safety Manual as part of Version 1.1

Version 1.2: 03/10/2015

Based on feedback and lessons learned from Cycle 6, Caltrans made minor updates to the text of the document as needed for achieving consistency with overall Caltrans local HSIP guidance documents. The following sections were updated: 1.2, 4.2, 5.1, 6.2, and Appendix B, E, F & G.

Version 1.3: 04/29/2016

Caltrans made updates to the text of the document as needed in the following sections: 4.2, 5.1 and Appendix B.

Version 1.4: 06/08/2018

3/30/18 - Caltrans made updates to the crash costs in Appendix D, some of the website links in Appendix G, and some other texts of the document.

6/8/18 - Countermeasure S22 (“Modify signal phasing to implement a Leading Pedestrian Interval (LPI)”) is added.

Version 1.5: April 2020

Caltrans added a few more countermeasures (e.g. Pedestrian Scramble, Install Separated Bike Lanes, Reduced Left-Turn Conflict Intersections, and Curve Shoulder widening), renumbered the countermeasures and updated the crash costs in Appendix D.

Version 1.6: April 2022

For Cycle 11 Call-for-projects, Countermeasure S04 (Provide Advanced Dilemma Zone Detection for high-speed approaches) was deleted and Countermeasure NS05mr (Convert intersection to mini-roundabout) added. The HSIP Funding Eligibility was changed to 90% except for S03, of which the HSIP Funding Eligibility stays at 50%. The crash costs in Appendix D were updated.

Future Updates:

In the future, Caltrans anticipates that additional changes will be needed to keep the Local Roadway Safety Manual consistent with future Calls-for-Projects’ Guidelines and Application Instructions. In addition, new local HSIP programs, improvements to California data on local roadways, data analysis tools, and the latest safety research and methodologies may give rise to the need to make more significant changes to this manual.

Table of Contents

Foreword.....	1
1. Introduction and Purpose.....	2
1.1 California Local Roadway Safety Challenges and Opportunities	3
1.2 Safe System Approach	3
1.3 The State’s Role in Local Roadway Safety.....	4
1.4 The Local Roadway Crash Problem	5
1.5 Reactive vs. Proactive Safety Issue Identification.....	6
1.6 Implementation Approaches	7
1.7 Our “Safety Challenge” for Local Agencies	10
1.8 Summary of information in this Document	11
2. Identifying Safety Issues	15
2.1 State and Local Crash Databases	16
2.2 Transportation Injury Mapping System (TIMS).....	18
2.3 Law Enforcement Crash Reports.....	19
2.4 Observational Information.....	19
2.5 Public Notifications	20
2.6 Roadway Data and Devices.....	20
2.7 Exposure Data	21
2.8 Field Assessments and Road Safety Audits.....	22
3. Safety Data Analysis	23
3.1 Quantitative Analysis	23
3.2 Qualitative Analysis.....	25
4. Countermeasure Selection	28
4.1 Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors	29
4.2 List of Countermeasures	30
5. Calculating the B/C Ratio and Comparing Projects	36
5.1 Estimate the Benefit of Implementing Proposed Improvements.....	36
5.2 Estimate the Cost of Implementing Proposed Improvements	38
5.3 Calculate the B/C Ratio	38
5.4 Compare B/C Ratios and Consider the Need to Reevaluate Project Elements	39
6. Identifying Funding and Construct Improvements.....	40
6.1 Existing Funding for Low-cost Countermeasures.....	40
6.2 HSIP and Other Funding Sources	40
6.3 Project Development and Construction Considerations	41
7. Evaluation of Improvements	42
Appendix A: HSIP Call-for-Projects Process	43
Appendix B: Detailed Tables of Countermeasures	44
B.1 Intersection Countermeasures – Signalized	47
S01, Add intersection lighting (Signalized Intersection => S.I.)	47
S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	47
S03, Improve signal timing (coordination, phases, red, yellow, or operation)	48
S05, Install emergency vehicle pre-emption systems.....	49

S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	49
S07, Provide protected left turn phase (left turn lane already exists).....	50
S08, Convert signal to mast arm (from pedestal-mounted).....	50
S09, Install raised pavement markers and striping (Through Intersection)	51
S10, Install flashing beacons as advance warning (S.I.).....	51
S11, Improve pavement friction (High Friction Surface Treatments).....	52
S12, Install raised median on approaches (S.I.)	52
S13PB, Install pedestrian median fencing on approaches.....	53
S14, Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.).....	53
S15, Reduced Left-Turn Conflict Intersections (S.I.).....	54
S16, Convert intersection to roundabout (from signal).....	55
S17PB, Install pedestrian countdown signal heads	55
S18PB, Install pedestrian crossing (S.I.).....	56
S19PB, Pedestrian Scramble.....	56
S20PB, Install advance stop bar before crosswalk (Bicycle Box).....	57
S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	57
B.2 Intersection Countermeasures – Non-signalized.....	58
NS01, Add intersection lighting (NS.I.)	58
NS02, Convert to all-way STOP control (from 2-way or Yield control)	58
NS03, Install signals	59
NS04, Convert intersection to roundabout (from all way stop).....	59
NS05, Convert intersection to roundabout (from 2-way stop or Yield control)	60
NS05mr, Convert intersection to mini-roundabout.....	60
NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs.....	61
NS08, Install Flashing Beacons at Stop-Controlled Intersections	62
NS09, Install flashing beacons as advance warning (NS.I.)	62
NS10, Install transverse rumble strips on approaches.....	63
NS11, Improve sight distance to intersection (Clear Sight Triangles).....	63
NS12, Improve pavement friction (High Friction Surface Treatments)	64
NS13, Install splitter-islands on the minor road approaches.....	64
NS14, Install raised median on approaches (NS.I.)	65
NS15, Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.).....	65
NS16, Reduced Left-Turn Conflict Intersections (NS.I.)	66
NS17, Install right-turn lane (NS.I.).....	67
NS18, Install left-turn lane (where no left-turn lane exists)	67
NS19PB, Install raised medians (refuge islands)	68
NS20PB, Install pedestrian crossing at uncontrolled locations (signs and markings only).....	68
NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	69
NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB).....	69
NS23PB, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	70
B.3 Roadway Countermeasures.....	71
R01, Add Segment Lighting.....	71
R02, Remove or relocate fixed objects outside of Clear Recovery Zone.....	71
R03, Install Median Barrier.....	72
R04, Install Guardrail	72
R05, Install impact attenuators	73
R06, Flatten side slopes	73
R07, Flatten side slopes and remove guardrail.....	74
R08, Install raised median	74
R09, Install median (flush)	75
R10PB, Install pedestrian median fencing.....	75

R11, Install acceleration/ deceleration lanes	76
R12, Widen lane (initially less than 10 ft)	76
R13, Add two-way left-turn lane	77
R14, Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)	77
R15, Widen shoulder	78
R16, Curve Shoulder widening (Outside Only)	78
R17, Improve horizontal alignment (flatten curves)	79
R18, Flatten crest vertical curve	80
R19, Improve curve superelevation	80
R20, Convert from two-way to one-way traffic	81
R21, Improve pavement friction (High Friction Surface Treatments)	81
R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	82
R23, Install chevron signs on horizontal curves	83
R24, Install curve advance warning signs	83
R25, Install curve advance warning signs (flashing beacon)	84
R26, Install dynamic/variable speed warning signs	84
R27, Install delineators, reflectors and/or object markers	85
R28, Install edge-lines and centerlines	86
R29, Install no-passing line	87
R30, Install centerline rumble strips/stripes	87
R31, Install edgeline rumble strips/stripes	88
R32PB, Install bike lanes	88
R33PB, Install Separated Bike Lanes	89
R34PB, Install sidewalk/pathway (to avoid walking along roadway)	89
R35PB, Install/upgrade pedestrian crossing (with enhanced safety features)	90
R36PB, Install raised pedestrian crossing	91
R37PB, Install Rectangular Rapid Flashing Beacon (RRFB)	91
R38, Install Animal Fencing	92
Appendix C: Summary of “Recommended Actions”	93
Appendix D: Benefit Cost Ratio (BCR) Calculations	97
Appendix E: Examples of Crash Data Collection and Analysis Techniques using TIMS	98
Appendix F: List of Abbreviations	99
Appendix G: References	100

Foreword

Why was this manual developed?

The California Department of Transportation - Division of Local Assistance's goal in developing this manual is to maximize the safety benefits for local roadways by encouraging all local agencies to proactively identify and analyze their safety issues and to position themselves to compete effectively in Caltrans' statewide, data-driven call-for-projects.

This goal is complicated by California's wide variety of local agencies, roadway types, and project types, including: rural vs. urban, low-volume vs. high-volume, and intersection vs. roadway segment vs. network-wide. This variety makes it difficult to administer a single program and provide one set of guidelines that meets the needs of all California's local roadway owners and users. Many of California's local agencies are also challenged by the lack of a basic safety analysis framework and analysis tools specifically designed for local roadway managers with widely varying responsibilities and safety training. Currently, there is a vast range of safety documents, program guidance, and analysis tools with a wide variety of complexity and applications. Without clear and simple safety guidance for locals, many agencies take a 'reactive' approach to safety, even when research has shown 'proactive' safety analysis of roadways is more effective in making system-wide safety improvements.

The Federal Highway Administration (FHWA) Office of Safety provides national leadership in identifying, developing, and delivering safety programs and products to local governments to improve highway safety on local and rural roads.¹ In 2010, FHWA published a set of three manuals designed specifically for rural road owners; Roadway Departure Safety, Intersection Safety, and Road Safety Information Analysis.² These manuals present a simple, data driven safety analysis framework for rural agencies across the nation. These manuals, in conjunction with Caltrans' ongoing short-term research and development contract with the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, provided a unique opportunity for Caltrans to pursue development of this document as a mirror of FHWA's new Manuals for Local Rural Road Owners. Much of the wording, formatting and references from these FHWA manuals have been directly incorporated into this manual for California's local road owners. Individual references to the FHWA manuals have not been included; instead these documents are intended to be referenced on a wholesale basis.

With FHWA's and SafeTREC's support and expertise, Caltrans was able to expedite the completion of this manual and can now offer California's local agencies a new tool intended to provide focused roadway safety information in one manual.

1. Introduction and Purpose

The information in this document is geared towards local road managers and other practitioners with responsibility for operating and maintaining local roads, regardless of safety-specific highway training. The primary goal of this document is to provide an easy-to-use and comprehensive framework of the steps and analysis tools needed to identify locations with roadway safety issues and the appropriate countermeasures. For novice practitioners, the concepts and framework will be new, while experienced safety practitioners may find this manual to be mostly review. In both cases, the manual will provide the practitioners with a good understanding of how to complete a proactive safety analysis and ensure they have the best opportunity to secure HSIP safety funding during Caltrans calls-for-projects.

It's expected that novice and experienced practitioners will utilize this manual to help position their local agency to better compete in future Caltrans' calls-for-projects for safety programs. Inexperienced local roadway practitioners are also a target audience for this manual to gain exposure to the basic concepts that make up a proactive safety analysis of a local agency's roadway network.

The intent of this manual is to focus on key safety activities that every local agency should conduct on an annual basis (or as established by the agency) with the objective of reducing the number and severity of crashes within their jurisdiction. This manual defines this overall process as a "proactive safety analysis" approach to roadway safety. The Highway Safety Manual (HSM), documents a very similar process and refers to it as the "Roadway Safety Management Process." While the process in this document is similar and suggests the same primary elements, the HSM goes into significantly more detail, focuses more on scientific and mathematical equations behind the process, and intends to provide a comprehensive understanding of the overall processes to be applied by individual agencies across the nation. In contrast, this manual attempts to streamline the discussion; and make accommodations for the more novice safety practitioners, provide an adequate understanding of the process to complete an initial safety analysis of their roadway network, and instruct them on how to prepare applications that will compete well in Caltrans' statewide calls-for-projects. In general, this manual is intended to follow the research and methodologies presented in the HSM; however, to support Caltrans' statewide calls-for-projects process, it is important to note this manual deviates from the HSM in areas related to countermeasure selection and benefit / cost calculations. The logic behind these deviations is explained at the specific topic sections.

This manual is not intended to cover many of the day-to-day basics of traffic engineering including: maintain standard signage per the Manual on Uniform Traffic Control Devices; maintain sight distance (cut vegetation, remove parking); maintain a recovery zone; work with local traffic law enforcement; monitor collisions; address complaints; and manage litigation. These activities are understood to be critical elements of a local agency's traffic engineering responsibilities, but are not within the intended scope of this document.

1.1 California Local Roadway Safety Challenges and Opportunities

California’s local roads are managed by more than 600 local agencies, including: cities, counties, and tribal governments. These local roads vary from flat multi-lane urban arterials to rural gravel roads in mountainous areas. California local agencies invest extensive resources on roadway safety every year, yet many roadways operate with outdated or insufficient safety features. A portion of these roadways even lack basic signing, pavement markings, alignment, and traffic control devices. Limited funding often prevents agencies from constructing safety projects, which can be expected. At the same time, the lack of safety data, design challenges, and lack of adequate training also hinder local agencies’ accurate evaluation of their roadway network safety issues, which is more preventable.

Many small California local agencies are challenged by a lack of crash data. Without data, they have no way to identify High Crash Concentration Locations (HCCLs) or high risk roadway features, which can leave them “flying blind” with respect to the safety of their overall roadway network. Without data and analysis results, local officials may overreact when a tragic crash occurs, resulting in resources being spent in areas that will not maximize the overall application of safety funds. In conjunction with the collision mapping and analysis tools developed by UC Berkeley’s SafeTREC, [this document helps ensure all California local agencies have direct access to data on fatal and injury crashes within their jurisdictions and the analysis tools to effectively assess and prioritize future safety projects.](#)

1.2 Safe System Approach

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. Under IIJA, the Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The IIJA emphasizes the “safe system approach”:

Safe system approach means a roadway design that emphasizes minimizing the risk of injury or fatality to road users; and that (i) takes into consideration the possibility and likelihood of human error; (ii) accommodates human injury tolerance by taking into consideration likely accident types, resulting impact forces, and the ability of the human body to withstand impact forces; and (iii) takes into consideration vulnerable road users. (23 U.S.C. 148(a)(9)).

FHWA recognizes that the funding available through HSIP alone will not achieve the goal of zero fatalities on the Nation’s roads. The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces

to reduce crash severity and save lives. FHWA encourages States to prioritize safety in all Federal-aid investments and in all appropriate projects, using not only HSIP funding but also other Federal-aid funding.

The IIJA emphasizes the importance of vulnerable road user (non-motorized road user) safety in the HSIP by adding a definition for vulnerable road users, creating a vulnerable road user special rule, and requiring States to develop and update a vulnerable road user safety assessment. All of these provisions address the increasing number of fatalities involving vulnerable road users on U.S. roads. It is imperative that States consider the needs of all road users as part of the HSIP. Investment in highway safety improvement projects that promote and improve safety for all road users, particularly vulnerable road users, aligns with the IIJA and will help Build a Better America. States and other funding recipients should prioritize projects that maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety, equity, accessibility, and connectivity. Projects that separate users in time and space, match vehicle speeds to the built environment, and increase visibility (e.g., lighting) advance implementation of a Safe System approach and improve safety for vulnerable road users.

1.3 The State’s Role in Local Roadway Safety

The California Department of Transportation (Caltrans)—Division of Local Assistance is responsible for administering California’s HSIP safety funding intended for local roadway safety improvements. This funding primarily comes to the state through two federal programs: Highway Safety Improvement Program (HSIP)—a federal-aid program focused on reducing fatalities and serious injuries on all public roads; and the Active Transportation Program (ATP)—a federal aid and state funded program focused on improving safety and the overall use of non-motorized, active transportation modes of travel. Under SAFETEA-LU, High Risk Rural Roads Program (HR3) was established to focus on addressing rural road safety needs but in MAP-21 and FAST, it is now a ‘special rule’ under HSIP that if triggered, directs that a certain amount of HSIP funds will need to be allocated for those rural roads that meet the definition.

Caltrans’ administration of these programs encompasses many responsibilities, including: establishing program guidance; reviewing applications for improvements on local roadways; ranking applications/projects on a statewide basis; selecting projects for funding based on the greatest potential for reducing fatalities and injuries; programming the selected projects in the Federal Statewide Transportation Improvement Program (FSTIP); and assisting with programming and delivery issues throughout the delivery of the local agency projects. One goal for developing this document is to improve Caltrans’ overall data-driven approach to statewide project selection of safety projects and to maximize the long-term safety improvements across California. To show the relationship between Caltrans’ project selection process and this manual, a diagram showing the HSIP Call-for-Projects Process is provided in Appendix A.

Many State Departments are also actively engaged in California's Strategic Highway Safety Plan (SHSP). Caltrans developed the SHSP in a cooperative process with local, State, federal, and private sector safety stakeholders. The SHSP is a data-driven, comprehensive plan that established statewide goals, objectives, integrated the five E's of traffic safety— engineering, enforcement, education, emergency response, and emerging technologies. This manual directly supports many of the emphasis areas of the California SHSP. Local agencies are encouraged to participate in ongoing SHSP update efforts and can find more information on the SHSP at the following website: <https://dot.ca.gov/programs/safety-programs/shsp>.

Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)

The state-funded Systemic Safety Analysis Report Program (SSARP) was established in 2016. The intent of the SSARP was to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. Late 2019, the program was evolved to Local Roadway Safety Plan (LRSP) so that the focus is not just engineering solutions but also include safety improvements in other areas such as enforcement, Education and emergency response.

The state funding for the LRSP/SSARP program is made available by exchanging the local Highway Safety Improvement Program (HSIP) federal funds for State Highway Account (SHA) funds.

For more information, please visit the LRSP/SSARP webpage at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>.

1.4 The Local Roadway Crash Problem

Approximately 3,000 people die in California traffic crashes every year, representing nearly 10% of all traffic fatalities in the United States. Fifty-seven percent of these fatalities occur on local roadways, while only forty-three percent occur on the California State Highway System. A comparison of rural and urban roadways shows that local rural roadways have fatality rates 2 to 3 times higher than urban roadways per vehicle miles traveled. Based on these statistics, the total annual cost of local roadway fatal crashes to California is over \$6 billion, while only \$100 million is available annually in HSIP safety funds.

These statistics demonstrate the large and complex safety issues facing California. Through the development of this document, Caltrans is striving to help local agencies proactively identify high risk roadway features, roadway network locations/corridors with the highest safety needs, and encourage them to select effective low-cost improvements, whenever appropriate.

1.5 Reactive vs. Proactive Safety Issue Identification

Safety issues are identified on local roadways through a wide range of approaches. Although no single approach works best for all local agencies, some are far more effective at improving long-term roadway safety. Many agencies, often larger ones, have staff whose full-time job is dedicated to roadway safety; allowing them to focus on safety initiatives, be trained in the latest safety research, and have access to safety analysis data, tools and procedures. These agencies often utilize a 'proactive' approach to analyze their roadway network and identify safety issues.

At the same time many agencies, often the smaller ones, lack the financial ability to dedicate large portions of their staff resources to analyze safety issues and their staff has limited access to roadway safety training, safety expertise, and the latest safety analysis tools and procedures. Unfortunately, this can often result in identifying their safety issues in 'reaction' to tragic events.

The following is a basic outline of the differences in proactive vs. reactive identification approaches used by local agencies:

Reactive Approach

For this document, an agency is considered to be utilizing a reactive approach to roadway safety if they primarily identify safety improvements in reaction to:

- Recent crashes triggering safety investigations
- Specific crash concentrations triggering safety investigations
- Stakeholder identification of locations with safety issues and requests for improvements
- New funding becoming available

Crash concentrations and crash trends may be missed if local agencies rely exclusively on these identifiers for their roadway safety effort. They may also miss many opportunities to effectively utilize low-cost, systemic type improvements. This document encourages local agencies to adopt a more proactive approach to their roadway safety.

Proactive Approach

An agency is considered to be using a proactive approach to roadway safety if they go beyond the elements of a reactive approach and identify safety improvements by analyzing the safety of their entire roadway network, in one of the following ways:

- One-time, network-wide safety analysis of their roadways driven by new source of funding.
- Routine safety analyses of the roadway network (Preferred Approach!)

Agencies with a proactive approach utilize both systemic and spot location improvements (as defined in section 1.5 below). Applying improvements systemically across an entire corridor or network allows an agency to proactively address locations that have not had crash concentrations in the past, but have

similar features as those currently experiencing high levels of crashes. In addition, even though a spot location improvement may be based on ‘past’ crashes, agencies making improvements based on countermeasures with proven crash reduction factors at their highest crash locations often have the best chance of proactively reducing future crashes.

This document encourages safety practitioners to pursue a proactive approach and routinely analyze the safety of their roadway networks to yield the best overall safety results.

1.6 Implementation Approaches

When an agency proactively identifies their safety issues throughout their roadway network, it is likely they will find high crash concentrations at intersections, roadway segments, and corridors. The safety practitioner should consider which implementation approach to utilize. Typical approaches include:

- Systemic Approach
- Spot Location Approach
- Comprehensive Approach incorporating human behavior issues

Each of these approaches has benefits and drawbacks. As Local agency practitioners identify their safety issues and analyze the data for crash patterns, they should be open to implementing a combination of these approaches, as documented in Sections 2 and 3 of this manual.

Systemic Approach

The Systemic Approach is primarily based on application of proven safety countermeasures at multiple crash locations, corridors, or geographic areas. Implementation of the Systemic Approach is generally based on ‘system-wide’ crash data with the estimates of the impacts being made in terms of benefits measured in traffic crash reduction and deployment cost. Identified locations experiencing high levels of crashes and locations with similar geometric features can be treated systemically with low-cost, proven safety countermeasures. *Note: The term “Systemic” used throughout in this manual is often exchanged with the term “Systematic” in many national safety documents and research studies. In general, safety practitioners will find these terms interchangeable. This manual uses “Systemic” to match the new HSM and the FHWA CMF Clearinghouse.*

Benefits of the Systemic Approach may include:

- Widespread effect. The Systemic Approach addresses safety issues at a large number of locations or on an entire local roadway network. It can also generate projects that combine HCCLs and locations with the potential for crashes and still have high Benefit to Cost (B/C) ratios. An example of this type of project could be upgrading pavement delineation and warning signs along a rural corridor: crashes may not have occurred on every curve or segment along the corridor, but all of the corridor’s pavement delineation and warning signs can be upgraded at one time. For urban applications, an example could be protecting the left-turn phase of signalized intersections with

existing left-turn pockets: severe crashes may not have occurred at each of the left-turn movements, but with minor changes to the signal hardware and signing, all or many of a city's unprotected left-turn phases can be protected with one safety project.

- Crash type prevention. By focusing on a predominant crash type, an agency can address locations that have not experienced significant numbers of these types of crashes, but have similar characteristics or conditions as existing HCCLs. The resulting B/C ratios for these types of projects will be less than if only HCCLs are included; but by using low-cost countermeasures and including as many high crash locations as possible, the resulting B/C ratios should still be high enough to allow agencies to proactively address locations that have not experienced high numbers of these types of crashes. For urban areas, projects improving pedestrian crossings can be good examples of the Systemic Approach. By applying the countermeasures systemically, the agency can often justify these projects based on relatively high B/C ratios, even though some of the improvement locations have not experienced enough crashes to yield moderate-to-high B/C ratios on their own.
- Cost-effectiveness. Implementing low-cost solutions across an entire system or corridor can be a more cost-effective approach to addressing system-wide safety issues. Even though this approach does not address all (or total) safety issues for a given location, the deployment of low-cost countermeasures often result in the highest overall safety benefit for an agency with limited safety funding. An example of this would be an agency choosing to install rumble stripes along an entire corridor for equal or less money than realigning a small portion the roadway to fix a single curve.
- Reduced data needs. The Systemic Approach can be used without a detailed crash history for specific locations, thereby reducing data needs. For example, consider a long rural corridor, which includes a section that passes through an Indian Reservation: Even if there is no documented crash data for the portion of the corridor that passes through the reservation, the entire limits can be treated with the same low-cost improvements. As long as there are sufficient past crashes documented for the entire corridor, the project will still have a reasonably high B/C ratio.

