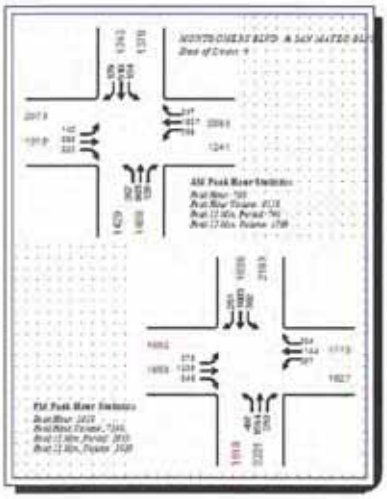
Appendix B
Collected Data

Zuni Counts

Summary Intersection Turning Movement Count Report



For more information about MRCOG's traffic counting program, contact Eric Webster at (505) 247-1750 or by email at ewebster@mrcog-nm.gov

Intersection Turning Movement Counts are traffic counts that register the turning movements that vehicles make at intersections. These counts are performed using visual observation and a hand-held electronic board. For every vehicle passing through an intersection is recorded whether it went straight, turned right, turned right on red or turned left. A distinction is made between cars and trucks. All signalized intersections in the City of Albuquerque are thus counted on a regular basis.

The counts are performed in 3 three-hour intervals on the same day. The count-periods are

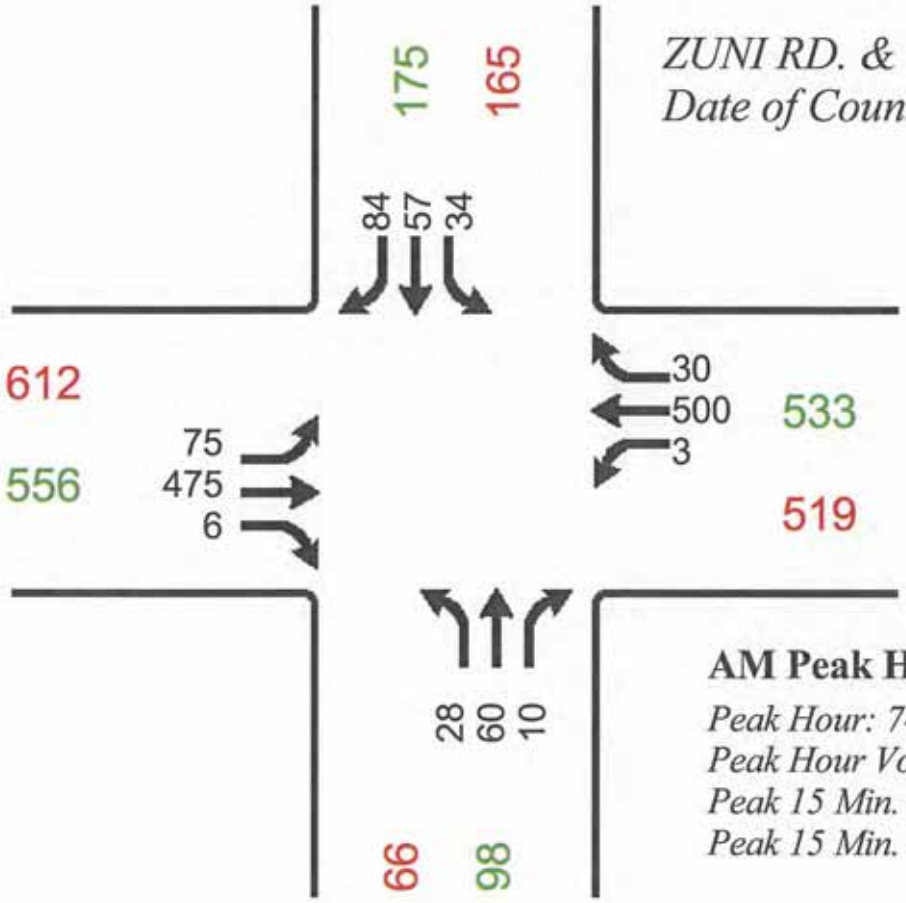
- from 6:45 a.m. to 9:45 a.m.
- from 11:00 a.m. to 2:00 p.m.
- from 3:00 p.m. to 6:00 p.m.