Drawbacks of the Systemic Approach may include:

- Justifying improvements can be difficult. Because this approach does not always address locations with a history of crashes and active stakeholders, it can be difficult to justify the improvements. The Systemic Approach will rarely include a recommendation for a large-scale safety improvement at a single location. Since large-scale projects usually garner attention from decision makers, the media, elected officials, and the general public, safety practitioners often need to make additional efforts to explain the Systemic Approach and its benefits to those groups. Safety practitioners can utilize the high B/C ratios of these systemic projects to convey their benefits compared to high-profile, single location projects with lower B/C ratios.

Spot Location Approach

The Spot Location Approach is typically based on an analysis of crash history to identify locations that have significantly higher crashes and treat them accordingly. It is important to practitioners to

understand that for many locations, safety issues can be complicated and sometimes the most appropriate fixes are not quick, easy or cheap.

Benefits of the Spot Location Approach may include:

- Focus on demonstrated needs. The Spot Location Approach focuses directly on locations with a history of crashes and specifically addresses those crashes. Intersection improvements are some of the most common spot location projects. Intersections tend to have higher concentrations of crashes resulting from opposing traffic movements. These high crash concentrations often require stand-alone improvements to adequately resolve the safety issues.
- Justifying improvements can be easy. Because this approach addresses locations with a history of crashes, it is usually easy to justify improvements. For urban areas, reconfiguring/ reconstructing an entire intersection can be a good example of an effective Spot Location Approach. Large urban intersections can have extremely high crash concentrations, making major changes to the intersection the only way to significantly reduce future crashes. With these types of scenarios, even the highest cost countermeasures can be cost effective.
- If low-cost countermeasures are used, this approach can prove very cost effective. The Spot Location Approach does not always have to include moderate or high cost improvements. It is often appropriate for local agencies to make low-cost improvements at one location at a time. Ongoing maintenance and development projects offer great opportunities for these low-cost improvements to be constructed with no additional expense to local agencies.

Drawbacks of the Spot Location Approach may include:

- Assumption that the past equals the future. This approach assumes locations with a history of crashes will continue to experience the same number and type of crashes in the future. When agencies do not account for the random nature of roadway crashes (i.e., Regression to the Mean), moderate to high cost projects can be erroneously justified. Practitioners can mitigate this by using 5 years of crash data when analyzing their roadways. In addition, significant changes to land use or roadway characteristics in or around proposed projects can either increase or decrease the expected number of future crashes.
- Minimal overall benefit to the roadway network. Some local agencies use this approach with medium and high cost improvements at locations which do not represent their worst high crash concentration locations. The result can be projects with low B/C ratios and overall safety benefits that are not as high as if they utilized a Systemic Approach. This drawback can be minimized by safety practitioners who analyze their entire roadway network, propose spot location fixes only at their highest crash locations, and utilize lower cost countermeasures wherever appropriate.

The Spot Location Approach to traffic safety is ideally implemented along with the Systemic Approach to provide the best combination of safety treatments. For instance, the Spot Location Approach can be applied at locations where low-cost countermeasures are not expected to be effective in significantly

reducing future crashes or at those locations that have had low-cost countermeasures previously installed systemically but, after an assessment, continue to show a higher-than-average crash rate.

Comprehensive Approach

The Comprehensive Approach introduces the concept of the “5 E’s of Safety”: Education, Enforcement, Engineering, Emergency Response and Emerging Technologies. This approach recognizes that not all locations can be addressed solely by infrastructure improvements. Incorporating the “5 E’s of Safety” is often required to achieve marked improvement in roadway safety. For instance, some roadway segments will be identified for which targeted enforcement is an appropriate countermeasure. Some of the most common violations are speeding, failure-to-yield, red light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to deploy visible targeted enforcement to reduce the potential for future driving violations and related crashes. To improve safety, education and outreach efforts can also be used to supplement enforcement efforts. Enforcement and/or education can also be effectively utilized as short-term ways to address high crash locations, until the recommended infrastructure project can be implemented.

1.7 Our “Safety Challenge” for Local Agencies

Caltrans, FHWA and Safe Transportation Research and Education Center (SafeTREC) “challenge” local agencies to initially commit one or more days to understanding and applying the concepts and tools outlined in this manual. Experienced safety practitioners working in agencies currently using a proactive approach can quickly review the topics in the manual and consider/test some of the new tools (e.g., TIMS) identified within it. In contrast, novice safety practitioners may need several days to better understand the underlying concepts in this manual to be able to complete the basic elements of a proactive safety analysis of their roadway network. In these situations, the room for knowledge growth, internal process improvements, and expected safety benefits will be even greater, which should more than offset the additional time invested.

By utilizing this simple framework for identifying, analyzing and implementing a proactive approach for improving safety on their roadways, practitioners will have a better understanding of their agencies’ unique safety issues, the proven low-cost countermeasures that can reduce crashes, and the existing and future funding to implement the projects. This small investment of time will help local agencies achieve significant reductions in future fatalities, injuries and overall crashes. We believe these local agencies may also gain the added unexpected benefit of improved job satisfaction of those involved, as there are few more rewarding tasks than knowing that your efforts will result in future roadway users arriving safely at their destination instead of becoming statistics.

1.8 Summary of information in this Document

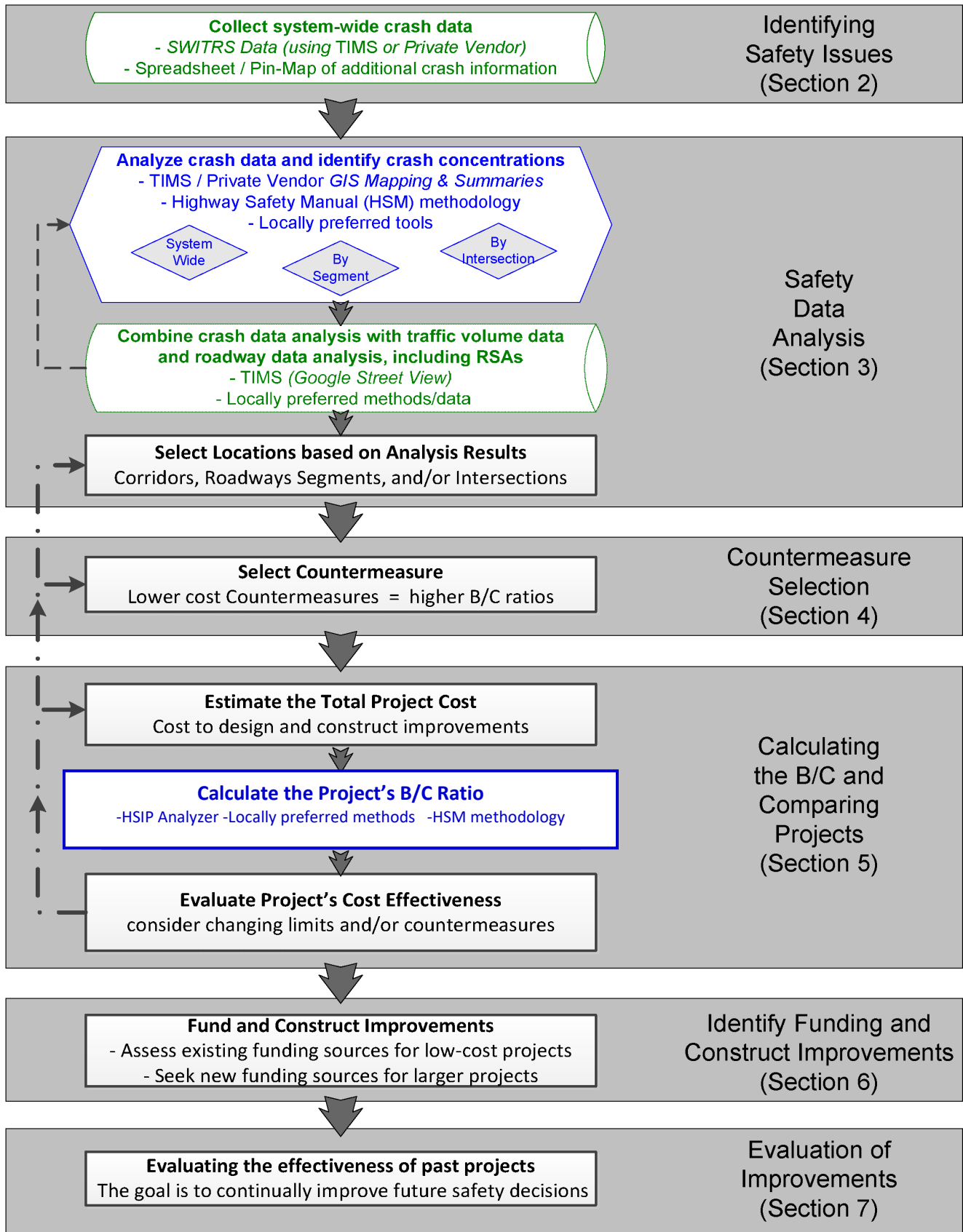
This document provides information on effectively identifying California’s local roadway safety issues and the countermeasures that address them, ultimately leading to the effective implementation of safety projects that improve safety on local roadways. The document is not intended to be a comprehensive guide for roadway design and improvement or the only guide local agencies utilize for their safety analysis of their roadways.

Caltrans also expects this document will directly support its efforts in selecting local agency safety projects. The expectation is that as local agencies throughout the state utilize the proactive safety analysis approach outlined in this document, their applications for HSIP, and ATP projects will include lower cost improvements at locations with the highest safety needs. This will improve Caltrans’ data-driven approach to statewide project selection of safety projects and maximize the safety benefits across California.

The proactive safety analysis framework incorporated in this document is summarized in Figure 1.

Figure 1

Local Roadway Safety: Proactive Safety Analysis Approach



The above flowchart illustrates how each of the individual sections of this document work together to make up a proactive safety analysis approach. These sections are briefly outlined below:

Section 2 of this manual provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used.

Section 3 summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Section 4 provides a description of selected countermeasures that have been shown to improve safety on local roads. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). The interrelationship between CMFs and Crash Reduction Factors (CRFs) are defined and used interchangeably throughout this document.

Section 5 defines a methodology for calculating a B/C ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects' overall cost effectiveness at this point in the safety analysis, including: refining the project's costs and/or changing the mix of countermeasures and locations.

Section 6 identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Section 7 presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well as those that should be limited or discontinued.

Appendix A presents a flowchart of the HSIP call-for-projects process. This flowchart demonstrates how this document interacts with these Caltrans calls-for-projects.

Appendix B contains Detailed Tables of countermeasures discussed in Section 4. This table includes detailed information about each countermeasure, including: where to use, why it works, general qualities (time, cost and effectiveness), crash type(s) addressed, crash reduction factor, and specific values for use in Caltrans HSIP calls-for-projects.

Appendix C includes a summary of "recommended actions" involved in a proactive safety analysis.

Appendix D contains the formulas used to calculate the B/C ratio of safety projects.

Appendix E presents TIMS tutorials that are available to assist local agencies in completing Caltrans call-for-projects application requirements and attachments. The tutorials include examples for Spot Location projects and systemic projects.

Appendix F presents a list of the abbreviations used in this document.

Appendix G presents a list of references.

2. Identifying Safety Issues

This document encourages local agency safety practitioners to proactively analyze their roadway networks with the intention of yielding the best overall safety benefits. When utilizing a proactive safety analysis approach, practitioners need to consider a wide range of data sources to get an overall picture of the safety needs.

There are a number of information sources that can be accessed to get a clearer picture of the roadway safety issues on the roadway network. These can be formal or informal sources, including:

Formal sources:

- State and local crash databases
- SafeTREC's TIMS website (or locally preferred mapping software)
- Law enforcement crash reports and citations
- Field assessments

Informal sources:

- Observational information from road maintenance crews, law enforcement, and first responders
- Citizen notification of safety concerns

Examining crash history will help practitioners identify locations with an existing roadway safety problem, and also identify locations that are susceptible to future roadway crashes. In addition to location identification, this data can provide information regarding crash causation that ultimately provides insight into identifying potentially effective countermeasures.

Emphasis on data-driven decisions is indicative of reliability and efficiency. The more reliable the data, the more likely the decisions regarding safety improvements will be effective. However, detailed, reliable crash data are not available in all areas. Under this circumstance, the practitioner should use the best available information and engineering judgment to make the best decisions. In an effort to mitigate these situations, UC Berkeley SafeTREC has developed the TIMS website, which includes GIS mapping tools to access fatal and injury crashes statewide. This site is now available to all California local agencies. See Section 2.2 for more details on TIMS.

It is generally accepted that at least 3 years, or preferably 5 years, of crash data be used for an analysis; additional years of crash data can provide better information. For low volume roadways and/or when only severe crashes are analyzed, more years of crash data may be necessary for an effective evaluation. Due to the randomness of crashes in a given year, a multi-year average of safety data will smooth outlier years of relatively high or low roadway crash rates. This concept is commonly referred to as "regression to the mean" and is critical in helping safety practitioners avoid making wrong inferences as they analyze their roadway network data. An example of this is an agency making a high-cost improvement at

a location in response to one or two tragic crashes. The Highway Safety Manual (HSM) includes more details on regression to the mean and methods to reduce the random nature of crashes.

There are some circumstances where additional years of crash data may not always be advantageous. First, it's important for practitioners to recognize that as more years of crash data are used, they need to consider changes in traffic patterns, physical infrastructure, land use, and demographics that may affect their projection of future crashes. Second, if practitioners only focus on many years of past crash data, they could miss emerging safety issues and crash trends. For these reasons, if practitioners sense one or more factors affecting crashes have changed or may be changing, they should consider looking at the crash data for the specific area on a yearly or 3-year moving average to expose any changes and crash trends that are occurring.

2.1 State and Local Crash Databases

California has a central repository for storing crash data called SWITRS, which stands for Statewide Integrated Traffic Records System. SWITRS is a comprehensive data source for doing roadway safety analysis that includes almost all public roads in the database except tribal roads which are currently not included. SWITRS information is available to California's local agencies, although many agencies have had difficulty identifying, extracting and utilizing their crash records from SWITRS. All California local agencies, especially those that currently have difficulty accessing and mapping crash data, are encouraged to utilize the SafeTREC TIMS website to access and map SWITRS data.

This document focuses on the SafeTREC TIMS website as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. At the same time, this document also acknowledges that TIMS currently does not offer some of the features currently available in some of the commercially available crash analysis software packages. For this reason, local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor supplied crash analysis software. See section 2.2 for more details on TIMS.

Many agencies utilize one of several crash analysis software packages (e.g., Crossroads) to manage and access their crash records. Their use can be costly, but allows local road practitioners to identify locations with multiple roadway crashes, conduct an analysis that can produce predominant crash types, and identify associated roadway features that may have contributed. One drawback to agencies managing and updating their own individual databases is that the statewide database may become outdated and may not include the updated crash details like geo-coded locations. Agencies that manage and update their own individual databases are encouraged to share all updates, including any geo-coding information, with the SWITRS data managers at the California Highway Patrol. This will allow updated geo-coding and other crash features to be available on a statewide basis.

Recommended Action: Obtain at least 5 years of network-wide crash data to identify local roads that have a history of roadway crashes. This data will be used to identify predominant roadway crash locations, crash types and other common characteristics.

As practitioners gather formal and informal information relating to the safety of their roadway network, they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. (These spreadsheets/pin-maps should capture much of the data gathered in each of Sections 2.1 through 2.8). A spreadsheet and/or pin-map can serve as a database to help an agency identify locations and crash characteristics representing their greatest safety issues and guide them in identifying appropriate countermeasures.

The following spreadsheet is offered as an example, but each agency’s spreadsheet should be reformatted to include data to meet their needs. Agencies should consider printing their spreadsheets on ‘legal’ or ‘11 x 17’ paper for easy review of their data.

Location & Date	General Information		Crash Information			Evaluation / Action		
	Source/Type of information	Safety Issue/Problem	Nature of Crashes	Time of Day	Weather/Traffic Conditions	Staff Evaluation	Recommend Action	Resolution
1) Intersection “X”								
1) Feb 7, 2010	Input from law enforcement	Clearance Intervals need adjustment	V1-WB V2-SB Side-swipe	21:30	Dry, Night, Free-flowing	R. Jones 2/26/10	Increase all-red interval	Completed 2/26/10
1) Mar 9, 2010	Citizen Complaint	Ped Crossing unsafe due to RT turns	N/A	N/A	N/A	R. Jones 3/12/10	No RT on Red (Need study)	
2) Intersection “Y”								
2)								
3) Roadway Segment (PM 5.3 to PM 7.8)								
PM 6.4 to 6.8 Sep 29, 2011	Maintenance data	Extensive skid marks. Speed of Travel?	General WB: ROR	N/A	Dry Free-flowing	J. Smith 10/1/11	High Friction Overlay	Preparing HSIP App.
PM 7.1 Jan 5, 2011	Input from law enforcement	Stop Sign missing	N/A	N/A	N/A	J. Smith 1/5/11	Informed Maintenance	New sign 1/5/11

An example of a pin-map, which could be modified to capture much of the data gathered in Section 2, is shown in the following section as part of the TIMS output.

2.2 Transportation Injury Mapping System (TIMS)

The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, has developed a powerful website with tools for California's local agencies to gather data for their safety analyses. Their Transportation Injury Mapping System (TIMS) website provides safety practitioners with California crash data (SWITRS, i.e. Statewide Integrated Traffic Records System) and collision mapping and analysis tools. California local agencies are encouraged to utilize TIMS at: <https://tims.berkeley.edu/>

Site Features:

- Applications to query map and download geo-referenced SWITRS data.
- Summary tables based on data included in SWITRS individual crash reports. These summary tables can be generated based on specified data fields or spatial limits.
- Virtual field review by connecting the crash location to Google maps and Google Street View, allowing the examination of the existing roadway infrastructure and dimensions.
- A 'Help Tab' that provides step-by-step instructions.

Please note that SafeTREC is not able to incorporate all SWITRS crashes into TIMS due to poor crash location descriptions in the crash reports. Currently, TIMS includes the majority of California fatal and injury crashes but does not include Property Damage Only collisions.

Recommended Action: Consider augmenting your local agency's data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or purchased software applications) can help the safety practitioner complete or assist with each of the actions in Sections 2.1 through 2.8. This website includes several tutorials specifically designed to support the individual sections of this document. Local practitioners may find the TIMS output files as a great starting point to build their tracking spreadsheet discussed in the recommendation of Section 2.1.

2.3 Law Enforcement Crash Reports

Both State and local law enforcement officials can be an important source of roadway crash data. The actual law enforcement crash reports can be valuable in identifying the location and contributing circumstances to roadway crashes (e.g., did the highway hardware and features operate as intended: end treatment worked, no barrier in the passenger compartment, pavement not slippery when wet, signs visible, signal timing, etc.). The following variables can and should be extracted and compiled from the crash reports:

- Location
- Date and time
- Crash type
- Crash severity
- Weather conditions
- Lighting conditions
- Sequence of events and most harmful events
- Contributing circumstances
- Driver Variables: age of driver, DUIs, use of seat belt, etc.

Similar to the crash database, the information in the crash reports can be used to assist in the identification of potential infrastructure and non-infrastructure safety treatments and the deployment approach.

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

2.4 Observational Information

Law enforcement officers, local agency maintenance crews, and Emergency Medical Services personnel can serve as valuable resources to identify problem areas. Since they travel extensively on local roads, they can continuously monitor roads for actual or potential problems (e.g., poor delineation, fixed objects near the roadway, missing signs, signs of vehicles leaving the road). Law enforcement observations of driver behavior and roadway elements can provide valuable information to the local road agency. Additionally, law enforcement officers are sometimes aware of problem areas based on citations written, even if crashes related to the violations have not yet occurred. Road maintenance crews may keep logs of their work, including sign and guardrail replacements, debris removal, and edge drop-off repairs. These logs can provide supplemental information about crashes and HCCLs that may not have been reported to law enforcement. Finally, Emergency Medical Service Crash Reports can provide an entirely different perspectives and set of observations relating to crash occurrences.

Information obtained from road maintenance crews, law enforcement officers, and Emergency Medical Services personnel can help support all three methods of implementation approaches: Spot Location treatments, systemic deployments, and the Comprehensive Approach. Often, traffic violations such as speeding and impaired driving lend themselves to education and enforcement solutions to address these behaviors and supplement the intended infrastructure countermeasures.

Recommended Action: Add information received from law enforcement, road maintenance crew, and Emergency Medical Service observations to the agency's tracking spreadsheet and/or pin-maps. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

2.5 Public Notifications

Occasionally, when unsafe situations are observed, local citizens may notify the local government by email, letter, telephone, or at a public meeting. Information identifying safety issues on local roads may also come from community or regional newspapers, newsletters, correspondence, and from local homeowner and neighborhood associations. These sources can serve as indicators that a safety issue may exist and may warrant further review and analysis to determine the extent of the issues. Citizen reports can be tracked along with official crash data; however, safety practitioners should not regard these reports as factual, unless proven by other methods. Local safety databases should only contain objective and verifiable data.

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited. Add information received from public notifications to tracking spreadsheets and/or pin-maps once confirmed.

2.6 Roadway Data and Devices

It is also valuable to obtain information about the existing roadway infrastructure. Currently, many local agencies have few of their roadway characteristics in a database. For these agencies, the establishment of a roadway database could be a long-term goal. The following roadway characteristics are often used to assist practitioners in safety analyses of roadway segments:

- Roadway surface (dirt, aggregate, asphalt, concrete)
- Roadway geometry (horizontal, vertical, flat)
- Lane information (number, width)
- Shoulder information (width, type)
- Median (type, width)
- Traffic control devices present (signs, pavement marking, signals, rumble stripes etc.)

- Roadside safety hardware (e.g., guardrail, crash cushions, drainage structures)

The TIMS site, described in Section 2.2, can provide safety practitioners with much of this roadway data virtually by using Google Maps and Google Street View. By utilizing TIMS (and/or private for-profit vendors), safety practitioners can save hours and even days of driving during the initial steps in the safety analysis of their network. Once agencies start to define individual safety projects for funding and future construction, actual field reviews are needed to ensure a complete understanding of the project location and context.

As local practitioners gather information about their existing roadway infrastructure, they need to determine whether it complies with the minimum standards for signs, breakaway supports, signals, pavement markings, protective barriers, etc. Practitioners should use the most current *California - Manual on Uniform Traffic Control Devices (CA-MUTCD)*, which provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.⁶ In addition to ensuring compliance with the MUTCD, geometric standards for sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation should also be evaluated.

Roadway information can be combined with crash data to help local practitioners identify appropriate locations and treatments to improve safety. For example, if a local rural segment is experiencing a high number of horizontal curve-related crashes, analysis of the inventory of roadway elements could reveal that the roadway does not have sufficient signage installed in advance of many of those curves to give motorists warning of the pending change in roadway geometry.

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

2.7 Exposure Data

The number of crashes can sometimes provide misleading information about the most appropriate locations for treatment. Introducing exposure data helps to create a more effective comparison of locations. Exposure data provides a common metric to the crash data so roadway segments and intersections can be compared more appropriately, helping local agencies prioritize their potential safety improvements.

The most common type of exposure data used on roadway segments is traffic volume. Ideally, volume would be broken down by pedestrians, bicycles, cars, motorcycles, and large trucks. A count of the number of vehicles and non-motorized users can provide information for comparison. For example, if

two roadway segments have the same number of crashes but different traffic volumes, the segment with fewer vehicles (i.e., less exposure) will have a higher crash rate, meaning that vehicles were more likely to experience a crash along that roadway segment. In situations where traffic volume is not available, segment length or population can serve as an effective exposure element for comparison.

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

2.8 Field Assessments and Road Safety Audits

Local road practitioners should always consider conducting field assessments in conjunction with their collection of crash data to help identify problem locations. An assessment can be as informal as driving, walking or virtually viewing the road network looking for evidence of roadway crashes. Ideally, informal field assessments are to be performed by multidisciplinary teams that include a traffic safety expert, law enforcement personnel, and others. The team can visit several sites and document evidence of crashes or deficiencies on the roadway or roadside, including: damaged trees or fences, skid marks, ruts on the shoulder, car parts on the shoulder, and/or pavement drop-offs. This information, along with observations of actual driver-behavior, can be used to develop recommendations for improvement.

Field reviews can also be more formalized such as in conducting a Road Safety Audit (RSA). A RSA is a formal safety performance examination of an existing or future road by an independent, multidisciplinary team. The team examines and reports on existing or potential road safety issues and identifies opportunities for safety improvements for all road users. Agencies considering RSAs for the first time are encouraged to consider requesting support from FHWA. For more information on FHWA's free RSA support, go to their website at: <http://safety.fhwa.dot.gov/rsa/>.

Informal field assessments and more formal RSAs provide an opportunity for local safety practitioners to gather and summarize all of the information sources discussed in Section 2. They can also be used to identify potential project delivery obstacles. The field assessments/RSAs should identify major environmental, right-of-way, infrastructure, and operational issues that need to be considered when applying countermeasures.

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identify the most appropriate countermeasures. It's recommended that local agencies develop simple straightforward criteria on when one of these will be undertaken. The information gathered during the assessments should be added to the agency's tracking spreadsheet, as discussed in section 2.

3. Safety Data Analysis

Proactive safety analysis will assist in making informed decisions on the type, deployment levels, and locations for safety countermeasures. This builds on the previous discussions on information sources that identify safety issues. 'Safety Data Analysis' is one of the most critical steps in an agency's overall proactive safety analysis approach. Ideally, agencies regularly analyze the safety data for their entire roadway networks to identify and prioritize the locations with the most severe safety issues. This step is often skipped by agencies reacting to a recent tragic crash and the corresponding public outcry, which may leave their most critical safety locations undetected.

As agencies analyze their safety data, they will need to select the implementation approach that most effectively address the safety issues identified; Systemic Approach, Spot Location Approach, Comprehensive Approach, or a combination of these approaches. For example, if a high number of crashes are occurring at a particular curve or along a short segment of roadway, a spot treatment may be appropriate. However, systemic treatment of multiple locations experiencing similar crash types may be necessary and most beneficial for reducing overall fatalities and injuries. These implementation approaches were described in Section 1.5. With all of the approaches, safety practitioners should be looking for patterns in the crash data and not just the total number of crashes. These patterns include: types of crashes, severity of crashes, mode of travel, pavement conditions, time of day, etc. Identifying and analyzing the patterns in the crash data will help ensure the most appropriate countermeasure is selected and the safety problems are effectively addressed.

3.1 Quantitative Analysis

Crash data analysis is used to determine the extent of the roadway safety issues, the priority for application of scarce resources, and the selection of appropriate countermeasures. The two main quantitative analysis methods for roadway crashes are crash frequency and crash rate.

Crash Frequency

Crash frequency is defined as the number of crashes occurring within a determined study area. A practitioner can determine crash volumes using methods discussed in Section 2, including: State crash database (SWITRS), TIMS, local agency crash databases, law enforcement crash reports, pin-maps, etc. The practitioner should analyze the data to identify locations and crash characteristics with the highest frequency. There are numerous methods to assist practitioners in this process. Each agency will have their own preferred methods for initially selecting their top priority locations. The following are a few examples of the methods used to determine Crash Frequency:

- Summarize the crashes by attributes such as type, severity and location to identify patterns in the crash data and the most significant problem locations.
 - Top 10 (or 20) lists of intersections and roadway segments. It is common to weight more severe crashes higher in this process.

- Spatially display the sites on a pin-map or a GIS software package.
 - For small or rural agencies with lower volume roadways, network-wide pin-maps may be all that is needed to identify the highest priority locations.
- Develop collision diagrams showing the direction of movement of vehicles, types of crashes, and pedestrians involved in the crashes.

As stated earlier, this manual acknowledges many local agency safety practitioners may have their preferred methods for completing these analyses. For those agencies that do not and for those willing to try something new, Caltrans recommends using the TIMS website along with the processes outlined in this document to complete these analyses.

Once the crash frequency information is collected and displayed, the practitioner can complete a methodical analysis by geographic area, route, or a cluster analysis to determine which locations have experienced a high or moderate level of crashes. The resulting crash information can be further analyzed for recurring patterns or events. As agencies consider their locations with high levels of crashes, they should understand the overall random nature of crashes and the concept of “regression to the mean”, as discussed in Section 2. Otherwise, if the natural variations in crash occurrence are not accounted for, a site might be selected for study when the number of crashes is randomly high, or overlooked when the number of crashes is randomly low.

Crash Rate

Crash rate analysis can be a useful tool to determine how a specific roadway or segment compares with similar roadway types on the network. A simple count of the number of crashes can be inadequate when comparing multiple roadways of varying lengths and/or traffic volume. Local agencies are also encouraged to compare their crashes with those occurring in similar areas around the state; doing so will help in determining just how severe the number and types of crashes are in the local area. When working with limited budgets, Crash Rates are often used to prioritize locations for safety improvements that will achieve the greatest safety benefits with limited resources. Where traffic volume data is unavailable, other information can be used to provide exposure information. One often-used factor is the length of the roadway segment on each route studied. Comparing the number of roadway crashes per mile or per intersection can help an agency identify potential opportunities to improve safety. The FHWA Roadway Departure Safety and Intersection Safety manuals include the following formulas for calculating crash rates on roadway segments and intersections:

The crash rate for crashes on a roadway is calculated as:

$$R = (C \times 100,000,000) / (V \times 365 \times N \times L)$$

Where:

R = Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel,

C = Total number of crashes in the study period

V = Traffic volumes using Average Annual Daily Traffic (AADT) volumes

N = Number of years of data

L = Length of the roadway segment in miles

The crash rate for crashes at an intersection is calculated as:

$$R = (1,000,000 \times C) / (365 \times N \times V)$$

Where:

R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)

C = Total number of intersection-related crashes in the study period

N = Number of years of data

V = Traffic volumes entering the intersection daily

Similar to Crash Frequency, there are numerous methods for local safety practitioners to utilize Crash Rate in their safety data analysis and each will have their own preferred methods for initially selecting their top priority locations. The following are a few examples:

- Top 10 (or 20) lists of roadway segments with the highest crashes in relationship to roadway length, traffic volumes, and/or population density.
- Top 10 (or 20) lists of intersections, sorted by crash rate.
- Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Even though crash frequency and crash rate are helpful for local agency safety practitioners to effectively rank their most critical locations for improvements, the lack of reliable statewide traffic volumes for all roadway types precludes Caltrans from using the crash rate methodology in their statewide project scoring and ranking processes for the HSIP (discussed in more detail in Section 5).

Recommended Action: Complete a quantitative analysis of the roadway data using both Crash Frequency and Crash Rate methodologies. Safety practitioners should look for patterns in the crash data, including: types of crashes, severity of crashes, mode of travel, pavement conditions, roadway characteristics, time of day, intersection control, etc.

3.2 Qualitative Analysis

Qualitative analysis considers the physical characteristics of the roadway network, through the examination of maps, photographs, and field assessments. Certain roadway infrastructure characteristics relate to design standard and compliance issues and should continually be identified and upgraded on a network-wide basis (e.g., signing and pavement delineation characteristics relating to CA-MUTCD compliance as discussed in more detail below). Other roadway characteristics are more important as they relate to locations with high crash frequencies and rates (e.g., well defined pedestrian

paths crossing the roadway or a high number of utility poles/fixed objects adjacent to the edge of travel way). All of these characteristics should be accounted for in an agency's proactive safety analysis.

Ensuring Compliance with CA-MUTCD and Design Standards

It is important for local agencies to continually evaluate their roadways for compliance with the minimum safety standards. The CA-MUTCD provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. In addition to ensuring compliance with the CA-MUTCD, geometric standards should be evaluated as they relate to sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation. Many local agencies have their own specific roadway design standards, while others rely on Caltrans' Highway Design Manual⁷, FHWA's "Green Book" policy manual⁸ and PEDSAFE guide⁹, and AASHTO's Roadside Design Guide¹⁰. If the traffic control devices or roadway geometry are not in compliance, appropriate devices/countermeasures should be installed. Non-compliance is an important consideration that can affect road safety and may have liability implications for a jurisdiction. Using CA-MUTCD compliant devices results in uniformity among California roadways and serves to meet road user expectations.

Field Assessments

While the qualitative analysis of compliance issues should continually occur on a network-wide basis, a qualitative analysis should also occur for each of the locations and corridors identified as a result of a 'Quantitative Analysis'. The consideration of roadway infrastructure characteristics in conjunction with crash frequency or crash rate gives a more complete picture of overall safety and should be used in an agency's identification and prioritization process for locations needing safety improvements. The qualitative assessment of HCCLs can be completed through the examination of maps and photographs, but the importance of in-field assessments by multi-disciplinary teams should not be underestimated. In some cases, field reviews of all potential project locations may not be practical, so safety practitioners are encouraged to utilize internet-mapping tools to view maps and photographs and virtually visit these sites from their offices.

Actual field visits or RSAs can be done at the highest priority locations before or during the countermeasure selection process. In many cases, field assessments are often the only way for practitioners to identify potential countermeasure implementation and project delivery obstacles. Without in-field assessments, right-of-way, infrastructure, and operational constraints can be overlooked, including: sensitive environmental resources (widening may not be feasible next to wetlands), roadway users (rumble strips may not be feasible on roadways with high bicycle volumes and narrow shoulders), or nearby roadway stakeholders (flashing beacons may be problematic for adjacent residents.) Assessments can provide critical information for local practitioners as they prioritize their crash locations and select countermeasures with the greatest potential for cost effective deployment.

Recommended Action: Incorporate qualitative analysis elements into agency's proactive analysis approach. Consider completing field assessments and RSAs to identify locations with roadway

infrastructure characteristics that relate to both compliance issues and high crash frequencies/rates. As part of field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures. Rather than reviewing all crash sites individually, agencies may find the use of Internet mapping tools offers significant time savings. For agencies without a preferred virtual field review method, the SafeTREC TIMS website automatically links the SWITRS crash locations to Google Maps and Google Street View.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

4. Countermeasure Selection

Once locations and crash problems are identified as illustrated in Sections 2 and 3, the safety practitioners will need to select the set of proposed safety improvements to reduce the likelihood of future crashes. Individual elements of standard safety improvements are referred to as countermeasures and most countermeasures have corresponding Crash Modification Factors (CMFs).

When applied correctly, CMFs can help agencies identify the expected safety impacts of installing various countermeasures to reduce crashes. CMFs are multiplicative factors used to estimate the expected number of crashes after implementing a given countermeasure at a specific site (the lower the CMF, the greater the expected reduction in crashes). Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment, measured by the percentage of crashes the countermeasure is expected to reduce. The CRF for a countermeasure is defined mathematically as $(1 - \text{CMF})$ (the higher the CRF, the greater the expected reduction in crashes). *NOTE: Given that CRF values can be more intuitive when analyzing roadways for potential “reductions” in crashes; this document shows CRF values in the countermeasure tables. The terms CMFs and CRFs are used interchangeably throughout the text of this section and in other sections of this document.*

In an effort to stretch the limited highway safety funding, local transportation agencies are encouraged to identify and implement the optimal combination of countermeasures to achieve the greatest benefits. Combined with crash cost data and project cost information, CRFs can help safety practitioners compare the B/C ratio of multiple countermeasures and then choose the most appropriate application for their proposed safety improvement projects.

As agencies consider the overall scope/cost of their projects, they also need to consider the number of locations to which each countermeasure may be applied in order to maximize the B/C ratio and the overall effectiveness of their limited safety funding. For HCCLs with varying causes, the Spot Location Approach may be the most appropriate. In contrast, the Systemic Approach should be considered where a high proportion of similar crash types tend to occur at locations that share common geometric or operational elements. In these situations, installing the same low-cost safety countermeasure at multiple locations can increase the cost effectiveness of the safety improvement, allowing an increased number of treatments to be applied.

It is important to note that there are many safety issues and corresponding countermeasures that are more “maintenance” in nature (e.g., visibility issues relating to the need for brush clearing and roadway departure issues relating to the need to replace shoulder backing). As these issues are identified when investigating crash locations, it’s expected that the local safety practitioners would take the necessary steps to remedy the situation in the short-term. For this reason, most of the common maintenance-type safety countermeasures are not included in this document.

4.1 Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Selecting an appropriate countermeasure and corresponding CMF is similar to choosing the right tool for a job. In some cases, a countermeasure and CMF may not be perfect, but will still work well enough to get the job done by providing a reasonable estimation of the countermeasure's effect. In other cases, using an improper countermeasure or CMF may do more harm than good. Applying a CMF that does not fit a specific situation may give a false sense of the countermeasure's safety effectiveness and may result in an increased safety problem.

The Federal Highway Administration (FHWA) is leading a concerted effort to develop information on CMFs and makes it available to State and local agencies to assist with highway safety planning. The CMF Clearinghouse, a free online database introduced in 2009 and accessible at <http://www.cmfclearinghouse.org/>, details the varying quality and reliability of CMFs available to transportation professionals.

FHWA has identified three main considerations to assure appropriate selection of CMFs for a given countermeasure: the **availability** of relevant CMFs, the **applicability** of available CMFs, and the **quality** of applicable CMFs. The following sections detail these considerations and describe how Caltrans recommended CRF and service life values meet these criteria.

Availability: The availability of a CMF that applies to a specific situation depends on whether research has been conducted to determine the safety effects of a particular countermeasure or combination of countermeasures, and whether researchers have documented it. The CMF Clearinghouse contains more than 2,900 CMFs and receives quarterly updates to include the latest research.

At this point, Caltrans has established a small subset of 82 countermeasures and a single CRF for each of these countermeasures that must be used when submitting applications for Caltrans statewide calls-for-projects. This methodology allows for a statewide data-driven process that facilitates a fair and accurate comparison of project applications. (The reason for limiting the number of countermeasures is further explained below under “applicability”).

Applicability: In general, once a local safety practitioner determines that one or more CMFs exist for a specific countermeasure, the next step is to determine which CMF is the most applicable. Applicability depends on how closely the CMF represents the situation to which it will be applied. Safety practitioners should evaluate the potentially applicable CMFs, eliminating any that are not appropriate for the situation. Practitioners should only choose the most appropriate CMFs for their specific project based on factors including but not limited to: urban areas vs. rural areas; low vs. high traffic volumes; 2-lane vs. 6-lane roadways; individual vs. combination treatments; signalized vs. non-signalized intersections; and minor crashes vs. fatal crashes. If practitioners choose to use a CMF outside the range of applicability, the safety effect will likely be over or underestimated.

The mix of countermeasures and CRFs included in this document is intended to meet Caltrans' goal for a data-driven award process for local agencies to follow that allows for a fair and accurate comparison of project applications. Where possible and appropriate, the CRF value intended for use in statewide calls-for-projects is based on research studies that specifically established the CRF to be used for 'all' project areas, roadway types, and traffic volumes. Where not all applicability factors have already been established by prior research, Caltrans worked closely with FHWA to approximate CRFs for countermeasures often utilized by local agencies.

Quality: Often a search of the CMF Clearing House results in multiple CMFs for the same countermeasure. A practitioner needs to examine the quality of each CMF. The quality of a CMF can vary greatly depending on several factors associated with the process of developing the CMF. The primary factors that determine the quality of a CMF are the study design, sample size, standard error, potential bias, and data source. The CMF Clearinghouse provides a star rating for each based on a scale of 1 to 5, where 5 indicates the highest quality. The most reliable CMFs in the HSM are indicated with a bold font.

Wherever possible, the CRFs included in this document are based on research that has a CMF Clearinghouse star rating of 3 or more. For countermeasures that do not have corresponding research of a star rating of 3 or more but were deemed important to provide flexibility to local practitioners, Caltrans worked closely with FHWA to establish CRFs based on the best available research.

4.2 List of Countermeasures

The list of countermeasures discussed in this section is not an all-inclusive list, and only includes those available in the Caltrans' HSIP Cycle 11 Call-for-projects. Only thoroughly researched countermeasures with a readiness to be applied by local agencies on a statewide basis are utilized. In addition, the California Local HSIP program places further restrictions on the eligibility of some countermeasures to meet the most critical needs on California local roadways. Practitioners are encouraged to utilize the FHWA CMF Clearinghouse for a more comprehensive list as they establish their local agency specific set of proposed improvements and prioritize their projects.

The countermeasures listed in the following three tables have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories, as the consideration of non-motorized travel is important for all roadway classifications and locations. The countermeasures included in these tables are also used in the HSIP Analyzer. When selecting countermeasures and CMFs to apply to their specific safety needs, local agency safety practitioners should consider the **availability, applicability, and quality** of CMFs, as discussed in section 4.1.

Only Crash Types, CRFs, Expected Lives, and HSIP Funding Eligibility of the countermeasures for use in Caltrans local HSIP program are provided in this section. Fields in the countermeasure tables are:

- **Crash Types** - “All”, “P & B” (Pedestrian and Bicycle), “Night”, “Emergency Vehicle”, or “Animal”.
- **CRF** - Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life** - 10 years or 20 years.
- **Funding Eligibility** – the maximum HSIP reimbursement ratio for HSIP Cycle 11 Call-for-projects.
 - Eighty-one (81) countermeasures: 90%
 - One (1) countermeasure: 50% (CM No. S03: Improve signal timing, as this CM will improve the signal operation rather than merely the safety.)
- **Systemic Approach Opportunity** - Opportunity to Implement Using a Systemic Approach: “Very High”, “High”, “Medium” or “Low”.

The list of countermeasures presented in this section is intended to be a quick-reference summary. Appendix B of this manual provides more details on each of these countermeasures including Where to use, Why it works, General Qualities (Time, Cost and Effectiveness), and information from FHWA CMF Clearinghouse (Crash Types Addressed and range of Crash Reduction Factor).

Recommended Action: At this point, agencies should use all information and results obtained by completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic ‘engineering judgment’ is required and that this manual should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Table 2. Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS01	Lighting	Add intersection lighting (NS.I.)	Night	40%	20	90%	Medium
NS02	Control	Convert to all-way STOP control (from 2-way or Yield control)	All	50%	10	90%	High
NS03	Control	Install signals	All	30%	20	90%	Low
NS04	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	90%	Low
NS05	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	90%	Low
NS05mr*	Control	Convert intersection to mini-roundabout	All	30%	20	90%	Medium
NS06	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High
NS07	Operation/ Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	90%	Very High
NS08	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High
NS09	Operation/ Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	90%	High
NS10	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS11	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS12	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
NS13	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS14	Geometric Mod.	Install raised median on approaches (NS.I.)	All	25%	20	90%	Medium
NS15	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	All	50%	20	90%	Medium
NS16	Geometric Mod.	Reduced Left-Turn Conflict Intersections (NS.I.)	All	50%	20	90%	Medium
NS17	Geometric Mod.	Install right-turn lane (NS.I.)	All	20%	20	90%	Low
NS18	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS19PB	Ped and Bike	Install raised medians / refuge islands (NS.I.)	P & B	45%	20	90%	Medium
NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	90%	High
NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium
NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low

*CM NS05mr is a new countermeasure added for HSIP Cycle 11 Call-for-projects.

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
S01	Lighting	Add intersection lighting (S.I.)	Night	40%	20	90%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S04*	Signal Mod.	Provide Advanced Dilemma Zone Detection for high speed approaches	All	40%	10	90%	High
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	90%	Medium
S09	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
S10	Operation/ Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	90%	Medium
S11	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
S12	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections (S.I.)	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	90%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	90%	Very High
S18PB	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	90%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High

*CM S04 has been deleted in HSIP Cycle 11 Call-for-projects.

Table 3. Countermeasures for Roadways

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	90%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	90%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	90%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)	All	35%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium
R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	High

Table 3. Countermeasures for Roadways (Continued)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	90%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	90%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	90%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	90%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	90%	High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R33PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R34PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R35PB	Ped and Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R36PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
R38	Animal	Install animal fencing	Animal	80%	20	90%	Medium

5. Calculating the B/C Ratio and Comparing Projects

Practitioners need to consider the expected B/C ratio of their proposed projects. This is an important step in a proactive safety analysis process because it provides two key pieces of information: First, it defines the cost effectiveness of the proposed projects; and second, it gives the safety practitioner a means to help prioritize their safety projects both inside the agency's traffic safety section and against other proposed operational and maintenance projects competing for funding.

5.1 Estimate the Benefit of Implementing Proposed Improvements

Sections 2 through 4 provide the practitioner all the information needed to calculate the expected 'Benefit' of the proposed safety projects. The resulting expected benefit value is derived by applying the proposed countermeasures and corresponding CMFs to the expected crashes. It is of critical importance for the practitioner to understand that misapplication of a CMF will lead to misinformed decisions. Four main factors need to be considered when applying countermeasures and CMFs to calculate the expected benefit value: (1) how to estimate the number of expected crashes without treatment, (2) how to apply CMFs by type and severity, (3) how to apply multiple CMFs if multiple treatments are to be included in the same project, and (4) how to apply a benefit value by crash severity. The following text explains how these factors affect the expected benefit value in more detail.

Estimating expected crashes without treatment: Before applying CMFs, local safety practitioners first need to select countermeasures and CMFs. The CMF is applied to the expected safety performance (expected crashes) without any treatment in order to estimate the expected crashes with the treatment. The reduction in expected crashes multiplied by the expected costs per each crash gives the practitioner the expected benefit.

As mentioned earlier in this manual, the random nature of roadway crashes suggests that over time the number of crashes at any particular locations will change. This concept is known as "regression to the mean" and it gives rise to the concern that a site might be selected for study when the crashes are at a randomly high fluctuation, or overlooked from study when the site is at a randomly low fluctuation. The HSM presents several methods for estimating the expected safety performance of a roadway or intersection including the Empirical Bayes method, which combines observed information from the site of interest with information from similar sites to estimate the expected crashes without treatment. Another common way to minimize the impact of regression to the mean is to increase the number of years of crash data being analyzed.

For statewide calls-for-projects, Caltrans strives to ensure that all projects are fairly ranked based on a consistent statewide approach. Given this, Caltrans has avoided using methodology requiring agencies to mathematically adjust their crash data (e.g., Empirical Bayes) and instead has opted to use 5 years of "observed crashes" in estimating "expected crashes."

Applying CMFs by type and severity: Section 4.1 of this manual discusses the application of CMFs and the need for them to represent the situation to which they will be applied. It also stresses the need for

practitioners to choose the most appropriate CMFs for their specific project. In many circumstances, estimating the change in crashes by type and severity is useful; however, local safety practitioners only can use this approach when CMFs exist for the specific crash types and severities in question. If practitioners choose to use a CMF outside the range of applicability, the safety effect may be over- or underestimated. (For example: past research relating to installing a channelized left turn lane, has estimated CMFs as high as 68% for Right-Angle crashes of all severities and as low as 11% for Rear-End crashes with severities of only fatal and injury).