The reason for adhering to these time periods is to make sure that data is collected for the busiest hours of the day.

The summary report generated from this data consists of one page per count (see image on left) and displays the turning movement volumes for the morning and evening peak hours: the four highest consecutive 15-minute intervals detected during the morning count-period (between 6:45 and 9:45 a.m.) and during the evening count-period (between 3:00 and 6:00 p.m.).

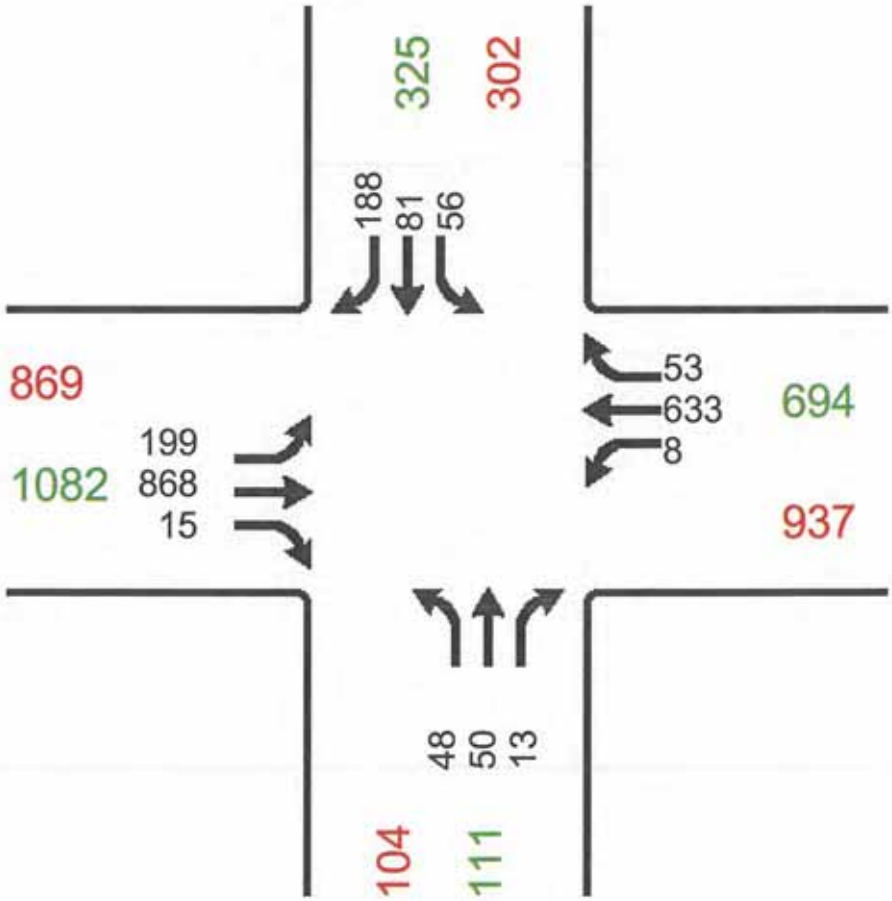
The diagram at the top of the summary report displays the volumes for the a.m. peak hour as well as statistics like the peak hour time (the time the peak hour started), peak hour volume, and the highest 15-minute interval. The diagram at the bottom of the page displays the same information for the p.m. peak hour.