Applying multiple CMFs: In real-world scenarios, transportation agencies commonly install more than one countermeasure per project as part of their safety improvement program. This leads to the question, "What is the safety effect of the combined countermeasures?" The calculation methods that Transportation agencies use include: applying the CMF for the single countermeasure expected to achieve the greatest reduction, applying CMFs separately by crash type and summing them to get a project-level effect, and applying CMFs based on a review of crash patterns, etc. Regardless of the specific method employed, "engineering judgment" is required when combining multiple CMFs and it is important for local agencies to apply their method consistently throughout their analysis to ensure a fair comparison of projects.

One common practice is to assume that CMFs are multiplicative when they are applied to the same set of crash data. In other words, each successive countermeasure will achieve an additional benefit when implemented in combination with other countermeasures. The multiplicative method is a common, generally accepted method and is presented in the HSM and in the CMF Clearinghouse. This method is also used in the HSIP calls-for-projects.

To allow agencies maximum flexibility in combining countermeasures and locations into a single project while ensuring all projects can be consistently ranked on a statewide basis, Caltrans only allows up to three (3) individual countermeasures can be utilized in the B/C ratio for a project location site. The CMFs are multiplicative if there are multiple countermeasures, i.e. each successive countermeasure will achieve an additional benefit based on the remainder of the crashes after the effect of the prior countermeasures, not the original number of the crashes.

More information on these requirements and procedures are provided in the documents (Application Form Instructions, etc.) for each call-for-projects.

Applying benefit value by crash severity: The last step in estimating the overall benefit of a proposed improvement project is to multiply the expected reduction in crashes by a generally accepted value for the "cost" of crashes. In other words, the expected "benefit" value for a project is actually the expected "reduction in costs" value from reducing future crashes. There are many sources for the costs of crashes (e.g., HSM, FHWA & National Safety Council) and some of the sources vary widely depending on how they account for the economic value of a life and when the numbers were last updated.

When calculating the “benefit” to be used in calculating an improvement’s B/C ratio, it is important for the practitioner to consider whether a total benefit value for the “life” of the improvement is needed or if the benefit value should be annualized (i.e., benefit per year). Whichever method is used to calculate the overall cost of the improvements must also be used for calculating the benefit.

Caltrans has currently chosen to use published Cost-of-Crash values from the first edition of the HSM and increase the values by 4% annually. These values may be updated in the future, when updated cost-of-crash values are published by FHWA or another national source. The specific values for each of the crash severities and the formulas used to calculate the total benefit are shown in Appendix D.

Recommended Action: Prepare Total Benefit estimates for the proposed projects being evaluated in the proactive safety analysis.

5.2 Estimate the Cost of Implementing Proposed Improvements

After calculating the expected benefit of the proposed safety projects, the next step for the practitioner is to develop an estimate of the Total Project Costs. These costs need to include both the construction costs and the project development and administration costs. The most common approach to estimating construction costs is through an “Engineer’s Cost Estimate.” A Template for Detailed Engineer’s Estimate and Cost Breakdown by Countermeasures is included in the HSIP funding application website. When calculating the administration costs for a project, the complexity of the improvements must be accounted for: Low-cost countermeasures, typically used in the Systemic Approach, often have minimal environmental and right-of-way impacts and require minimal design effort. In contrast, many medium to high cost improvements tend to have greater impacts to the environment and right-of-way and require significant design efforts. It’s crucial to account for these differences to accurately determine the true B/C ratio of the projects and prioritize them correctly.

When an agency is initially evaluating several potential locations and countermeasures as part of their proactive safety analysis or in preparing for Caltrans call-for-projects, they should consider first using rough ‘ballpark’ cost estimates using previous projects that had similar scope, if possible. Ballpark cost estimates can allow the practitioner to quickly establish B/C ratios for all of their potential projects and identify the projects with high cost effectiveness and with a reasonable chance of receiving HSIP funding in a Caltrans call-for-projects.

Recommended Action: Prepare ‘Total Project Cost’ estimates for the proposed projects being evaluated in the proactive safety analysis.

5.3 Calculate the B/C Ratio

In general, the B/C ratio is calculated by taking a project’s overall benefit (as calculated in Section 5.1) and dividing it by the project’s overall cost (as calculated in Section 5.2). There are, however, several

methods and input-factors available for calculating a project's B/C ratio and practitioners may want to consider other methods as defined in the HSM.

Based on Caltrans' need for a fair, data-driven, statewide project selection process for HSIP call-for-projects, Caltrans requires the B/C ratio for all applications to be completed using the same process. Applicants must utilize the HSIP Analyzer to calculate the B/C ratio of the project. Additional details and formulas included in the calculation are included in this document as Appendix D.

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

5.4 Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

By implementing a comprehensive proactive safety analysis approach, agencies will likely identify more potential safety projects than they can fund and deliver. It will be important for an agency to prioritize their projects internally before funding is sought. It is not uncommon for projects to have a B/C ratio as low as 0.1 or as high as 100. Once the relative cost effectiveness of an agency's potential projects has been established, the projects with low to mid-ranged B/C ratios should be reassessed. Projects with very low initial B/C ratios may be dropped while projects with low to mid ranged B/C ratios may be redefined by changing the limits of the proposed improvements to focus on higher crash locations or incorporating lower-cost countermeasures. This reiterative process is illustrated in Figure 1 in Section 1 of this document.

At the conclusion of this step, the local agency should have several potential safety projects ready to move into the project development and construction phases. Ideally, there will be a variety of low cost safety projects and potentially a few higher cost roadway reconstruction projects. How each local agency prioritizes their list of safety improvements will vary, but projects with the highest B/C ratios should generally have a high overall priority. It should be understood that available funding will play a key role in local agency prioritization (e.g., higher-cost projects may have to wait for funding to become available while low-cost improvements with lower B/C ratios can be constructed with in-house maintenance crews), but in the goal of maximizing overall safety benefits, the role of politics and public influence should be minimized.

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits to maximize the number of fatal and injury crashes addressed within the limits. Consider lower cost countermeasures in areas where high and medium cost countermeasures resulted in low B/C ratios.

6. Identifying Funding and Construct Improvements

Funding strategies for implementing safety projects need to vary as widely as local agency's roadway types, project costs, and proposed improvements. At this point in the proactive safety analysis process, local agencies should have several potential safety projects ready to move into the project development and construction phases. There are likely a wide range of 'approaches' to fund each of these projects. This section of the document discusses some of the most common approaches.

6.1 Existing Funding for Low-cost Countermeasures

For projects utilizing low-cost countermeasures, the total project cost may be low enough that the agency can construct the project using its existing roadway funding by utilizing the ongoing activities of their roadway maintenance staff and equipment. Other low-cost projects (e.g., overlays, sealcoats, drainage, signing, and striping projects) may be more important to incorporate into larger maintenance projects. It is common for agencies to have 1-, 5-, and 10-year plans for making these standard maintenance improvements. With upfront planning and coordination between agency staff, the low-cost safety projects identified through the proactive safety analysis can be incorporated with minimal costs to an agency's maintenance program. Maximizing the cost effectiveness of the program may even allow the transportation managers to justify increasing the funding for their overall roadway maintenance program.

In addition to their maintenance program, transportation managers should also strategically seek out planned capital improvement and development projects that can incorporate low and medium cost countermeasures identified in their safety analysis. Local agencies may also find opportunities to partner with private enterprises and insurance companies to fund special safety projects that further both organizations' strategic goals.

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

6.2 HSIP and Other Funding Sources

In addition to the HSIP Program, the Division of Local Assistance's web site includes several other Caltrans administered funding programs:

<https://dot.ca.gov/programs/local-assistance>

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures.

6.3 Project Development and Construction Considerations

In general, roadway safety projects don't garner the same level of attention from decision makers, media, elected officials, and the general public, that large operational and development-driven projects do. As a result, local safety practitioners and project sponsors often find their projects have difficulty in competing for the agencies' limited project delivery resources. Establishing and implementing a comprehensive safety analysis process can assist safety practitioners in delivering their safety programs in many ways, including:

- Credibility and awareness to individual projects and delivery schedules.
- Increased stakeholders tracking and delivery of a project when low-cost improvements are incorporated into ongoing maintenance and capital projects.
- An increased focus on low-cost countermeasures typically corresponds to projects with less environmental, right-of-way and other impacts; resulting in projects that have streamlined project delivery processes and short construction schedules.

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to "toot their own safety-horn."

7. Evaluation of Improvements

Evaluation of the effectiveness of roadway treatments following installation should be used to guide future decisions regarding roadway countermeasures. Field reviews should also be conducted shortly after the project is completed to insure the project is operating as intended.

A record of crash history and countermeasure installation forms the foundation for assessing how well the implemented strategies have performed. An important database to maintain is a current list of installed countermeasures with documented “when/where/why” information. Periodic assessments will provide the necessary information to make informed decisions on whether each countermeasure contributed to an increase in safety, whether the countermeasure could or should be installed at other locations, and which factors may have contributed to each countermeasure’s success.

In order to perform the assessment, it is necessary to collect the required information for a certain period after strategies have been deployed at the locations. The time period varies, but whenever possible, 3 to 5 years is recommended to reduce the effects of the random nature of roadway crashes (i.e., Regression to the Mean). The information required may consist of public input and complaints, police reports, observations from maintenance crews, and local and State crash data.

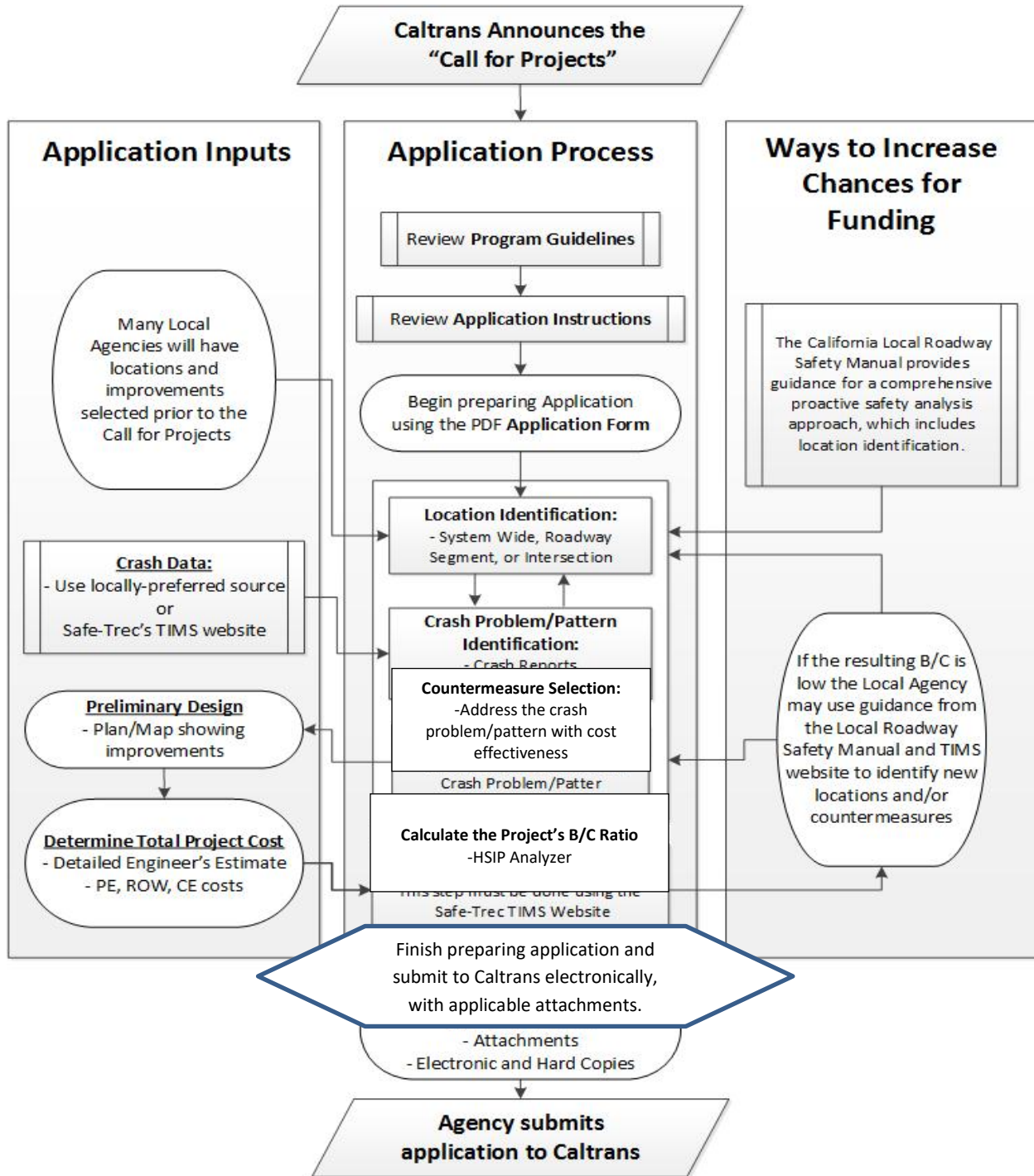
It is important to keep the list of safety installations up-to-date since it will serve as a record of countermeasure deployment history (see table below for an example). By using this type of system, assessment dates can be scheduled to review the crashes and other pertinent information on segments where roadway countermeasures have been installed. Making “after” assessments will inform the practitioner on the effectiveness of past improvements and can provide data to help justify the value of continuing and expanding the local agency’s safety program in the future.

Location	Type of Countermeasure Installed	Date Installed	Crashes Before (Duration and Severity)	Crashes After (Duration and Severity)	Comments

Recommended Action: Develop a spreadsheet or database to track future safety project installations and record 3 or more years of “before” and “after” crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix A: HSIP Call-for-Projects Process

HSIP Call-for-Projects Flowchart of Application Process



Appendix B: Detailed Tables of Countermeasures

The intent of the information contained in this appendix is to provide local agency safety practitioners with a list of effective countermeasures that are appropriate remedies to many common safety issues. The tables in Section 4.2 present a quick summary of the specific values that the Caltrans Division of Local Assistance uses to assess and select projects for its calls-for-projects. In addition to the same information as in Section 4.2, this appendix also includes notes for Caltrans HSIP calls-for-projects and "General information" regarding where the countermeasure should be used, why it works, the general qualities that can be used to suggest the potential complexity of installation, and information from FHWA CMF Clearinghouse on the type of crashes where the countermeasure is best used and a range of their expected overall effectiveness.

The countermeasures have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories.

Caltrans gives careful consideration to the fair application of its calls-for-projects process. Starting in 2012, the award of safety funding has been solely based on a determined benefit-to-cost ratio for each project. The fixed set of countermeasures and CRFs included in these tables are intended to allow for all projects to be evaluated consistently and fairly throughout the project selection process. However, at this time, there are no CRFs/CMFs available for several safety improvements, such as: "dynamic/variable speed regulatory signs", "non-motorized signs and markings (regulatory and warning)", "Square-up (reduce curve radius) turn lanes" and non-infrastructure elements. These safety improvement items can be included in project applications, but they will not be included into the B/C ratio calculations, unless the safety improvements meet the intent of other separate countermeasures included in the attached lists. Caltrans is interested in adding these countermeasures (and many others) to these tables once CRFs/CMFs have been established. Caltrans will continue to periodically update this list of allowable countermeasures and CRFs as new safety research data becomes available. With this in mind, Caltrans is interested in feedback and suggestions from local agency safety practitioners on the overall countermeasure list as well as specific details of individual countermeasures, including locally developed safety effectiveness information.

Caltrans used the following references to assist its team in developing the information shown in the following tables. Safety Practitioners are encouraged to utilize these references for a more expansive list of countermeasures and CRFs / CMFs.

The Crash Modification Factors Clearinghouse

<https://www.cmfclearinghouse.org/>

NCHRP Report 500 Series: Volumes 4, 5, 6, 7, 10, 12, 13, and others

<https://www.trb.org/Main/Blurbs/152868.aspx>

Highway Safety Manual (HSM)

<http://www.highwaysafetymanual.org>

Pedestrian and Bicycle - Tools to Diagnose and Solve the Problem

https://safety.fhwa.dot.gov/ped_bike/tools_solve/

FHWA Local and Rural Road / Training, Tools, Guidance and Countermeasures for Locals

https://safety.fhwa.dot.gov/local_rural/training/

For each countermeasure (CM):

(Title) CM No., CM Name

- CM No. is
 - S01 through S21PB for Intersection Countermeasures – Signalized,
 - NS01 through NS23PB for Intersection Countermeasures – Unsignalized, or
 - R01 through R38 for Roadway Countermeasures.

For HSIP Calls-for-projects:

- **Funding Eligibility** - 90% or 50%.
- **Crash Types Addressed** - “All”, “Pedestrian and Bicycle”, “Night”, “Emergency Vehicle”, or “Animal”.
- **CRF** - Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life** - 10 years or 20 years.
- **Notes** - Specific requirements are provided for utilizing the countermeasure on applications for Caltrans statewide calls-for-projects.
-

General Information:

- **Where to use** – Roadway segments and intersections with specific common characteristics can be addressed with similar countermeasures that are most effective.
- **Why it works** – A discussion of the benefit of a countermeasure is important to determine its appropriateness in addressing certain roadway crash types at areas with specific issues as determined by the data and roadway features.
- **General Qualities (Time, Cost and Effectiveness)** – This category is more subjective and can vary substantially. ‘Time’ refers to the approximate relative time it can take to implement the countermeasure. Costs can vary considerably due to local conditions, so ‘cost’ represents the relative cost of applying a countermeasure. A relative overall ‘effectiveness’ is also provided for some countermeasures. All of this subjective information may not be applicable to the unique circumstances for the agency and should not be utilized without verification by the safety practitioner.

- **FHWA CMF Clearinghouse**

- **Crash Types Addressed** – In order to effectively reduce the number and severity of roadway crashes, it is necessary to match countermeasures to the crash types they are intended to address. Depending on the type of problem, one or more of a range of countermeasures could be the most effective way to reduce the number and severity of future crashes.
- **Crash Reduction Factor** – The crash reduction factor (CRF) is an indication of the effectiveness of a particular treatment, measured by the percentage of crashes it is expected to reduce. Note: As mentioned earlier in this section, the effectiveness of a countermeasure can also be expressed as a Crash Modification Factor (CMF), which is defined mathematically as $1 - \text{CRF}$. However, this document uses CRFs as they can be more insightful when analyzing roadways for potential “reductions” in crashes. There is a range of CRF values that exist for each of the countermeasures (or similar countermeasures). The range of CRFs is provided to give local safety practitioners a clear understanding that they may need to go to the FHWA CMF Clearinghouse to find the most appropriate countermeasure and CRF for their specific projects and local prioritization.

B.1 Intersection Countermeasures – Signalized

S01, Add intersection lighting (Signalized Intersection => S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	"night" crashes	40%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		
General information			
Where to use:			
Signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night).			
Why it works:			
Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users. Lighting not only helps them navigate the intersection, but also helps drivers see them better.			
General Qualities (Time, Cost and Effectiveness):			
A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost which results in a moderate to high cost. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF: 20-74%

S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the upgraded signals. This CM does not apply to improvements like "battery backup systems", which do not provide better intersection/signal visibility or help drivers negotiate the intersection (unless applying past crashes that occurred when the signal lost power). If new signal mast arms are part of the proposed project, CM "S2" should not be used and the signal improvements would be included under CM "S7".		
General information			
Where to use:			
Signalized intersections with a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals sufficiently in advance to safely negotiate the intersection being approached. Signal intersection improvements include new LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.			
Why it works:			
Providing better visibility of intersection signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion for drivers.			
General Qualities (Time, Cost and Effectiveness):			
Installation costs and time should be minimal as these type strategies are classified as low cost and implementation does not typically require the approval process normally associated with more complex projects. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Angle	CRF: 0-46%

S03, Improve signal timing (coordination, phases, red, yellow, or operation)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
50%	All	15%	10 years
Notes:	<p>This CM only applies to crashes occurring on the approaches / influence area of the new signal timing. For projects coordination signals along a corridor, the crashes related to side-street movements should not be applied. This CM does not apply to projects that only 'study' the signal network and do not make physical timing changes, including corridor operational studies and improvements to Traffic Operation Centers (TOCs).</p> <p>In Caltrans calls for projects, this CM has a HSIP reimbursement ratio of 50%, considering that it will improve the signal operation rather than merely the safety.</p>		
General information			
Where to use:			
Locations that have a crash history at multiple signalized intersections. Signalization improvements may include adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations. Understanding the corridor or roadway's crash history can provide insight into the most appropriate strategy for improving safety.			
Why it works:			
Certain timing, phasing, and control strategies can produce multiple safety benefits. Sometimes capacity improvements come along with the safety improvements and other times adverse effects on delay or capacity occur. Corridor improvements often have the highest benefit but may take longer to implement. Projects focused on capacity improvements (without a separate focus on signal timing safety needs) may not result in a reduction in future crashes.			
General Qualities (Time, Cost and Effectiveness):			
In general, these low-cost improvements to multiple signalized intersections can be implemented in a short time. Typically these low cost improvements are funded through local funding by local maintenance crews. However, some projects requiring new interconnect infrastructure can have moderate to high costs making them more appropriate to seek state or federal funding. The expected effectiveness of this CM must be assessed for each individual project.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 41%

S04, Provide Advanced Dilemma-Zone Detection for high speed approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	10 years
Notes:	<p>This CM only applies to crashes occurring on the approaches / influence area of the new detection and signal timing.</p>		
General information			
Where to use:			
More rural/remote areas that have a high frequency of right-angle and rear-end crashes. The Advanced Dilemma-Zone Detection system enhances safety at signalized intersections by modifying traffic control signal timing to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to illegally continuing into the intersection during the red phase.			
Why it works:			
Clearance times provide safe, orderly transitions in ROW assignment between conflicting streams of traffic. An Advanced Dilemma-Zone Detection system has several benefits relative to traditional multiple detector systems, which have upstream detection for vehicles in the dilemma zone but do not take the speed or size of individual vehicles into account. These benefits include: Reducing the frequency of red-light violations; Reducing the frequency of crashes associated with the traffic signal phase change (for example, rear-end and angle crashes); Reducing delay and stop frequency on the major road and a reduction in overall intersection delay.			
General Qualities (Time, Cost and Effectiveness):			
Installation costs should be low and the time to implement short. Additional modifications to the traffic signal controller may also necessary. In general, This CM can be very effective and can be considered on a systematic approach. Video detection equipment is now available for this purpose, making installation and maintenance more efficient.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 39%

S05, Install emergency vehicle pre-emption systems

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Emergency Vehicle - only	70%	10 years
Notes:	This CM only applies to "E.V." crashes occurring on the approaches / influence area of the new pre-emption system.		
General information			
Where to use:			
Corridors that have a history of crashes involving emergency response vehicles. The target of this strategy is signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and nonemergency vehicles. These conflicts could lead to almost any type of crash, due to the potential for erratic maneuvers of vehicles moving out of the paths of emergency vehicles			
Why it works:			
Providing emergency vehicle preemption capability at a signal or along a corridor can be a highly effective strategy in two ways; any type of crash could occur as emergency vehicles try to navigate through intersections and as other vehicles try to maneuver out of the path of the emergency vehicles. In addition, a signal preemption system can decrease emergency vehicle response times therefore decreasing the time in receiving emergency medical attention, which is critical in the outcome of any crash. When data is not available for past crashes with emergency vehicles, an agency may consider combining the E.V. pre-emption improvements into a comprehensive project that also makes significant signal hardware and/or signal timing improvements.			
General Qualities (Time, Cost and Effectiveness):			
Costs for installation of a signal preemption system will vary from medium to high, based upon the number of signalized intersections at which preemption will be installed and the number of emergency vehicles to be outfitted with the technology. The number of detectors, a requirement for new signal controllers, and the intricacy of the preemption system could increase costs. This CM is considered systemic as it is usually implemented on a corridor-basis.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Emergency Vehicle - only	CRF: 70%

S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left turn lanes. This CM does NOT apply to converting a single-left into double-left turn.		
General information			
Where to use:			
Intersections that do not currently have a left turn lane or a related left-turn phase that are experiencing a large number of crashes. Many intersection safety problems can be traced to difficulties in accommodating left-turning vehicles, in particular where there is currently no accommodation for left turning traffic. A key strategy for minimizing collisions related to left-turning vehicles (angle, rear-end, sideswipe) is to provide exclusive left-turn lanes and the appropriate signal phasing, particularly on high-volume and high-speed major-road approaches. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases.			
Why it works:			
Left-turn lanes allow separation of left-turn and through-traffic streams, thus reducing the potential for rear-end collisions. Left-turn phasing also provides a safer opportunity for drivers to make a left-turn. The combination of left-turn storage and a left turn signal has the potential to reduce many collisions between left-turning vehicles and through vehicles and/or non-motorized road users.			
General Qualities (Time, Cost and Effectiveness):			
Implementation time may vary from months to years. At some locations, left-turn lanes can be quickly installed simply by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. Installing a protected left turn lane and phase where none exists results in a high Crash Reduction Factor and is often highly effective.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 17 - 58 %

S07, Provide protected left turn phase (left turn lane already exists)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	All	30%	20 years	
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left turn phases. This CM does NOT apply to converting a single-left into double-left turn (unless the single left is unprotected and the proposed double left will be protected).			
General information				
Where to use:				
Signalized intersections (with existing left turns pockets) that currently have a permissive left-turn or no left-turn protection that have a high frequency of angle crashes involving left turning, opposing through vehicles, and non-motorized road users. A properly timed protected left-turn phase can also help reduce rear-end and sideswipe crashes between left-turning vehicles and the through vehicles as well as vehicles behind them. Protected left-turn phases are warranted based on such factors as turning volumes, delay, visibility, opposing vehicle speed, distance to travel through the intersection, presence of non-motorized road users, and safety experience of the intersections. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases.				
Why it works:				
Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases (i.e., the provision for a specific phase for a turning movement) for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles. Where left turn pockets are not protected, the pedestrian and bicyclist crossing phase often conflicts with these left turn maneuvers. Drivers focused on navigating the gaps of oncoming cars may not anticipate and/or perceive the non-motorized road users.				
General Qualities (Time, Cost and Effectiveness):				
If the existing traffic signal only requires a minor modification to allow for a protected left-turn phase, then the cost would also be low. The time to implement this countermeasure is short because there is no actual construction that has to take place. In-house signal maintainers can perform this operation once the proper signal phasing is determined so the cost is low. In addition, the countermeasure is tried and proven to be effective. Has the potential of being applied on a systemic/systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Sideswipe, Broadside	CRF:	16 - 99%

S08, Convert signal to mast arm (from pedestal-mounted)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	All	30%	20 years	
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the converted signal heads that are relocated from median and/or outside shoulder pedestals to signal heads on master arms over the travel-lanes. Projects using CM "S7" should not also apply "S2" in the B/C calc.			
General information				
Where to use:				
Intersections currently controlled by pedestal mounted traffic signals (in medians and/or on outside shoulder) that have a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals in advance to safely negotiate the intersection. Intersections that have pedestal-mounted signals may have poor visibility and can result in vehicles not being able to stop in time for a signal change. Care should be taken to place the new signal heads (with back plates) as close to directly over the center of the travel lanes as possible.				
Why it works:				
Providing better visibility of intersection signs and signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers.				
General Qualities (Time, Cost and Effectiveness):				
Dependent on the scope of the project. Costs are generally moderate for this type of project. There is usually no right-of-way costs, minimal roadway reconstruction costs, and a shorter project development timeline. At the same time, new mast arms can be expensive. Some locations can result in high B/C ratios, but due to moderate costs, some locations may result in medium to low B/C ratios.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Angle	CRF:	12 - 74%

S09, Install raised pavement markers and striping (Through Intersection)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	10%	10 years
Notes:	This CM only applies to crashes occurring in the intersection and influence areas of the new pavement markers and/or markings.		
General information			
Where to use:			
Intersections where the lane designations are not clearly visible to approaching motorists and/or intersections noted as being complex and experiencing crashes that could be attributed to a driver's unsuccessful attempt to navigate the intersection. Driver confusion can exist in regard to choosing the proper turn path or where through-lanes do not line up. This is especially relevant at intersections where the overall pavement area of the intersection is large, and multiple turning lanes are involved or other unfamiliar elements are presented to the driver.			
Why it works:			
Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers. Providing more effective guidance through an intersection will minimize the likelihood of a vehicle leaving its appropriate lane and encroaching upon an adjacent lane.			
General Qualities (Time, Cost and Effectiveness):			
Costs of implementing this strategy will vary based on the scope and number of applications. Applying raised pavement markers is relatively low cost but can be variable and determined largely by the material used for pavement markings (paint, thermoplastic, epoxy, RPMs etc.). When using this type delineators, an issue of concern is the cost-to-service-life of the material. (Note: When HSIP safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.) When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, All	CRF: 10 - 33%

S10, Install flashing beacons as advance warning (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new flashing beacons.		
General information			
Where to use:			
At signalized intersections with crashes that are a result of drivers being unaware of the intersection or are unable to see the traffic control device in time to comply.			
Why it works:			
Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react. Driver awareness of both downstream intersections and traffic control devices is critical to intersection safety. Crashes often occur when the driver is unable to perceive an intersection, signal head or the back of a stopped queue in time to react. Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source.			
General Qualities (Time, Cost and Effectiveness):			
Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. This combined with a relatively high CRF, can result in high B/Cs for locations with a history of crashes and lead to a high effectiveness.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear End, Angle	CRF: 36 - 62%

S11, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		
General information			
Where to use:			
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.			
Why it works:			
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, ALL	CRF: 10 - 62 %

S12, Install raised median on approaches (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		
General information			
Where to use:			
Intersections noted as having turning movement crashes near the intersection as a result of insufficient access control. Application of this CM should be based on current crash data and a clearly defined need to restrict or accommodate the movement.			
Why it works:			
Raised medians next to left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive CMs would be too expensive because of limited right-of-way and the constraints of the built environment. The result is This CM can be very effective and can be considered on a systematic approach. Raised medians can often be installed directly over the existing pavement. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle	CRF: 21 - 55 %

S13PB, Install pedestrian median fencing on approaches

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	Pedestrian and Bicycle	35%	20 years	
Notes:	This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing.			
General information				
Where to use:				
Signalized Intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk-phase. When this safety issue cannot be mitigated with signal timing and shoulder/sidewalk treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.				
Why it works:				
Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside the intersection crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing.				
General Qualities (Time, Cost and Effectiveness):				
Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	25- 40%

S14, Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed	CRF	Expected Life	
90%	All	50%	20 years	
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new directional openings.			
General information				
Where to use:				
Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection.				
Why it works:				
Restricting turning movement into and out of an intersection can help reduce conflicts between through and turning traffic. The number of access points, coupled with the speed differential between vehicles traveling along the roadway, contributes to crashes. Affecting turning movements by either allowing them or restricting them, based on the application, can ensure safe movement of traffic.				
General Qualities (Time, Cost and Effectiveness):				
Turn prohibitions that are implemented by closing a median opening can be implemented quickly. The cost of this strategy will depend on the treatment. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	51%

S15, Reduced Left-Turn Conflict Intersections (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict.		
General information			
Where to use and Why it works:			
<p>Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).</p> <p>Restricted Crossing U-turn (RCUT): The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction. The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.</p> <p>Median U-turn (MUT) The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns. The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.</p> <p><i>MUT and RCUT Can Reduce Conflict Points by 50%</i></p>			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle/Left-turn/Rear-End/All	CRF: 34.8-100%

S16, Convert intersection to roundabout (from signal)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in influence area of the new roundabout. This CM is not intended for mini-roundabouts. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		
General information			
Where to use:			
Signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements.			
Why it works:			
The types of conflicts that occur at roundabouts are different from those occurring at conventional intersections; namely, conflicts from crossing and left-turn movements are not present in a roundabout. The geometry of a roundabout forces drivers to reduce speeds as they proceed through the intersection. This helps keep the range of vehicle speed narrow, which helps reduce the severity of crashes when they do occur. Pedestrians only have to cross one direction of traffic at a time at roundabouts, thus reducing their potential for conflicts.			
General Qualities (Time, Cost and Effectiveness):			
Provision of a roundabout requires substantial project development. The need to acquire right-of-way is likely and will vary from site to site and depends upon the geometric design. These activities may require up to 4 years or longer to implement. Costs are variable, but construction of a roundabout to replace an existing signalized intersection are relatively high. The result is this CM may have reduced relative-effectiveness compared to other CMs.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 35 - 67%

S17PB, Install pedestrian countdown signal heads

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	25%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new countdown heads.		
General information			
Where to use:			
Signals that have signalized pedestrian crossing with walk/don't walk indicators and where there have been pedestrian vs. vehicle crashes.			
Why it works:			
A pedestrian countdown signal contains a timer display and counts down the number of seconds left to finish crossing the street. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. Countdown signals begin counting down either when the "WALK" or when the flashing "DON'T WALK" interval appears and stop at the beginning of the steady "DON'T WALK" interval. These signals also have been shown to encourage more pedestrians to use the pushbutton rather than jaywalk.			
General Qualities (Time, Cost and Effectiveness):			
Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 25%

S18PB, Install pedestrian crossing (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	25%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		
General information			
Where to use:			
Signalized Intersections with no marked crossing and pedestrian signal heads, where pedestrians are known to be crossing intersections that involve significant turning movements. They are especially important at intersections with (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) school crossings, and (3) double-right or double-left turns. At signalized intersections, pedestrian crossings are often safer when the left turns have protected phases that do not overlap the pedestrian walk phase.			
Why it works:			
Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. Another 22 percent of pedestrian crashes involve a pedestrian either running across the intersection or darting out in front of a vehicle whose view was blocked just prior to the impact. Finally, 16 percent of these intersection-related crashes occur because of a driver violation (e.g., failure to yield right-of-way). When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements may be funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 25%

S19PB, Pedestrian Scramble

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	40%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection with the new pedestrian crossing.		
General information			
Where to use:			
Pedestrian Scramble is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians/bicyclists to safely cross through the intersection in any direction, including diagonally. Pedestrian Scramble may be considered at signalized intersections with very high pedestrian/bicycle volumes, e.g. in an urban business district.			
Why it works:			
Pedestrian Scramble has been shown to reduce injury risk and increase bicycle ridership due to its perceived safety and comfort.			
General Qualities (Time, Cost and Effectiveness):			
Not involving any additional R/W, Pedestrian Scramble should not require a long development process and should be implemented reasonably soon. A systemic approach may be used in implementing this CM, resulting in cost efficiency with low to moderate cost.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: -10% to 51%

S20PB, Install advance stop bar before crosswalk (Bicycle Box)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	15%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection-crossing with the new advanced stop bars.		
General information			
Where to use:			
Signalized Intersections with a marked crossing, where significant bicycle and/or pedestrians volumes are known to occur.			
Why it works:			
Adding advance stop bar before the striped crosswalk has the opportunity to enhance both pedestrian and bicycle safety. Stopping cars well before the crosswalk provides a buffer between the vehicles and the crossing pedestrians. It also allows for a dedicated space for cyclists, making them more visible to drivers (This dedicated space is often referred to as a bike-box.)			
General Qualities (Time, Cost and Effectiveness):			
Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 35%

S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	60%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersections with signalized pedestrian crossing with the newly implemented Leading Pedestrian Interval (LPI).		
General information			
Where to use:			
Intersections with signalized pedestrian crossing that have high turning vehicles volumes and have had pedestrian vs. vehicle crashes.			
Why it works:			
A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. LPIs provide (1) increased visibility of crossing pedestrians; (2) reduced conflicts between pedestrians and vehicles; (3) Increased likelihood of motorists yielding to pedestrians; and (4) enhanced safety for pedestrians who may be slower to start into the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Costs for implementing LPIs are very low, since only minor signal timing alteration is required. This makes it an easy and inexpensive countermeasure that can be incorporated into pedestrian safety action plans or policies and can become routine agency practice. When considered at a single location, the LPI is usually local-funded. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 59%

B.2 Intersection Countermeasures – Non-signalized

NS01, Add intersection lighting (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Night	40%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		
General information			
Where to use:			
Non-signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night).			
Why it works:			
Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users as lighting not only helps them navigate the intersection, but also helps drivers see them better.			
General Qualities (Time, Cost and Effectiveness):			
A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost. For rural intersections, studies have shown the installation of streetlights reduced nighttime crashes at unlit intersections and can be more effective in reducing nighttime crashes than either rumble strips or overhead flashing beacons. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF: 25- 50%

NS02, Convert to all-way STOP control (from 2-way or Yield control)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	10 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. CA-MUTCD warrant must be met.		
General information			
Where to use:			
Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior. MUTCD warrants should always be followed.			
Why it works:			
All-way stop control can reduce right-angle and turning collisions at unsignalized intersections by providing more orderly movement at an intersection, reducing through and turning speeds, and minimizing the safety effect of any sight distance restrictions that may be present. Advance public notification of the change is critical in assuring compliance and reducing crashes.			
General Qualities (Time, Cost and Effectiveness):			
The costs involved in converting to all-way stop control are relatively low. All-way stop control can normally be implemented at multiple intersections with just a change in signing on intersection approaches, and typically are very quick to implement. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF: 6 - 80%

NS03, Install signals

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new signals. All new signals must meet MUTCD "safety" warrants: 4, 5 or 7. Given the over-arching operational changes that occur when an intersection is signalized, no other intersection CMs can be applied to the intersection crashes in conjunction with this CM.		
General information			
Where to use:			
Traffic signals can be used to prevent the most severe type crashes (right-angle, left-turn). Consideration to signalize an unsignalized intersection should only be given after (1) less restrictive forms of traffic control have been utilized as the installation of a traffic signal often leads to an increased frequency of crashes (rear-end) on major roadways and introduces congestion and (2) signal warrants have been met. Refer to the CA MUTCD, Section 4C.01, Studies and Factors for Justifying Traffic Control Signals.			
Why it works:			
Traffic signals have the potential to reduce the most severe type crashes but will likely cause an increase in rear-end collisions. A reduction in overall injury severity is likely the largest benefit of traffic signal installation.			
General Qualities (Time, Cost and Effectiveness):			
Typical traffic signal costs fall in the medium to high category and are affected by application, type of signal and right-of-way considerations. Projects of this magnitude should only be considered after alternate and lesser means of correction have been evaluated. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 74%

NS04, Convert intersection to roundabout (from all way stop)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		
General information			
Where to use:			
Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited.			
Why it works:			
Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements.			
General Qualities (Time, Cost and Effectiveness):			
Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF: 12 - 78 %

NS05, Convert intersection to roundabout (from 2-way stop or Yield control)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		
General information			
Where to use:			
Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited.			
Why it works:			
Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements.			
General Qualities (Time, Cost and Effectiveness):			
Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF: 12 - 78 %

NS05mr, Convert intersection to mini-roundabout

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control.		
General information			
Where to use:			
Mini-roundabouts are characterized by a small diameter (45-90 ft) and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout. Mini-roundabouts are most effective in lower speed environments in which all approaching roadways have posted speed of 30 mph or less and an 85th-percentile speed of less than 35 mph near the proposed yield and/or entrance line. For any location with an 85th-percentile speed above 35 mph, the mini-roundabout can be included as part of a broader system of traffic calming measures to achieve an appropriate speed environment.			
Why it works:			
Mini-roundabouts may be an optimal solution for a safety or operational issue at an existing intersection where there is insufficient right-of-way for a standard roundabout installation. The benefits of mini-roundabouts are the Compact size, operational efficiency, traffic safety improvement and traffic Calming.			
General Qualities (Time, Cost and Effectiveness):			
Construction costs for mini-roundabouts vary widely depending upon the extent of sidewalk modifications or other geometric improvements and the types of materials used. In most cases, mini-roundabouts have been installed with little or no pavement widening and with only minor changes to curbs and sidewalks. Construction costs can be minimum for an installation consisting entirely of pavement markings and signage or moderate for mini-roundabouts that include raised islands and pedestrian improvements.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	NA	CRF: NA

NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring in the influence area of the new signs. The influence area must be determined on a location by location basis.		
General information			
Where to use:			
The target for this strategy should be approaches to unsignalized intersections with patterns of rear-end, right-angle, or turning collisions related to lack of driver awareness of the presence of the intersection.			
Why it works:			
The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing larger regulatory and warning signs at or prior to intersections. A key to success in applying this strategy is to select a combination of regulatory and warning sign techniques appropriate for the conditions on a particular unsignalized intersection approach.			
General Qualities (Time, Cost and Effectiveness):			
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 11 - 55%

NS07, Upgrade intersection pavement markings (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new pavement markings. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing pavement markings in-kind) and must include upgraded safety features over the existing pavement markings and striping.		
General information			
Where to use:			
Unsignalized intersections that are not clearly visible to approaching motorists, particularly approaching motorists on the major road. The strategy is particularly appropriate for intersections with patterns of rear-end, right-angle, or turning crashes related to lack of driver awareness of the presence of the intersection. Also at minor road approaches where conditions allow the stop bar to be seen by an approaching driver at a significant distance from the intersection. Typical improvements include "Stop Ahead" markings and the addition of Centerlines and Stop Bars.			
Why it works:			
The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing appropriate pavement delineation in advance of and at intersections will provide approaching motorists with additional information at these locations. Providing visible stop bars on minor road approaches to unsignalized intersections can help direct the attention of drivers to the presence of the intersection. Drivers should be more aware that the intersection is coming up, and therefore make safer decisions as they approach the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Pavement marking improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of markings. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 13 - 60%

NS08, Install Flashing Beacons at Stop-Controlled Intersections

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring on the stop-controlled approaches / influence area of the new beacons.		
General information			
Where to use:			
Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle crashes related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs.			
Why it works:			
Flashing beacons provide a visible signal to the presence of an intersection and can be very effective in rural areas where there may be long stretches between intersections as well as locations where night-time visibility of intersections is an issue.			
General Qualities (Time, Cost and Effectiveness):			
Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF: 5-34%

NS09, Install flashing beacons as advance warning (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new beacons placed in advance of the intersection.		
General information			
Where to use:			
Non-Signalized Intersections with patterns of crashes that could be related to lack of a driver's awareness of approaching intersection or controls at a downstream intersection.			
Why it works:			
Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Flashing beacons are intended to reinforce driver awareness of the stop or yield signs and to help mitigate patterns of crashes related to intersection regulatory sign violations. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source.			
General Qualities (Time, Cost and Effectiveness):			
Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF: 36 - 62%

NS10, Install transverse rumble strips on approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new rumble strips.		
General information			
Where to use:			
Transverse rumble strips are installed in the travel lane for the purposes of providing an auditory and tactile sensation for each motorist approaching the intersection. They can be used at any stop or yield approach intersection, often in combination with advance signing to warn of the intersection ahead. Due to the noise generated by vehicles driving over the rumble strips, care must be taken to minimize disruption to nearby residences and businesses.			
Why it works:			
When motorists are traveling along the roadway, they are sometimes unaware they are approaching an intersection. This is especially true on rural roads, as there may be fewer clues indicating an intersection ahead. Transverse rumble strips warn motorists that something unexpected is ahead that they need to pay attention to.			
General Qualities (Time, Cost and Effectiveness):			
Use of transverse rumble strips requires minimal development process, allowing transverse rumble strips to be installed within a short time period. In general, This CM can be very effective and can be considered on a systematic approach, although care should be taken to not over-use this CM. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 35%

NS11, Improve sight distance to intersection (Clear Sight Triangles)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the significantly improved new sight distance. Minor/incidental improvements to sight distance would not likely result in the CRF shown below.		
General information			
Where to use:			
Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.			
Why it works:			
Adequate sight distance for drivers at stop or yield-controlled approaches to intersections has long been recognized as among the most important factors contributing to overall safety at unsignalized intersections. By removing sight distance restrictions (e.g., vegetation, parked vehicles, signs, buildings) from the sight triangles at stop or yield-controlled intersection approaches, drivers will be able see approaching vehicles on the main line, without obstruction and therefore make better decisions about entering the intersection safely.			
General Qualities (Time, Cost and Effectiveness):			
Projects involving clearing sight obstructions on the highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing sight obstructions on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. In general, this CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. Usually only high-cost removals would be good candidates for Caltrans Federal Safety Funding. Note: When federal safety funding is used to remove vegetation that has the potential to grow back, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 11 - 56%

NS12, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		
General information			
Where to use:			
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Non-signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.			
Why it works:			
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, ALL	CRF: 10 - 62 %

NS13, Install splitter-islands on the minor road approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of <u>the new splitter island on the minor road approaches.</u>		
General information			
Where to use:			
Minor road approaches to unsignalized intersections where the presence of the intersection or the stop sign is not readily visible to approaching motorists. The strategy is particularly appropriate for intersections where the speeds on the minor road are high. In creation of a splitter island allows for an additional stop sign to be placed in the median for the minor approach.			
Why it works:			
The installation of splitter islands allows for the addition of a stop sign in the median to make the intersection more conspicuous. Additionally, the splitter island on the minor-road provides for a positive separation between turning vehicles on the through road and vehicles stopped on the minor road approach.			
General Qualities (Time, Cost and Effectiveness):			
Splitter islands at non-signalized intersections can usually be installed with minimal roadway reconstruction and relatively quickly. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF: 35 - 100 %

NS14, Install raised median on approaches (NS.I)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		
General information			
Where to use:			
Where related or nearby turning movements affect the safety and operation of an intersection. Effective access management is key to improving safety at, and adjacent to, intersections. The number of intersection access points coupled with the speed differential between vehicles traveling along the roadway often contributes to crashes. Any access points within 250 feet upstream and downstream of an intersection are generally undesirable.			
Why it works:			
Raised medians with left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians also prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection.			
General Qualities (Time, Cost and Effectiveness):			
Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive approaches would be too expensive because of limited right-of-way and the constraints of the built environment. Because raised medians limit property access to right turns only, the need for providing alternative access ways should be considered. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 20 - 39 %

NS15, Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new directional openings.		
General information			
Where to use:			
Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection. Because raised medians limit property access to right turns only, they should be used in conjunction with efforts to provide alternative access ways and promote driveway spacing objectives.			
Why it works:			
Agencies are increasingly using access management techniques on urban and suburban arterials to manage the number of conflicts experienced at an intersection. A key element of access management is to restrict certain movements, create directional median openings, or close median openings that are deemed too close to an intersection.			
General Qualities (Time, Cost and Effectiveness):			
Turn prohibitions that are implemented by closing a median opening can usually be implemented quickly. Costs are highly variable but in many cases could be considered low. In some cases this strategy may involve acquiring access or constructing replacement access; those actions will significantly increase the cost of the project. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 51%

NS16, Reduced Left-Turn Conflict Intersections (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict.		
General information			
Where to use and Why it works:			
<p>Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).</p> <p>Restricted Crossing U-turn (RCUT): The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction. The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.</p> <p>Median U-turn (MUT) The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns. The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.</p> <p><i>MUT and RCUT Can Reduce Conflict Points by 50%</i></p> <p>Legend: ● Crossing ● Merging ○ Diverging</p>			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle/Left-turn/Rear-End/All	CRF: 34.8-100%

NS17, Install right-turn lane (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new right-turn lanes. This CM is not eligible for use at existing all-way stop intersections.		
General information			
Where to use:			
Many collisions at unsignalized intersections are related to right-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.			
Why it works:			
The strategy is targeted to reduce the frequency of rear-end collisions resulting from conflicts between vehicles turning right and following vehicles and vehicles turning right and through vehicles coming from the left on the cross street. Right-turn lanes also remove slow vehicles that are decelerating to turn right from the through-traffic stream, thus reducing the potential for rear-end collisions. Right-turn lanes can increase the length of the intersection crossing and create an additional potential conflict point for non-motorized users.			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years. At some locations, right-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 14 - 26 %