ZUNI RD. & WASHINGTON ST.
Date of Count: 808



AM Peak Hour Statistics

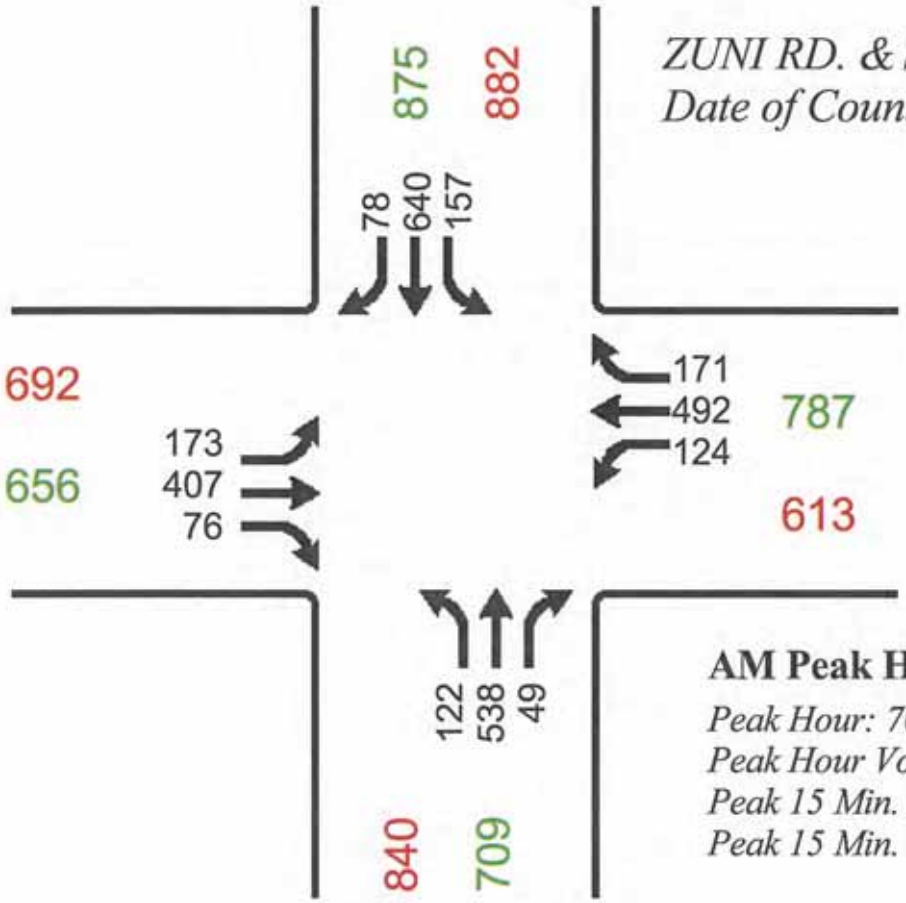
Peak Hour: 745
Peak Hour Volume: 1362
Peak 15 Min. Period: 745
Peak 15 Min. Volume: 376



PM Peak Hour Statistics

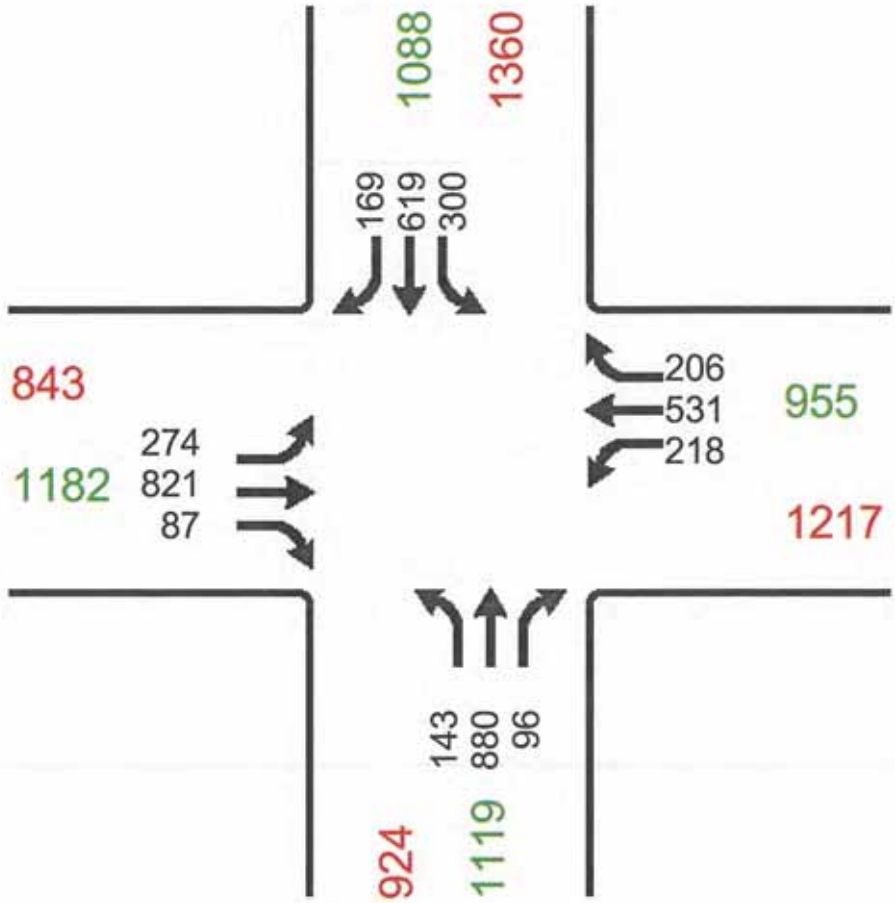
Peak Hour: 1630
Peak Hour Volume: 2212
Peak 15 Min. Period: 1700
Peak 15 Min. Volume: 596