NS18, Install left-turn lane (where no left-turn lane exists)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left-turn lanes. This CM does NOT apply to converting a single-left into double-left turn. This CM is not eligible for use at existing all-way stop intersections.		
General information			
Where to use:			
Many collisions at unsignalized intersections are related to left-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new left-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.			
Why it works:			
Adding left-turn lanes remove vehicles waiting to turn left from the through-traffic stream, thus reducing the potential for rear-end collisions. Because they provide a sheltered location for drivers to wait for a gap in opposing traffic, left-turn lanes may encourage drivers to be more selective in choosing a gap to complete the left-turn maneuver. This strategy may reduce the potential for collisions between left-turn and opposing through vehicles.			
General Qualities (Time, Cost and Effectiveness):			
Implementing this strategy may take from months to years. At some locations, left-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 9 -55 %

NS19PB, Install raised medians (refuge islands)

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		Pedestrian and Bicycle		45%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the crossing with the new islands. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.				
General information					
Where to use:					
Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history. Raised medians decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time.					
Why it works:					
Raised pedestrian refuge islands, or medians at crossing locations along roadways, are another strategy to reduce exposure between pedestrians and motor vehicles. Refuge islands and medians that are raised (i.e., not just painted) provide pedestrians more secure places of refuge during the street crossing. They can stop partway across the street and wait for an adequate gap in traffic before completing their crossing.					
General Qualities (Time, Cost and Effectiveness):					
Median and pedestrian refuge areas are a low-cost countermeasure to implement. This cost can be applied to retrofit improvements or if it is a new construction project, implementing this countermeasure is even more cost-effective. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.					
FHWA CMF Clearinghouse:		Crash Types Addressed:		CRF:	30 - 56 %
		Pedestrian and Bicycle			

NS20PB, Install pedestrian crossing at uncontrolled locations (signs and markings only)

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		Pedestrian and Bicycle		25%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).				
General information					
Where to use:					
Non-signalized intersections without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with right and/or left turns pockets. See Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) for additional guidance regarding when to install a marked crosswalk.					
Why it works:					
Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Pavement markings delineate a portion of the roadway that is designated for pedestrian crossing. These markings will often be different for controlled verses uncontrolled locations. The use of "ladder", "zebra" or other enhanced markings at uncontrolled crossings can increase both pedestrian and driver awareness to the increased exposure at the crossing. Incorporating advanced "stop" or "yield" markings provides an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. There are several types of pedestrian crosswalks, including: continental, ladder, zebra, and standard. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.					
General Qualities (Time, Cost and Effectiveness):					
Costs associated with this strategy will vary widely, depending upon if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.					
FHWA CMF Clearinghouse:		Crash Types Addressed:		CRF:	25 %
		Pedestrian and Bicycle			

NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the new crossing (influence area) with enhanced safety features. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		
General information			
Where to use:			
Non-signalized intersections where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements.			
Why it works:			
Adding pedestrian crossings that include enhanced safety features has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The enhanced safety elements help delineate a portion of the roadway that is designated for pedestrian crossing. Incorporating advanced "yield" markings provide an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending upon the types of enhanced features that will be combined with the standard crossing improvements. The need for new curb ramps and sidewalk modifications will also be a factor. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have relatively high B/C ratios based on past non-motorized crash history.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF: 37%

NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB.		
General information			
Where to use:			
Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.			
Why it works:			
RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings.			
General Qualities (Time, Cost and Effectiveness):			
RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 7 – 47.4%

NS23PB, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		Pedestrian and Bicycle		55%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new signal. For HAWK or other pedestrian signals, the justification may be Warrant 4, 5 and/or 7, or passing the test in Figure 4F-1/4F-2 in Chapter 4F of CA MUTCD. Please refer to Chapter 4F of CA MUTCD for more details				
General information					
Where to use:					
Intersections noted as having a history of pedestrian vs. vehicle crashes and in areas where the likelihood of the pedestrian presence is high. Corridors should also be assessed to determine if there are adequate safe opportunities for non-motorists to cross and if a pedestrian signal, or a Pedestrian Hybrid Beacon (PHB) (also called High-Intensity Activated crossWalk beacon (HAWK)) are needed to provide an active warning to motorists when a pedestrian is in the crosswalk.					
Why it works:					
Adding a pedestrian signal has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.					
General Qualities (Time, Cost and Effectiveness):					
The cost of improvements are generally high, but can vary dependent on the type of signal and overall scope of the project. In most cases the project duration can be short. The expected effectiveness of this CM must be assessed for each individual location.					
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF:	15 - 69%	

B.3 Roadway Countermeasures

R01, Add Segment Lighting

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Night	35%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		
General information			
Where to use:			
Where to use: Noted substantial patterns of nighttime crashes. In particular, patterns of rear-end, right-angle, turning or roadway departure collisions on the roadways may indicate that night-time drivers can be unaware of the roadway characteristics.			
Why it works:			
Providing roadway lighting improves the safety during nighttime conditions by (1) making drivers more aware of the surroundings, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances to perceive roadway characteristic in advance of the change, and (3) improving non-motorist's visibility and navigation.			
General Qualities (Time, Cost and Effectiveness):			
It expected that projects of this type may be constructed in a year or two and are relatively costly. There are several types of costs associated with providing lighting, including the cost of providing a permanent source of power to the location, the cost for the luminaire supports (i.e., poles), and the cost for routinely replacing the bulbs and maintenance of the luminaire supports. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF: 18 - 69 %

R02, Remove or relocate fixed objects outside of Clear Recovery Zone

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new clear recovery zone (per Caltrans' HDM).		
General information			
Where to use:			
Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.			
Why it works:			
While this strategy does not prevent the vehicle leaving the roadway, it does provide a mechanism to reduce the severity of a resulting crash. A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. Removing or moving fixed objects, flattening slopes, or providing recovery areas reduces the likelihood of a crash.			
General Qualities (Time, Cost and Effectiveness):			
Projects involving removing fixed objects from highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing objects on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. This CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. High-cost removals or removals implemented using a systematic approach would be good candidates for Caltrans Federal Safety Funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object	CRF: 17 - 100 %

R03, Install Median Barrier

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the new barrier.		
General information			
Where to use:			
Areas where crash history indicates drivers are unintentionally crossing the median and the cross-overs are resulting in high severity crashes. The installation of median barriers can increase the number of PDO and non-severe injuries. The net result in safety from this countermeasure is connected more to reducing the severity of crashes not the number of crashes. It is recommended to review the warrants as outlined in Chapter 7 of the Caltrans Traffic Manual when considering whether to install median barriers.			
Why it works:			
This strategy is designed to prevent head-on collisions by providing a barrier between opposing lanes of traffic. The variety of median barriers available makes it easier to choose a site-specific solution. The main advantage is the reduction of the severity of the crashes. The key to success would be in selecting an appropriate barrier based on the site, previous crash history, maintenance needs, and median width.			
General Qualities (Time, Cost and Effectiveness):			
This strategy would in many cases be possible to implement within a short period after site selection. Costs will vary depending on the type of median barrier selected and whether the strategy is implemented as a stand-alone project or incorporated as part of a reconstruction or resurfacing effort. Maintenance costs and worker exposure will also vary depending on the type of barrier selected. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on	CRF: 0 - 94 %

R04, Install Guardrail

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new guardrail. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged rail). For projects proposing to upgrade existing guardrail to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing rail conditions suggests the upgraded guardrail may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM).		
General information			
Where to use:			
Guardrail is installed to reduce the severity of lane departure crashes. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should only be installed where it is clear that crash severity will be reduced, or there is a history of run-off-the-road crashes at a given location that have resulted in severe crashes. New and upgraded guardrail and end-treatments must meet current safety standards; see Method for Assessing Safety Hardware (MASH) for more information. Caltrans (or other national accepted guidance) slope/height criteria need to be considered and documented.			
Why it works:			
Guardrail redirects a vehicle away from embankment slopes or fixed objects and dissipates the energy of an errant vehicle.			
General Qualities (Time, Cost and Effectiveness):			
Strategies range from relatively inexpensive too costly. Costly projects may include those that upgrade existing guardrail applications to more semi-rigid and rigid barrier systems over extended distances. In general, this CMs can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF: 11 - 78 %

R05, Install impact attenuators

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new attenuators. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged attenuators). For projects proposing to upgrade existing attenuators to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing attenuator conditions suggests the upgraded attenuators may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM).		
General information			
Where to use:			
Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. Attenuators should only be installed where it is impractical for the objects to be removed. New and upgraded barrier end-treatments must meet current safety standards; see MASH for more information.			
Why it works:			
Attenuators bring an errant vehicle to a more-controlled stop or redirect the vehicle away from a rigid object. Attenuators are effective at absorbing impact energy and increasing occupant safety. They also tend to draw attention to the fixed object, which helps drivers steer clear of the fixed objects.			
General Qualities (Time, Cost and Effectiveness):			
Costs depending on the scope of the project, type(s) used, and associated ongoing maintenance costs. Time to install is fairly quick once site is identified.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF: 5 - 50 %

R06, Flatten side slopes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new side slopes. Minor/incidental flattening of side slopes would not likely result in the CRF shown below and may not be appropriate for use in Caltrans B/C calculations.		
General information			
Where to use:			
Roadways experiencing frequent lane departure crashes that result in roll-over type crashes as a result of the roadway slope being so severe as to not accommodate a reasonable degree of driver correction. When there is a need to reduce the severity of lane departure crashes without installing a barrier system that could result in increased numbers of crashes.			
Why it works:			
Flattened slopes provide a greater area for a driver to regain control of a vehicle. Steep slopes, ditches or unprotected hazardous drops-offs adjacent to a travel lane offer little opportunities to correct an inappropriate action by a driver and can result in severe crashes.			
General Qualities (Time, Cost and Effectiveness):			
Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear. In other cases This CM can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF: 5 - 62 %

R07, Flatten side slopes and remove guardrail

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		40%	20 years
Notes:	This CM only applies to crashes occurring within the limits of both the removed guardrail and the new side slopes.				
General information					
Where to use:					
Locations where high number of crashes originate as a lane departure and result in collision with guardrail or a fixed object located on the side slope shielded by guardrail. The guardrail may or may not meet current standards. Even though guardrails are generally installed to reduce the severity of departure crashes, they still can result in severe crashes in some locations.					
Why it works:					
Flattened side slopes and an unobstructed clear zone provide a greater area for a driver to regain control of a vehicle. The existing guardrail may help protect the steep slopes, fixed objects, or unprotected hazardous drops-offs adjacent to a travel lane, but removing all of these obstacles generally improves safety.					
General Qualities (Time, Cost and Effectiveness):					
Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear.					
FHWA CMF Clearinghouse:	Crash Types Addressed:	Roll Over, Fixed Object	CRF:	42%	

R08, Install raised median

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.				
General information					
Where to use:					
Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Installing a raised median is a more restrictive approach in that it represents a more rigid barrier between opposing traffic. Application of raised medians on roadways with higher speeds is not advised - instead a median barrier should be considered. Including landscaping in new raised medians can be counterproductive to the HSIP safety goals and should only be done in ways that do not increase drivers' exposure to fixed objects and that will maintain driver's sight distance needs throughout the life of the proposed landscaping. Agencies need to consider and document impacts of additional turning movements at nearby intersections.					
Why it works:					
Adding raised medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a buffer between the opposing travel lanes and reinforces the limits of the travel lane. Raised median may also be used to limit unsafe turning movements along a roadway.					
General Qualities (Time, Cost and Effectiveness):					
In some cases this strategy may be a retrofit into the existing roadway by utilizing a portion of the existing paved shoulder. These raised medians can be installed directly over the existing pavement. Cost and time to implement could significantly increase if the paved area is not sufficient to include a median. The surface treatment of the raised median also significantly affects their cost-effectiveness: standard concrete or other hardscape surfaces are usually more cost effective than landscaped medians. When agencies opt to install landscaping in conjunction with new raised medians, the project design and construction costs can significantly increase due to excavation, backfill/top-soil, water-connection, irrigation, planting, maintenance needed for the landscaping. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.					
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on	CRF:	20 - 75 %	

R09, Install median (flush)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new flush median. The new median must be a minimum of 4 feet wide (or "wider" if a narrow median exists before the proposed project).		
General information			
Where to use:			
Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Roadways with oversized lanes offer an opportunity to restripe the roadway to reduce the lanes to standard widths and use the extra width for the median.			
Why it works:			
Adding medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a narrow buffer median between opposing flows, thereby providing a greater opportunity to correct an errant maneuver and further reinforce the limits of the travel lane. Application widths can vary based on the available cross section and intended application. Additional safety can be provided by combining this CM with rumble strips.			
General Qualities (Time, Cost and Effectiveness):			
In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 15 - 78 %

R10PB, Install pedestrian median fencing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing.		
General information			
Where to use:			
Roadway segments with high pedestrian-generators and pedestrian-destinations nearby (e.g. transit stops) may experience a high volume of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the nearest intersection or designated mid-block crossing. When this safety issue cannot be mitigated with shoulder, sidewalk and/or crossing treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.			
Why it works:			
Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside designated pedestrian crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 25 - 40%

R11, Install acceleration/ deceleration lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new accel/decel lanes on high speed roadways. Significant improvements to the merge length for lane-drop locations is also an acceptable use of this CM.		
General information			
Where to use:			
Areas proven to have crashes that are the result of drivers not being able to turn onto a high speed roadway to accelerate until the desired roadway speed is reached and areas that do not provide the opportunity to safely decelerate to negotiate a turning movement. This CM can also be used to improve the safety of merging vehicles at a lane-drop location.			
Why it works:			
A lane that does not provide enough deceleration length and storage space for turning traffic may cause the turn queue to back up into the adjacent through lane. This can contribute to rear-end and sideswipe crashes. An acceleration lane is an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds (high speed roadways) before entering the through-traffic lanes of a highway. Additionally, if acceleration by entering traffic takes place directly on the traveled way, it may disrupt the flow of through-traffic and cause rear-end and sideswipe collisions.			
General Qualities (Time, Cost and Effectiveness):			
Costs are highly variable. Where sufficient median or shoulder space exists it may be possible to provide acceleration/deceleration lanes at a moderate cost. Where the roadway must be widened and additional right-of-way must be acquired, higher costs and a lengthy time-to-construct are likely. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Sideswipe, Rear-End	CRF: 10 - 75 %

R12, Widen lane (initially less than 10 ft)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the widened lanes. Widening must a minimum of 1 foot.		
General information			
Where to use:			
Horizontal curves or tangents and low speed or high speed roadways identified as having lane departure crashes, sideswipe or head-on crashes that can be attributed to an existing pavement width less than 10 feet.			
Why it works:			
Increasing pavement width can affect almost all crash types. A common practice is to widen the traveled way on horizontal curves to make operating conditions on curves comparable to those on tangents. Speed is a primary consideration when evaluating potential adverse impacts of lane width on safety. On high-speed, rural two-lane highways, an increased risk of cross-centerline head-on or cross-centerline sideswipe crashes is a concern because drivers may have more difficulty staying within the travel lane.			
General Qualities (Time, Cost and Effectiveness):			
Costs will depend on the amount of reconstruction necessary and on whether additional right-of-way is required. In general, this is one of the higher-cost strategies recommended, but it can also be very beneficial. Since this is a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 5 - 70 %

R13, Add two-way left-turn lane

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new lane, where an existing median did not already exist.		
General information			
Where to use:			
Roadways having a high frequency of drivers being rear-ended while attempting to make a left turn across oncoming traffic. Also can be effective for drivers crossing the centerline of an undivided multilane roadway inadvertently.			
Why it works:			
Two-way left-turn lanes provide a buffer between opposing directions of travel and separate left turning traffic from through traffic. They can also help to allow vehicles to begin to accelerate before entering the through-traffic lanes. They reduce the disruption of flow of through-traffic and reducing rear-end and sideswipe collisions. For some roadways the option of converting a four-lane undivided arterials to two-vehicle-lane roadways with a center left-turn lane and bike lanes should be considered (see "Road Diet" CM.)			
General Qualities (Time, Cost and Effectiveness):			
In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median, requiring new right-of-way, and having significant environmental impacts. The expected effectiveness of this CM must be assessed for each individual location as the B/C ratios will vary from low to high.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 8 - 50 %

R14, Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new lane striping. "Intersection" crashes can only be applied when they resulted from turning movements that had no designated turn lanes/phases in the existing condition and the Road Diet will provide turn lanes/phases for these movements. This CM does not apply to roadway sections that already included left turn lanes or two way left turn lanes before the lane reductions. New bike lanes are also expected to be part of these projects. If any pavement is planned to be removed for the purpose of adding landscaping, planter-boxes, or other non-roadway user features, the cost should be non-participating.		
General information			
Where to use:			
Areas noted as having a higher frequency of head-on, left-turn, and rear-end crashes with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design. It may also result in congestion levels that contribute to other crashes.			
Why it works:			
The application of this strategy usually reduces the roadway segment speeds and serious head-on crashes. In many cases the extra pavement width can be used for the installation of bike lanes. In addition to increasing bicycle safety, these bike lanes can improve the safety of on-street parking.			
General Qualities (Time, Cost and Effectiveness):			
Implementation would require more time than in other low-cost treatments to complete environmental analyses, traffic studies and public input. Projects that only require new lane markings and minor signalization modifications will have relatively low cost and can be very effective and can be considered on a systematic approach. These striping and signal modification costs should be considered part of this CM and not an additional CM. (If additional signal hardware improvements are being made, over what is needed for the road diet, then the Improve Signal Hardware CM may also be used.) Often road diet projects need a seal-coat placed on the roadway to fully remove the old striping. These seal coats are considered part of the proper installation of this CM. In contrast, structural-overlays should not be considered part of this CM and are not considered eligible for funding in the California Local HSIP.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 26 - 43 %

R15, Widen shoulder

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new paved shoulder. A minimum of 2 feet width must be added and the new/resulting shoulders must be a minimum of 4 feet wide. This CM is not eligible unless it is done as the last step of an "incremental approach", for which the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the 'before' and 'after' crash analysis must be attached to the application.				
General information					
Where to use:					
Roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery.					
Why it works:					
Based on the best available research, adding shoulder or widening an existing shoulder provides a greater area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles. They may also provide space for disabled vehicles to stop or drive slowly, provide increased sight distance for through vehicles and for vehicles entering the roadway, and in some cases reduce passing conflicts between motor vehicles and bicyclists and pedestrians. The likely safety benefits for adding or widening an existing shoulder generally increase as the widening width increases - practitioners should refer to NCHRP Report 500 Series, the CMF Clearinghouse or other references for more details.					
General Qualities (Time, Cost and Effectiveness):					
Shoulder widening costs would depend on whether new right-of-way is required and whether extensive roadside modification is needed. Since shoulder widening can be a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways.					
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road, Sideswipe	CRF:	15 - 75 %	

R16, Curve Shoulder widening (Outside Only)

For HSIP Cycle 11 Call-for-projects					
Funding Eligibility		Crash Types Addressed		CRF	Expected Life
90%		All		45%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the new shoulder widening at curves. A minimum of 2-4 feet width must be added to the outside of horizontal curves and the new traversable shoulder must be a minimum of 4 feet wide.				
General information					
Where to use:					
Roadway curves noted as having frequent lane departure crashes due to inadequate or no shoulders, resulting in an unsuccessful attempt to reenter the roadway.					
Why it works:					
Adding shoulders (outside only) creates a recovery area in which a driver can regain control of a vehicle, as well as lateral clearance to roadside objects.					
General Qualities (Time, Cost and Effectiveness):					
To minimize the R/W needs and the cost, only outside shoulder at curves is to be widened. This CM can be implemented in a relatively short timeframe.					
FHWA CMF Clearinghouse:	NA				

R17, Improve horizontal alignment (flatten curves)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. This CM is not eligible unless it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application.		
General information			
Where to use:			
Roadways with horizontal curves that have experienced lane departure crashes as a result of a roadway segment having compound curves or a severe radius. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.			
Why it works:			
Increasing the radius of a horizontal curve can be very effective in improving the safety performance of the curve. Curve modification reduces the likelihood of a vehicle leaving its lane, crossing the roadway centerline, or leaving the roadway at a horizontal curve; and minimizes the adverse consequences of leaving the roadway. Horizontal alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM.			
General Qualities (Time, Cost and Effectiveness):			
This strategy is a long-term, higher-cost alternative for improving the safety of a horizontal curve because it usually involves total reconstruction of the roadway. It may also require acquisition of additional right-of-way and an environmental review. This strategy, albeit costly, has shown that increasing the radius of curvature can significantly reduce total curve-related crashes by up to 80 percent. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 24 - 90%

R18, Flatten crest vertical curve

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. This CM is not eligible unless it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application.		
General information			
Where to use:			
The target for this strategy is usually unsignalized intersections with restricted sight distance due to vertical geometry and with patterns of crashes related to that lack of sight distance that cannot be ameliorated by less expensive methods. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.			
Why it works:			
Adequate sight distance for drivers at stopped approaches to intersections has long been recognized as among the most important factors contributing to overall intersection safety. Vertical alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM.			
General Qualities (Time, Cost and Effectiveness):			
Projects involving changing the horizontal and/or vertical alignment to provide more sight distance are quite extensive and usually take several years to accomplish. If additional right-of-way is required or environmental impacts are expected, these projects will require a substantial period of time. Since this is usually an expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard locations.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 20 - 51 %

R19, Improve curve superelevation

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	45%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved superelevation. This CM does not apply to sections of roadways where the horizontal or vertical alignments are changing via another CM.		
General information			
Where to use:			
Roadways noted as having frequent lane departure crashes and inadequate or no superelevation. Safety can be enhanced when the superelevation is improved or restored along curves where the actual superelevation is less than the optimal.			
Why it works:			
Superelevation works with friction between the tires and pavement to counteract the forces on the vehicle associated with cornering. Many curves may have inadequate superelevation because of vehicles traveling at higher speeds than were originally designed for, because of loss of effective superelevation after resurfacing, or because of changes in design policy after the curve was originally constructed.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be a higher-cost alternative for improving the safety of a curve because it involves reconstruction to some degree. Other projects may be able to be constructed by simple overlays and minimal reconstruction of roadway features. When simple overlay fixes are pursued, a systematic installation approach may be appropriate. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF: 40 - 50 %

R20, Convert from two-way to one-way traffic

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new one-way sections.		
General information			
Where to use:			
One-way streets can offer improved signal timing and accommodate odd-spaced signals. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes and the number of conflict points, one-way streets tend to have higher speeds which creates new problems. Care must be taken not to create conditions that cause driver confusion and erratic maneuvers.			
Why it works:			
Studies have shown a 10 to 50-percent reduction in total crashes after conversion of a two-way street to one-way operation. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes, one-way streets tend to have higher speeds which creates new problems. At the same time, this strategy (1) increases capacity significantly and (2) can have safety-related drawbacks including pedestrian confusion and minor sideswipe crashes.			
General Qualities (Time, Cost and Effectiveness):			
The costs will vary depending on length of treatment and if the conversion requires modification to signals. Conversion costs can be high to build "crossovers" where the one-way streets convert back to two-way streets and to rebuild traffic signals. It's also likely that these types of modifications will require public involvement and could significantly add to the time it takes to complete the project. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 26 - 43 %

R21, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		
General information			
Where to use:			
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Areas as noted having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than actual roadway speeds; including but not limited to curves, loop ramps, intersections, and areas with short stopping or weaving distances. This treatment is intended to target locations where skidding is determined to be a problem, in wet or dry conditions and the target vehicle is one that runs (skids) off the road or is unable to stop due to insufficient skid resistance.			
Why it works:			
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in a reduction of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.			
General Qualities (Time, Cost and Effectiveness):			
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Rear-End, All	CRF: 17 - 68 %

R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)

For HSIP Cycle 11 Call-for-projects				
Funding Eligibility	Crash Types Addressed		CRF	Expected Life
90%	All		15%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new/upgraded signs. This CM is not intended for maintenance upgrades of street-name, parking, guide, or any other signs without a primary focus on roadway safety. This CM is not eligible unless it is done as part of a larger sign audit project, including the study of: 1) the existing signs' locations, sizes and information per MUTCD standards, 2) missing signs per MUTCD standards, and 3) sign retroreflectivity. The overall sign audit scope (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application. Based on the scope of the project/audit, it may be appropriate to combine other CMs in the B/C calculation.			
General information				
Where to use:				
The target for this strategy should be on roadway segments with patterns of head on, nighttime, non-intersection, run-off road, and sideswipe crashes related to lack of driver awareness of the presence of a specific roadway feature or regulatory requirement. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install chevrons, warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)				
Why it works:				
This strategy primarily addresses crashes caused by lack of driver awareness (or compliance) roadway signing. It is intended to get the drivers attention and give them a visual warning by using fluorescent yellow sheeting (or other retroreflective material).				
General Qualities (Time, Cost and Effectiveness):				
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head on, Run-off road, Sideswipe, Night	CRF:	18 - 35%

R23, Install chevron signs on horizontal curves

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve).		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)			
Why it works:			
Post-mounted chevrons are intended to warn drivers of an approaching curve and provide tracking information and guidance to the drivers. While they are intended to act as a warning, it should also be remembered that the posts, placed along the roadside, represent a possible object with which an errant vehicle can crash into. Design of posts to minimize damage and injury is an important part of the considerations to be made when selecting these treatments.			
General Qualities (Time, Cost and Effectiveness):			
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF: 6 - 64 %

R24, Install curve advance warning signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve)		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. This countermeasure may also include horizontal alignment and/or advisory speed warning signs. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)			
Why it works:			
This strategy primarily addresses problem curves, and serves as an advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed.			
General Qualities (Time, Cost and Effectiveness):			
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF: 20 - 30 %

R25, Install curve advance warning signs (flashing beacon)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve)		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on relatively sharp curves. Flashing beacons in conjunction with warning signs should only be used on horizontal curves that have an established severe crash history to help maintain their effectiveness.			
Why it works:			
This strategy primarily addresses problem curves, and serves as an enhanced advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed. Flashing beacons are an added indication that a curve may be particularly challenging.			
General Qualities (Time, Cost and Effectiveness):			
Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 30 %

R26, Install dynamic/variable speed warning signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. through the curve) {This CM does not apply to dynamic regulatory speed warning signs. There are currently no nationally accepted CRFs for dynamic regulatory signs (also known as Radar Speed Feedback Signs). CRFs are being developed and Caltrans hopes to include these CMs and CRFs in future calls for projects.}		
General information			
Where to use:			
Curvilinear roadways that have an unacceptable level of crashes due to excessive speeds on relatively sharp curves.			
Why it works:			
This strategy primarily addresses crashes caused by motorists traveling too fast around sharp curves. It is intended to get the drivers attention and give them a visual warning that they may be traveling over the recommended speed for the approaching curve. Care should be taken to limit the placement of these signs to help maintain their effectiveness.			
General Qualities (Time, Cost and Effectiveness):			
Use of dynamic speed warning signs requires minimal development process, allowing them to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 41 %

R27, Install delineators, reflectors and/or object markers

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring within the limits / influence area of the new features. {This is not a striping-related CM}		
General information			
Where to use:			
Roadways that have an unacceptable level of crashes on curves (relatively flat to sharp) during periods of light and darkness. Any road with a history of fixed object crashes is a candidate for this treatment, as are roadways with similar fixed objects along the roadside that have yet to experience crashes. If a fixed object cannot be relocated or made break-away, placing an object marker can provide additional information to motorists. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, beacons, and relocation of existing signs per MUTCD standards.)			
Why it works:			
Delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed. They are intended to provide tracking information and guidance to the drivers. They are generally less costly than Chevron Signs as they don't require posts to place along the roadside, avoiding an additional object with which an errant vehicle can crash into.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF: 0 - 30 %

R28, Install edge-lines and centerlines

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new centerlines and/or edge-lines. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing striping and RPMs in-kind) and must include upgraded safety features over the existing striping. For two lane roadways allowing passing, a striping audit must be done to ensure the passing limits meeting the MUTCD standards. Both the centerline and edge-lines are expected to be upgraded, unless prior approval is granted by Caltrans staff in writing and attached to application.		
General information			
Where to use:			
Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment - install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate. Incorporating raised/reflective pavement markers (RPMs) into centerlines (and edge-lines) should be considered as it has been shown to improve safety.			
Why it works:			
Installing edge-lines and centerlines where none exists or making significant upgrades to existing lines (paint to thermoplastic, adding audible disks/bumps in the thermoplastic stripes, or adding RPMs) are intended/designed to help drivers who might leave the roadway because of their inability to see the edge of the roadway along the horizontal edge of the pavement or cross-over the centerline of the roadway into oncoming traffic. New pavement marking products tend to be more durable, are all-weather, more visible, and have a higher retroreflectivity than traditional pavement markings.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded striping upgrade project, California local agencies are encouraged to consider "Roadway Safety Striping Audit and Upgrade Projects". Including wide-scale striping audits in the development phase of striping projects are expected to identify non-standard (per MUTCD) striping/markings features, no-passing zone limits needing adjustment, and missing striping/markings that may otherwise go unnoticed. More information on this concepts is available on the Local Assistance HSIP webpage under an RSSA example document. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Run-off Road, All	CRF: 0 - 44 %

R29, Install no-passing line

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	45%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new or extended no-passing zones.		
General information			
Where to use:			
Roadways that have a high percentage of head-on crashes suggesting that many head-on crashes may relate to failed passing maneuvers. No-passing lines should be installed where drivers "passing sight distance" is not available due to horizontal or vertical obstructions. General restriping projects can be good opportunities to reevaluate and incorporate new no-passing zones limits. The incorporation 'No Passing Zone' pennants should also be considered when reevaluating the limits of no-passing zones. Installing no-passing limits in areas that are not warranted may reduce the overall safety of the corridor as drivers may become frustrated and attempt passing maneuvers at other locations without the necessary sight distance.			
Why it works:			
When the centerline markings do not differentiate between passing and no-passing areas, drivers may have difficulty determining where passing maneuvers can be completed safely. Providing clear and engineered passing and no-passing areas can encourage drivers to wait patiently for safe passing areas and avoid aggressively looking for passing opportunities.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Side-swipe	CRF: 40 - 53%

R30, Install centerline rumble strips/stripes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.		
General information			
Where to use:			
Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes.			
Why it works:			
Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble strips (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Side-swipe, All	CRF: 15 - 68%

R31, Install edgeline rumble strips/stripes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.		
General information			
Where to use:			
Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Special requirements may apply and care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes.			
Why it works:			
Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.			
General Qualities (Time, Cost and Effectiveness):			
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road	CRF: 10 - 41%

R32PB, Install bike lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the Class II (not Class III) bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		
General information			
Where to use:			
Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder. Most studies suggest that bicycle lanes may provide protection against bicycle/motor vehicle collisions. Striped bike lanes can be incorporated into a roadway when is desirable to delineate which available road space is for exclusive or preferential use by bicyclists.			
Why it works:			
Most studies present evidence that bicycle lanes provide protection against bicycle/motor vehicle collisions. Bicycle lanes provide marked areas for bicyclist to travel along the roadway and provide for more predictable movements for both bicyclist and motorist. Evidence also shows that riding with the flow of vehicular traffic reduces bicyclists' chances of collision with a motor vehicle. Locations with bicycle lanes have lower rates of wrong-way riding. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.			
General Qualities (Time, Cost and Effectiveness):			
Adding striped bicycle lanes can range from the simply restriping the roadway and minor signing to projects that require roadway widening, right-of-way, and environmental impacts. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location. For simple installation scenarios, This CM can be very effective and can be considered on a systematic approach.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 0 - 53 %

R33PB, Install Separated Bike Lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	45%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the separated bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		
General information			
Where to use:			
Separated bikeways are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions, presumably in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes. These options range in feasibility due to roadway characteristics, available space, and cost. In some cases, it may be possible to provide additional space in areas where pedestrian and bicyclists may interact, such as the parking buffer, or loading zones, or extra bike lane width for cyclists to pass one another.			
Why it works:			
Separated bike lanes provide increased safety and comfort for bicyclists beyond conventional bicycle lanes. By separating bicyclists from motor traffic, "protected" or physically separated bike lanes can offer a higher level of comfort and are attractive to a wider spectrum of the public. Intersections and approaches must be carefully designed to promote safety and facilitate left-turns for bicyclists from the primary corridor to cross street. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.			
General Qualities (Time, Cost and Effectiveness):			
The cost of Installing separated bike lanes can be low to medium or high, depending on whether roadway widening, right-of-way and environmental impacts are involved. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 3.7 - 100 %

R34PB, Install sidewalk/pathway (to avoid walking along roadway)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	80%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the new walkway. This CM is not intended to be used where an existing sidewalk is being replaced with a wider one, unless prior Caltrans approval is included in the application. When an off-street multi-use path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		
General information			
Where to use:			
Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.			
Why it works:			
Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks on both sides of the street has been found to be related to significant reductions in the "walking along roadway" pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.			
General Qualities (Time, Cost and Effectiveness):			

Costs for sidewalks will vary, depending upon factors such as width, materials, and existing of curb, gutter and drainage. Asphalt curbs and walkways are less expensive, but require more maintenance. The expected effectiveness of this CM must be assessed for each individual location. These projects can be very effective in areas of high-pedestrian volumes with a past history of crashes involving pedestrians.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	65 - 89 %
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R35PB, Install/upgrade pedestrian crossing (with enhanced safety features)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the new crossing which includes new enhanced safety features. Note: This CM is not intended to be combined with the "Install raised pedestrian crossing" when calculating the improvement's B/C ratio. This CM is not intended to be used for high-cost aesthetic enhancements (i.e. stamped concrete or stamped asphalt).		

General information			
Where to use:			
Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements. For multi-lane roadways, advance "yield" markings can be effective in reducing the 'multiple-threat' danger to pedestrians.			
Why it works:			
Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, medians and pedestrian crossing islands, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs. When agencies opt to install aesthetic enhancement to crossing like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending on the extent of the curb extensions, raised medians, flashing beacons, and other pedestrian safety elements that are needed with the crossing. When considered at a single location, these improvements can sometimes be low cost and funded through local funding by local crews. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 8 - 56%

R36PB, Install raised pedestrian crossing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the area with the new raised crossing. Note: This CM is not intended to be combined with the "Install pedestrian crossing (with enhanced safety features)" when calculating the improvement's B/C ratio.		
General information			
Where to use:			
On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone, may not be sufficient to adequately protect non-motorized users. In these cases, raised crossings can be added to complement the standard crossing elements. Special requirements may apply and extra care should be taken when considering installing raised crossings to ensure unintended safety issues are not created, such as: emergency vehicle access or truck route issues.			
Why it works:			
Adding a raised pedestrian crossing has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The raised crossing encourages motorists to reduce their speed and provides improved delineation for the portion of the roadway that is designated for pedestrian crossing. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths.			
General Qualities (Time, Cost and Effectiveness):			
Costs associated with this strategy will vary widely, depending upon the elements of the raised crossing and the need for new curb ramps and sidewalk modifications. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have medium to high B/C ratios based on past non-motorized crash history.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 30 - 46%

R37PB, Install Rectangular Rapid Flashing Beacon (RRFB)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB.		
General information			
Where to use:			
Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.			
Why it works:			
RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings.			
General Qualities (Time, Cost and Effectiveness):			
RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF: 7 - 47.4%

R38, Install Animal Fencing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Animal	80%	20 years
Notes:	This CM only applies to "animal" crashes occurring within the limits of the new fencing.		
General information			
Where to use:			
At locations with high percent of vehicular/animal crashes (reactive) or where there is a known high percent of animals crossing due to migratory patterns (proactive).			
Why it works:			
Animal fencing helps to channelize the identified animals to a natural or man-made crossing, eliminating the conflict between vehicles and animals on the same place. Animal fencing is typically installed at a bridge location with its "run of need" dependent on the surrounding terrain.			
General Qualities (Time, Cost and Effectiveness):			
Time to install fencing can be moderate to lengthy depending on the environmental commitments and agreed upon solution to mitigating project impacts. Costs will be fairly low and depend on the "run of need" length. There will be minimal reoccurring maintenance costs on keeping the fence intact. The expected effectiveness of this CM must be assessed for each individual location.			
FHWA CMF Clearinghouse:	Crash Types Addressed:	Animal	CRF: 70 - 90 %

Appendix C: Summary of “Recommended Actions”

The information contained here represent a brief summary of each section of this manual as well as the Summary of “Recommended Actions” from Sections 2 through 7. This is intended to be a quick-reference for local agency practitioners working on a “proactive safety analysis” of their roadway network.

Introduction and Purpose

As safety practitioners consider implementing a ‘proactive safety analysis approach’ they should consider the overall context of the safety issues facing California local agencies and Caltrans primary goals for preparing this Safety manual for California’s local roadway owners. Figure 1 provides a flowchart of the process and Appendices E and F provide examples and lessons learned from recent statewide calls-for-projects.

Identifying Safety Issues

This section provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used. As practitioners gather information they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. The following spreadsheet is offered as an example, but each agency’s spreadsheet should include data and be formatted as necessary to meet their needs.

Location & Date	General Information		Crash Information			Evaluation / Action		
	Source/Type of information	Safety Issue/Problem	Nature of Crashes	Time of Day	Weather/Traffic Conditions	Staff Evaluation	Recommend Action	Resolution
1) Intersection “X”								
2) Roadway Segment (PM 5.3 to PM 7.8)								

State and Local Crash Databases

Recommended Action: Obtain at least 3 years of network-wide crash data to identify local roads that have a history of roadway crashes. This will be used to identify predominant roadway crash locations, crash types and other common characteristics.

Transportation Injury Mapping System (TIMS)

Recommended Action: Consider augmenting your local agency’s data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or tools from private for-profit vendors) can help the safety practitioner access and manage their crash data.

Law Enforcement Crash Reports

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and

safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

Observational Information

Recommended Action: Gather information received from law enforcement and road maintenance crew observations. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

Public Notifications

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited.

Roadway Data and Devices

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

Exposure Data

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

Field Assessments and Road Safety Audits

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identification of the most appropriate countermeasures. Develop simple straightforward criteria on when one of these will be undertaken.

Safety Data Analysis

This section summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Quantitative Analysis

Recommended Action: Complete a quantitative analysis of their roadway data using both Crash Frequency and Crash Rate methodologies, including:

Crash Frequency

Top 10 (or 20) lists of intersections and roadway segments.

For lower volume roadways, network wide pin-maps may be more effective.

Develop collision diagrams showing the direction of movement of vehicles and pedestrians.

Crash Rate

Top 10 (or 20) lists of roadway segments in relationship to length, volumes, and/or density.

Top 10 (or 20) lists of intersections, sorted by crash rate.

Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Qualitative Analysis

Recommended Action: Consider completing field assessments and RSAs to identify roadway infrastructure characteristics relating to both locations with compliance issues and locations with high crash frequencies/rates. As part the field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

Countermeasures

This Section provides a description of selected countermeasures that have been shown in this manual. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). NOTE: Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment. The CRF for a countermeasure is defined mathematically as $1 - \text{CMF}$. The terms CMFs and CRFs are used interchangeably throughout this document.

Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Countermeasure Details and Characteristics

Recommended Action: Agencies should use all information and results obtained through completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic ‘engineering judgment’ is required and that this manual and should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Calculating the B/C ratio and Comparing Projects

This section defines a methodology for calculating a benefit to cost (B/C) ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects’ overall cost effectiveness.

Estimating the Benefit of Implementing Proposed Improvements

Recommended Action: Prepare ‘Total Benefit’ estimates for the proposed projects being evaluated in the proactive safety analysis.

Estimating the Cost of Implementing Proposed Improvements

Recommended Action: Prepare ‘Total Project Cost’ estimates for the proposed projects being evaluated in the proactive safety analysis.

Calculating the B/C Ratio

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits or utilizing lower cost countermeasures for projects with low initial B/C ratios.

Identifying Funding and Construct Improvements

This section identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Existing Funding for Low-cost Countermeasures

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

Other Funding Sources

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures including the HSIP and ATP Programs.

Project Development and Construction Considerations

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to “toot their own safety-horn.”

Evaluation Improvements

This section presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well.

Recommended Action: Develop a spreadsheet to track future safety project installations and record 3+ years of “before” and “after” crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix D: Benefit Cost Ratio (BCR) Calculations

This appendix includes the Benefit Cost methodology used in the Caltrans calls-for-projects in the HSIP programs. The HSM, Part B - Chapter 7, includes more details on conducting Economic Appraisal for roadway safety projects. Local agencies will be required to utilize the HSIP Analyzer to calculate the Benefit Cost Ratio (BCR) as part of their application for HSIP funding. Starting in Cycle 7 call for projects, the fatality and severe injury costs have been combined for calculating the benefit. Because fatality figures are small and are a matter of randomness, this change is being made to reduce the possibility of selecting an improvement project on the basis of randomness.

$$1) \text{ Benefit (Annual)} = \sum_{s=0}^3 \frac{CRF \times N \times CC_{ave}}{Y}$$

- *CRF* : Crash reduction factor in each countermeasure.
- *S* : Severity (0: PDO, 1: Minor Injury, 2: Injury, 3: Severe Injury/Fatal). See the below table.
- *N* : Number of Crashes, in severity levels, related to selected countermeasure.
- *Y* : Crash data time period (Year).
- *CC_{ave}* : Crash costs in severity levels.

Severity (S)	Crash Severity *	Location Type	Crash Cost ***
3	**Fatality and Severe Injury Combined (KA)	Signalized Intersection	\$1,787,000
3		Non Signalized Intersection	\$2,843,000
3		Roadway	\$2,461,000
2	Evident Injury – Other Visible (B)		\$159,900
1	Possible Injury–Complaint of Pain (C)		\$90,900
0	Property Damage Only (O)		\$14,900

* The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.

** Figures were calculated based on an average Fatality (K) / Severe Injury (A) ratio for each area type, a crash cost for a Fatality (K) of \$8,112,200, and a crash cost of a Severe/Disabling Injury (A) of \$437,100. These costs are used in the HSIP Analyzer.

*** Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2022 Dollars.

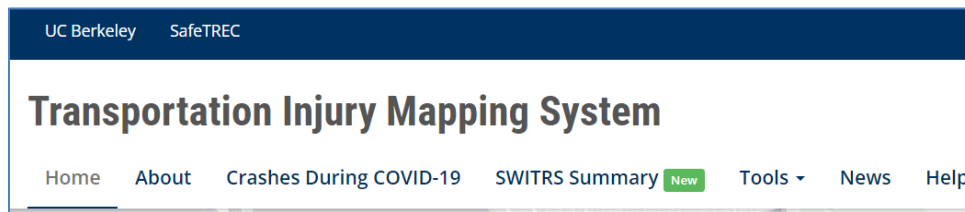
2) *Benefit (Life) = Benefit (annual) x Years of service life*

$$3) \text{ BCR (each countermeasure): } \text{Benefit Cost Ratio}_{(CM)} = \frac{\text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}_{(CM)}}$$

$$4) \text{ BCR (project): } \text{BCR (Project)} = \frac{\sum_{CM=1}^n \text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}}$$

Appendix E: Examples of Crash Data Collection and Analysis Techniques using TIMS

As demonstrated throughout the manual, SafeTREC's TIMS website <http://tims.berkeley.edu/> can be used to assist local agencies in completing a proactive safety analysis of their roadway network. *(Note: This manual focuses on TIMS as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. Local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor-supplied crash analysis software to complete their data collection and analysis process).*



SWITRS Query & Map:

The SWITRS Query & Map application is a tool for accessing and mapping fatal and injury collision data from the California Statewide Integrated Traffic Records System (SWITRS).

SWITRS GIS Map:

The SWITRS GIS Map offers an interactive map-centric approach to viewing and querying SWITRS collision data, with the capability of multiple tasks including Rank by Intersection, Collision Diagram, etc.

Collision Diagram Tool:

The Collision Diagram tool allows users to generate an interactive collision diagram. The Collision Diagram is accessible through SWITRS GIS Map after a set of collisions is selected.

ATP Maps & Summary Data:

The ATP Maps & Summary Data tool utilizes interactive collision maps to find pedestrian and bicycle collisions hot spot and generate data summaries within specified project and/or community limits. Though it is designed to support the California Active Transportation Program (ATP), this tool may be useful in developing an HSIP project targeting pedestrian and bicycle safety issues.

Appendix F: List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ATP	Active Transportation Program
B/C; BCR	Benefit Cost Ratio
Caltrans	California Department of Transportation (Division of Local Assistance)
CA-MUTCD	California - Manual on Uniform Traffic Control Devices
CM	Countermeasure
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
“5 E’s of Safety”	Education, Enforcement, Engineering, Emergency Response and Emerging Technologies
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
HCCL	High Crash Concentration Location
HR3	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
RSA	Roadway Safety Audit
SafeTREC	Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System (a product of SafeTREC)

Appendix G: References

1. FHWA, Office of Safety website: Local and Rural Road Safety Program
 - https://safety.fhwa.dot.gov/local_rural/
2. Highway Safety Manual (HSM). Product of the American Association of State Highway and Transportation Officials.
 - <http://www.highwaysafetymanual.org/Pages/default.aspx>
3. National Highway Traffic Safety Administration (NHTSA): National Center for Statistics and Analysis (NCSA) Motor Vehicle Traffic Crash Data Resource
 - <https://crashstats.nhtsa.dot.gov/>
4. California - Manual on Uniform Traffic Control Devices (CA-MUTCD)
 - <https://dot.ca.gov/programs/safety-programs/camutcd>
5. Caltrans' website on the Highway Design Manual
 - <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
6. FHWA, Research and Development website for Bikesafe and Pedsafe
 - https://safety.fhwa.dot.gov/ped_bike/tools_solve/
7. AASHTO - A Policy on Geometric Design of Highways and Streets ("Green Book")
AASHTO - the Roadside Design Guide
 - <https://store.transportation.org/>
8. FHWA – Public Roads Magazine:
 - <https://highways.dot.gov/public-roads/home>

APPENDIX F. B/C RATIO CALCULATION



Cost, Benefit and B/C Ratio Calculation Table

FID	Location	CM 1	CM 2	CM 3	CM1_CRF	CM2_CRF	CM3_CRF	CM1_Life (Year)	CM2_Life (Year)	CM3_Life (Year)	Unused & Desired CM	Cost	10%	5%	10%	0%	0%
													Contingency Cost	Environmental Cost	PS&E Cost	Right of Way Engineering Cost	Appraisals, Acquisitions & Utilities Cost
Project 1 - Safety at Unsignalized Intersections																	
1	Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue)		NS07	NS10		0.25	0.2		10	10		\$ 14,760.00	\$ 1,476.00	\$ 738.00	\$ 1,476.00		
2	Road 132 and Avenue 352	NS01	NS07	NS10	0.4	0.25	0.2	20	10	10		\$ 100,805.00	\$ 10,080.50	\$ 5,040.25	\$ 10,080.50		
6	Avenue 200 and Spacer Drive	NS01	NS07	NS10	0.4	0.25	0.2	20	10	10		\$ 96,055.00	\$ 9,605.50	\$ 4,802.75	\$ 9,605.50		
7	Road 120 (S Hills Valley Road) and Avenue 432 (E Floral Avenue)		NS07	NS10		0.25	0.2		10	10		\$ 10,080.00	\$ 1,008.00	\$ 504.00	\$ 1,008.00		
8	Road 120 (S Hills Valley Road) and Avenue 448 (Manning Avenue)	NS01	NS07	NS10	0.4	0.25	0.2	20	10	10		\$ 86,555.00	\$ 8,655.50	\$ 4,327.75	\$ 8,655.50		
10	Road 56 and Avenue 408 (Kamm Avenue)	NS01	NS07	NS10	0.4	0.25	0.2	20	10	10		\$ 90,305.00	\$ 9,030.50	\$ 4,515.25	\$ 9,030.50		
11	Road 152 (Bardsley Avenue) and Avenue 224 (Bliss Lane)		NS07	NS10		0.25	0.2		10	10		\$ 7,140.00	\$ 714.00	\$ 357.00	\$ 714.00		
12	Avenue 240 (Prosperity Avenue) and Road 68	NS01	NS07	NS10	0.4	0.25	0.2	20	10	10		\$ 90,305.00	\$ 9,030.50	\$ 4,515.25	\$ 9,030.50		
13	Road 168 (Woodville Road) and Avenue 152 (Olive Street)		NS07	NS10		0.25	0.2		10	10		\$ 15,480.00	\$ 1,548.00	\$ 774.00	\$ 1,548.00		
14	Road 224 (N Westwood Street) and Avenue 176 (Alta Robles Avenue)	NS01	NS07	NS10	0.4	0.25	0.2	20	10	10		\$ 78,020.00	\$ 7,802.00	\$ 3,901.00	\$ 7,802.00		
Project 2 - Safety at Unsignalized Intersections - Install Signal																	
9	Avenue 256 (E Oakdale Avenue) and Road 108 (S Demaree Street)	NS03			0.3			20				\$ 633,875.00	\$ 63,387.50	\$ 31,693.75	\$ 63,387.50		
15	Avenue 256 (Sycamore Avenue) and N. Spruce Avenue	NS03			0.3			20				\$ 557,601.00	\$ 55,760.10	\$ 27,880.05	\$ 55,760.10		
16	W Cartmill Avenue and N West Street	NS03			0.3			20				\$ 546,915.00	\$ 54,691.50	\$ 27,345.75	\$ 54,691.50		
Project 3 - Safety at Unsignalized Intersections - Install Roundabout																	
17*	Avenue 152 and Road 152	NS05			0.45			20				\$ 2,733,745.00	\$ 273,374.50	\$ 136,687.25	\$ 273,374.50		
Project 4 - Safety on Roadway Segments																	
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	R01	R26		0.35	0.3		20	10			\$ 751,990.00	\$ 75,199.00	\$ 37,599.50	\$ 75,199.00		
2	Avenue 146/E Springville Avenue/E Date Avenue from Plano Street to 0.7 miles north of the entrance of Bartlett Street	R01	R26		0.35	0.3		20	10			\$ 251,965.00	\$ 25,196.50	\$ 12,598.25	\$ 25,196.50		
3	Avenue 328 from CA 160 (Ivanhoe Drive) to Road 80	R01			0.35			20				\$ 452,940.00	\$ 45,294.00	\$ 22,647.00	\$ 45,294.00		
5	Avenue 56 (Sierra Avenue) from Road 236 to Howard Road	R01		R28	0.35		0.25	20		10		\$ 1,672,450.00	\$ 167,245.00	\$ 83,622.50	\$ 167,245.00		
6	Avenue 256 (Oakdale Avenue) from CA-65 to CA-99	R01	R26		0.35	0.3		20	10			\$ 461,860.00	\$ 46,186.00	\$ 23,093.00	\$ 46,186.00		
7	Avenue 196 (Frazier Highway) from Road 196 (Cairns Avenue) to Road 276	R01		R28	0.35		0.25	20		10		\$ 1,350,025.00	\$ 135,002.50	\$ 67,501.25	\$ 135,002.50		
8	El Monte Way from Road 92 to Road 168 (Boyd Drive)	R01	R26		0.35	0.3		20	10			\$ 1,142,720.00	\$ 114,272.00	\$ 57,136.00	\$ 114,272.00		
9	Avenue 424 from Road 92 to CA-63	R01	R26	R28	0.35	0.3	0.25	20	10	10		\$ 697,325.00	\$ 69,732.50	\$ 34,866.25	\$ 69,732.50		
10	Avenue 240 (Prosperity Avenue) from Morrison Street to Farmersville Boulevard	R01			0.35			20				\$ 260,860.00	\$ 26,086.00	\$ 13,043.00	\$ 26,086.00		
11	Tulare Avenue from Road 84 (Enterprise Street) to Road 28	R01	R26	R28	0.35	0.3	0.25	20	10	10		\$ 1,041,100.00	\$ 104,110.00	\$ 52,055.00	\$ 104,110.00		
Project 5 - Safety on Roadway Segments																	
13	Avenue 192 from Road 128 to Road 164		R30	R31		0.2	0.15		10	10		\$ 594,776.00	\$ 59,477.60	\$ 29,738.80	\$ 59,477.60		
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	R22	R30	R31	0.15	0.2	0.15	10	10	10		\$ 2,006,740.00	\$ 200,674.00	\$ 100,337.00	\$ 208,249.00		

* Average CRF (45%) is used for NS05 (CRF Range 12 -78%)

Countermeasure Name

- NS01 - Add intersection lighting (NS.I.)
- NS03 - Install signals
- NS05 - Convert intersection to roundabout (from 2-way stop or Yield control)
- NS07 - Upgrade intersection pavement markings
- NS10 - Install transverse rumble strips on approaches
- R01 - Add segment lighting
- R22 - Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
- R26 - Install dynamic/variable speed warning signs
- R28 - Install edge-lines and centerlines
- R30 - Install centerline rumble strips/stripes
- R31 - Install edgeline rumble strips/stripes

Cost, Benefit and B/C Ratio Calculation Table

15%

FID	Location	Construction Engineering (CE) Cost	Cost Per Location	All Locations (Cost 2021)	20% More	Collisions (2016-2020)					Crash Costs						
						Total #Collisions	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Fatal	Severe Injury	Other Visible Injury	Compliant of Pain		
Project 1 - Safety at Unsignalized Intersections																	
1	Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue)	\$ 2,214.00	\$ 20,664.00	\$ 825,307.00	\$ 990,368.40	19	2	2	5	3	7	\$ 5,686,000.00	\$ 5,686,000.00	\$ 799,500	\$ 272,700.00		
2	Road 132 and Avenue 352	\$ 15,120.75	\$ 141,127.00			7	1	1	0	1	4	\$ 2,843,000.00	\$ 2,843,000.00	\$ -	\$ 90,900.00		
6	Avenue 200 and Spacer Drive	\$ 14,408.25	\$ 134,477.00			7	1	2	1	1	2	\$ 2,843,000.00	\$ 5,686,000.00	\$ 159,900	\$ 90,900.00		
7	Road 120 (S Hills Valley Road) and Avenue 432 (E Floral Avenue)	\$ 1,512.00	\$ 14,112.00			7	0	2	0	3	2	\$ -	\$ 5,686,000.00	\$ -	\$ 272,700.00		
8	Road 120 (S Hills Valley Road) and Avenue 448 (Manning Avenue)	\$ 12,983.25	\$ 121,177.00			3	1	1	0	1	0	\$ 2,843,000.00	\$ 2,843,000.00	\$ -	\$ 90,900.00		
10	Road 56 and Avenue 408 (Kamm Avenue)	\$ 13,545.75	\$ 126,427.00			18	0	2	1	4	11	\$ -	\$ 5,686,000.00	\$ 159,900	\$ 363,600.00		
11	Road 152 (Bardsley Avenue) and Avenue 224 (Bliss Lane)	\$ 1,071.00	\$ 9,996.00			11	0	2	3	2	4	\$ -	\$ 5,686,000.00	\$ 479,700	\$ 181,800.00		
12	Avenue 240 (Prosperity Avenue) and Road 68	\$ 13,545.75	\$ 126,427.00			8	0	2	1	3	2	\$ -	\$ 5,686,000.00	\$ 159,900	\$ 272,700.00		
13	Road 168 (Woodville Road) and Avenue 152 (Olive Street)	\$ 2,322.00	\$ 21,672.00			5	0	1	1	2	1	\$ -	\$ 2,843,000.00	\$ 159,900	\$ 181,800.00		
14	Road 224 (N Westwood Street) and Avenue 176 (Alta Robles Avenue)	\$ 11,703.00	\$ 109,228.00			5	0	1	1	0	3	\$ -	\$ 2,843,000.00	\$ 159,900	\$ -		
Project 2 - Safety at Unignalized Intersections - Install Signal																	
9	Avenue 256 (E Oakdale Avenue) and Road 108 (S Demaree Street)	\$ 95,081.25	\$ 887,425.00			\$ 2,433,747.40	\$ 2,920,496.88	13	0	1	4	3	5	\$ -	\$ 2,843,000	\$ 639,600	\$ 272,700.00
15	Avenue 256 (Sycamore Avenue) and N. Spruce Avenue	\$ 83,640.15	\$ 780,641.40					4	0	0	1	3	0	\$ -	\$ -	\$ 159,900	\$ 272,700.00
16	W Cartmill Avenue and N West Street	\$ 82,037.25	\$ 765,681.00					4	0	0	1	1	2	\$ -	\$ -	\$ 159,900	\$ 90,900.00
Project 3 - Safety at Unignalized Intersections - Install Round																	
17*	Avenue 152 and Road 152	\$ 410,061.75	\$ 3,827,243.00	\$ 3,827,243.00	\$ 4,592,691.60	24	0	1	3	9	11	\$ -	\$ 2,843,000	\$ 479,700	\$ 818,100.00		
Project 4 - Safety on Roadway Segments																	
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	\$ 112,798.50	\$ 1,052,786.00	\$ 11,316,529.00	\$ 13,579,834.80	127	3	4	20	19	81	\$ 7,383,000.00	\$ 9,844,000.00	\$ 3,198,000	\$ 1,727,100.00		
2	Avenue 146/E Springville Avenue/E Date Avenue from Plano Street to 0.7 miles north of the entrance of Bartlett Street	\$ 37,794.75	\$ 352,751.00			49	3	2	7	12	25	\$ 7,383,000.00	\$ 4,922,000.00	\$ 1,119,300	\$ 1,090,800.00		
3	Avenue 328 from CA 160 (Ivanhoe Drive) to Road 80	\$ 67,941.00	\$ 634,116.00			84	2	7	4	11	60	\$ 4,922,000.00	\$ 17,227,000.00	\$ 639,600	\$ 999,900.00		
5	Avenue 56 (Sierra Avenue) from Road 236 to Howard Road	\$ 250,867.50	\$ 2,341,430.00			48	2	3	6	11	26	\$ 4,922,000.00	\$ 7,383,000.00	\$ 959,400	\$ 999,900.00		
6	Avenue 256 (Oakdale Avenue) from CA-65 to CA-99	\$ 69,279.00	\$ 646,604.00			87	1	4	11	25	46	\$ 2,461,000.00	\$ 9,844,000.00	\$ 1,758,900	\$ 2,272,500.00		
7	Avenue 196 (Frazier Highway) from Road 196 (Cairns Avenue) to Road 276	\$ 202,503.75	\$ 1,890,035.00			56	1	6	12	16	21	\$ 2,461,000.00	\$ 14,766,000.00	\$ 1,918,800	\$ 1,454,400.00		
8	El Monte Way from Road 92 to Road 168 (Boyd Drive)	\$ 171,408.00	\$ 1,599,808.00			127	0	5	15	18	89	\$ -	\$ 12,305,000.00	\$ 2,398,500	\$ 1,636,200.00		
9	Avenue 424 from Road 92 to CA-63	\$ 104,598.75	\$ 976,255.00			33	3	2	6	7	15	\$ 7,383,000.00	\$ 4,922,000.00	\$ 959,400	\$ 636,300.00		
10	Avenue 240 (Prosperity Avenue) from Morrison Street to Farmersville Boulevard	\$ 39,129.00	\$ 365,204.00			26	0	2	6	4	14	\$ -	\$ 4,922,000.00	\$ 959,400	\$ 363,600.00		
11	Tulare Avenue from Road 84 (Enterprise Street) to Road 28	\$ 156,165.00	\$ 1,457,540.00			34	1	1	4	7	21	\$ 2,461,000.00	\$ 2,461,000.00	\$ 639,600	\$ 636,300.00		
Project 5 - Safety on Roadway Segments																	
13	Avenue 192 from Road 128 to Road 164	\$ 89,216.40	\$ 832,686.40	\$ 3,649,697.40	\$ 4,379,636.88	29	3	3	5	7	11	\$ 7,383,000.00	\$ 7,383,000.00	\$ 799,500	\$ 636,300.00		
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	\$ 301,011.00	\$ 2,817,011.00			127	3	4	20	19	81	\$ 7,383,000.00	\$ 9,844,000.00	\$ 3,198,000	\$ 1,727,100.00		

Cost, Benefit and B/C Ratio Calculation Table

FID	Location	PDO	Crash Costs	Total Crash Cost	CM Annual Benefit			CM Life Benefit			Benefit	
					CM1_Benefit (Annual)	CM2_Benefit (Annual)	CM3_Benefit (Annual)	CM1_Benefit (Life)	CM2_Benefit (Life)	CM3_Benefit (Life)	Benefit per Location (Life)	
Project 1 - Safety at Unsignalized Intersections												
1	Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue)	\$ 104,300.00	\$ 12,548,500.00	\$ 64,136,100.00	\$ -	\$ 627,425.00	\$ 501,940.00	\$ -	\$ 6,274,250.00	\$ 5,019,400.00	\$ 11,293,650.00	
2	Road 132 and Avenue 352	\$ 59,600.00	\$ 5,836,500.00		\$ 466,920.00	\$ 291,825.00	\$ 233,460.00	\$ 9,338,400.00	\$ 2,918,250.00	\$ 2,334,600.00	\$ 14,591,250.00	
6	Avenue 200 and Spacer Drive	\$ 29,800.00	\$ 8,809,600.00		\$ 704,768.00	\$ 440,480.00	\$ 352,384.00	\$ 14,095,360.00	\$ 4,404,800.00	\$ 3,523,840.00	\$ 22,024,000.00	
7	Road 120 (S Hills Valley Road) and Avenue 432 (E Floral Avenue)	\$ 29,800.00	\$ 5,988,500.00		\$ -	\$ 299,425.00	\$ 239,540.00	\$ -	\$ 2,994,250.00	\$ 2,395,400.00	\$ 5,389,650.00	
8	Road 120 (S Hills Valley Road) and Avenue 448 (Manning Avenue)	\$ -	\$ 5,776,900.00		\$ 462,152.00	\$ 288,845.00	\$ 231,076.00	\$ 9,243,040.00	\$ 2,888,450.00	\$ 2,310,760.00	\$ 14,442,250.00	
10	Road 56 and Avenue 408 (Kamm Avenue)	\$ 163,900.00	\$ 6,373,400.00		\$ 509,872.00	\$ 318,670.00	\$ 254,936.00	\$ 10,197,440.00	\$ 3,186,700.00	\$ 2,549,360.00	\$ 15,933,500.00	
11	Road 152 (Bardsley Avenue) and Avenue 224 (Bliss Lane)	\$ 59,600.00	\$ 6,407,100.00		\$ -	\$ 320,355.00	\$ 256,284.00	\$ -	\$ 3,203,550.00	\$ 2,562,840.00	\$ 5,766,390.00	
12	Avenue 240 (Prosperity Avenue) and Road 68	\$ 29,800.00	\$ 6,148,400.00		\$ 491,872.00	\$ 307,420.00	\$ 245,936.00	\$ 9,837,440.00	\$ 3,074,200.00	\$ 2,459,360.00	\$ 15,371,000.00	
13	Road 168 (Woodville Road) and Avenue 152 (Olive Street)	\$ 14,900.00	\$ 3,199,600.00		\$ -	\$ 159,980.00	\$ 127,984.00	\$ -	\$ 1,599,800.00	\$ 1,279,840.00	\$ 2,879,640.00	
14	Road 224 (N Westwood Street) and Avenue 176 (Alta Robles Avenue)	\$ 44,700.00	\$ 3,047,600.00		\$ 243,808.00	\$ 152,380.00	\$ 121,904.00	\$ 4,876,160.00	\$ 1,523,800.00	\$ 1,219,040.00	\$ 7,619,000.00	
Project 2 - Safety at Unignalized Intersections - Install Signal												
9	Avenue 256 (E Oakdale Avenue) and Road 108 (S Demaree Street)	\$ 74,500.00	\$ 3,829,800.00		\$ 4,543,000.00	\$ 229,788.00	\$ -	\$ -	\$ 4,595,760.00	\$ -	\$ -	\$ 4,595,760.00
15	Avenue 256 (Sycamore Avenue) and N. Spruce Avenue	\$ -	\$ 432,600.00			\$ 25,956.00	\$ -	\$ -	\$ 519,120.00	\$ -	\$ -	\$ 519,120.00
16	W Cartmill Avenue and N West Street	\$ 29,800.00	\$ 280,600.00			\$ 16,836.00	\$ -	\$ -	\$ 336,720.00	\$ -	\$ -	\$ 336,720.00
Project 3 - Safety at Unignalized Intersections - Install Round												
17*	Avenue 152 and Road 152	\$ 163,900.00	\$ 4,304,700.00	\$ 4,304,700.00	\$ 387,423.00	\$ -	\$ -	\$ 7,748,460.00	\$ -	\$ -	\$ 7,748,460.00	
Project 4 - Safety on Roadway Segments												
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	\$ 1,206,900.00	\$ 23,359,000.00	\$ 160,270,100.00	\$ 1,635,130.00	\$ 1,401,540.00	\$ -	\$ 32,702,600.00	\$ 14,015,400.00	\$ -	\$ 46,718,000.00	
2	Avenue 146/E Springville Avenue/E Date Avenue from Plano Street to 0.7 miles north of the entrance of Bartlett Street	\$ 372,500.00	\$ 14,887,600.00		\$ 1,042,132.00	\$ 893,256.00	\$ -	\$ 20,842,640.00	\$ 8,932,560.00	\$ -	\$ 29,775,200.00	
3	Avenue 328 from CA 160 (Ivanhoe Drive) to Road 80	\$ 894,000.00	\$ 24,682,500.00		\$ 1,727,775.00	\$ -	\$ -	\$ 34,555,500.00	\$ -	\$ -	\$ 34,555,500.00	
5	Avenue 56 (Sierra Avenue) from Road 236 to Howard Road	\$ 387,400.00	\$ 14,651,700.00		\$ 1,025,619.00	\$ -	\$ 732,585.00	\$ 20,512,380.00	\$ -	\$ 7,325,850.00	\$ 27,838,230.00	
6	Avenue 256 (Oakdale Avenue) from CA-65 to CA-99	\$ 685,400.00	\$ 17,021,800.00		\$ 1,191,526.00	\$ 1,021,308.00	\$ -	\$ 23,830,520.00	\$ 10,213,080.00	\$ -	\$ 34,043,600.00	
7	Avenue 196 (Frazier Highway) from Road 196 (Cairns Avenue) to Road 276	\$ 312,900.00	\$ 20,913,100.00		\$ 1,463,917.00	\$ -	\$ 1,045,655.00	\$ 29,278,340.00	\$ -	\$ 10,456,550.00	\$ 39,734,890.00	
8	El Monte Way from Road 92 to Road 168 (Boyd Drive)	\$ 1,326,100.00	\$ 17,665,800.00		\$ 1,236,606.00	\$ 1,059,948.00	\$ -	\$ 24,732,120.00	\$ 10,599,480.00	\$ -	\$ 35,331,600.00	
9	Avenue 424 from Road 92 to CA-63	\$ 223,500.00	\$ 14,124,200.00		\$ 988,694.00	\$ 847,452.00	\$ 706,210.00	\$ 19,773,880.00	\$ 8,474,520.00	\$ 7,062,100.00	\$ 35,310,500.00	
10	Avenue 240 (Prosperity Avenue) from Morrison Street to Farmersville Boulevard	\$ 208,600.00	\$ 6,453,600.00		\$ 451,752.00	\$ -	\$ -	\$ 9,035,040.00	\$ -	\$ -	\$ 9,035,040.00	
11	Tulare Avenue from Road 84 (Enterprise Street) to Road 28	\$ 312,900.00	\$ 6,510,800.00		\$ 455,756.00	\$ 390,648.00	\$ 325,540.00	\$ 9,115,120.00	\$ 3,906,480.00	\$ 3,255,400.00	\$ 16,277,000.00	
Project 5 - Safety on Roadway Segments												
13	Avenue 192 from Road 128 to Road 164	\$ 163,900.00	\$ 16,365,700.00	\$ 39,724,700.00	\$ -	\$ 654,628.00	\$ 490,971.00	\$ -	\$ 6,546,280.00	\$ 4,909,710.00	\$ 11,455,990.00	
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	\$ 1,206,900.00	\$ 23,359,000.00		\$ 700,770.00	\$ 934,360.00	\$ 700,770.00	\$ 7,007,700.00	\$ 9,343,600.00	\$ 7,007,700.00	\$ 23,359,000.00	

Cost, Benefit and B/C Ratio Calculation Table

		Total Benefit	B/C		
FID	Location	Total_Benefit (Life)	B/C		
Project 1 - Safety at Unsignalized Intersections					
1	Road 124 (N Oakmore Street) and Avenue 256 (E Oakdale Avenue)	\$ 115,310,330.00	139.72		
2	Road 132 and Avenue 352				
6	Avenue 200 and Spacer Drive				
7	Road 120 (S Hills Valley Road) and Avenue 432 (E Floral Avenue)				
8	Road 120 (S Hills Valley Road) and Avenue 448 (Manning Avenue)				
10	Road 56 and Avenue 408 (Kamm Avenue)				
11	Road 152 (Bardsley Avenue) and Avenue 224 (Bliss Lane)				
12	Avenue 240 (Prosperity Avenue) and Road 68				
13	Road 168 (Woodville Road) and Avenue 152 (Olive Street)				
14	Road 224 (N Westwood Street) and Avenue 176 (Alta Robles Avenue)				
Project 2 - Safety at Unignalized Intersections - Install Signal					
9	Avenue 256 (E Oakdale Avenue) and Road 108 (S Demaree Street)			\$ 5,451,600.00	2.24
15	Avenue 256 (Sycamore Avenue) and N. Spruce Avenue				
16	W Cartmill Avenue and N West Street				
Project 3 - Safety at Unignalized Intersections - Install Round					
17*	Avenue 152 and Road 152	\$ 7,748,460.00	2.02		
Project 4 - Safety on Roadway Segments					
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)	\$ 308,619,560.00	22.73		
2	Avenue 146/E Springville Avenue/E Date Avenue from Plano Street to 0.7 miles north of the entrance of Bartlett Street				
3	Avenue 328 from CA 160 (Ivanhoe Drive) to Road 80				
5	Avenue 56 (Sierra Avenue) from Road 236 to Howard Road				
6	Avenue 256 (Oakdale Avenue) from CA-65 to CA-99				
7	Avenue 196 (Frazier Highway) from Road 196 (Cairns Avenue) to Road 276				
8	El Monte Way from Road 92 to Road 168 (Boyd Drive)				
9	Avenue 424 from Road 92 to CA-63				
10	Avenue 240 (Prosperity Avenue) from Morrison Street to Farmersville Boulevard				
11	Tulare Avenue from Road 84 (Enterprise Street) to Road 28				
Project 5 - Safety on Roadway Segments					
13	Avenue 192 from Road 128 to Road 164	\$ 34,814,990.00	7.95		
1	Avenue 384 from CA-99 (Diagonal 27) to CA-63 (Dinuba Boulevard)				