ZUNI RD. & SAN MATEO BLVD.
Date of Count: 805



AM Peak Hour Statistics

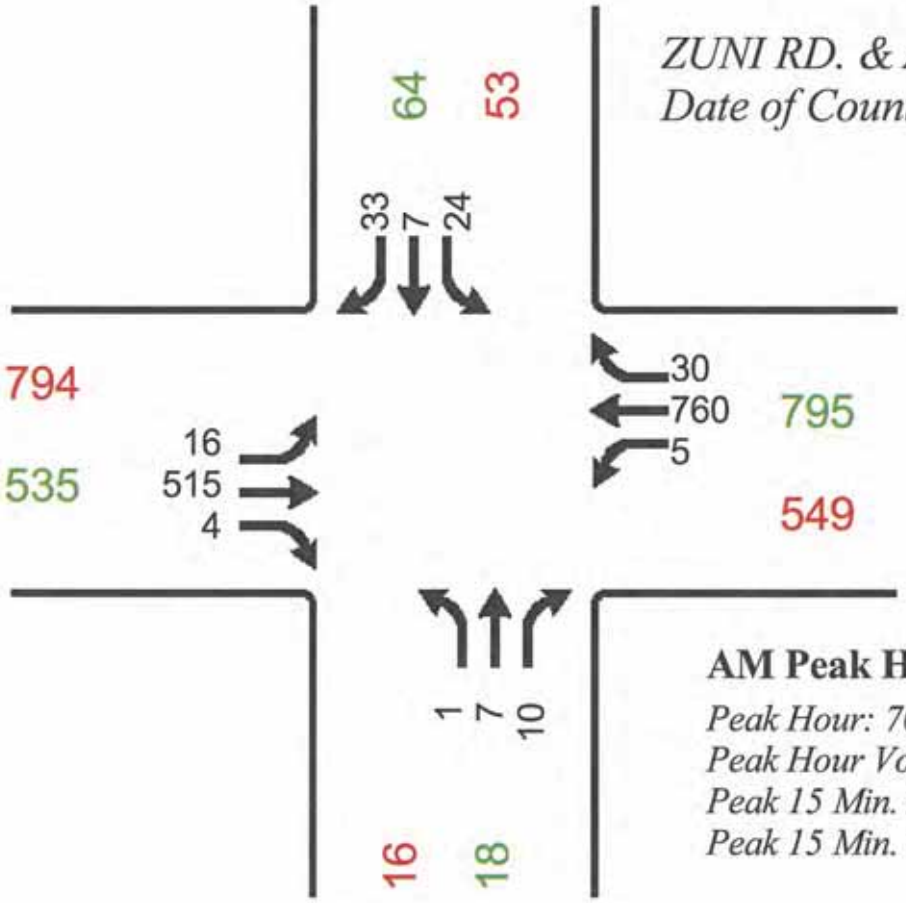
Peak Hour: 700
Peak Hour Volume: 3027
Peak 15 Min. Period: 730
Peak 15 Min. Volume: 823



PM Peak Hour Statistics

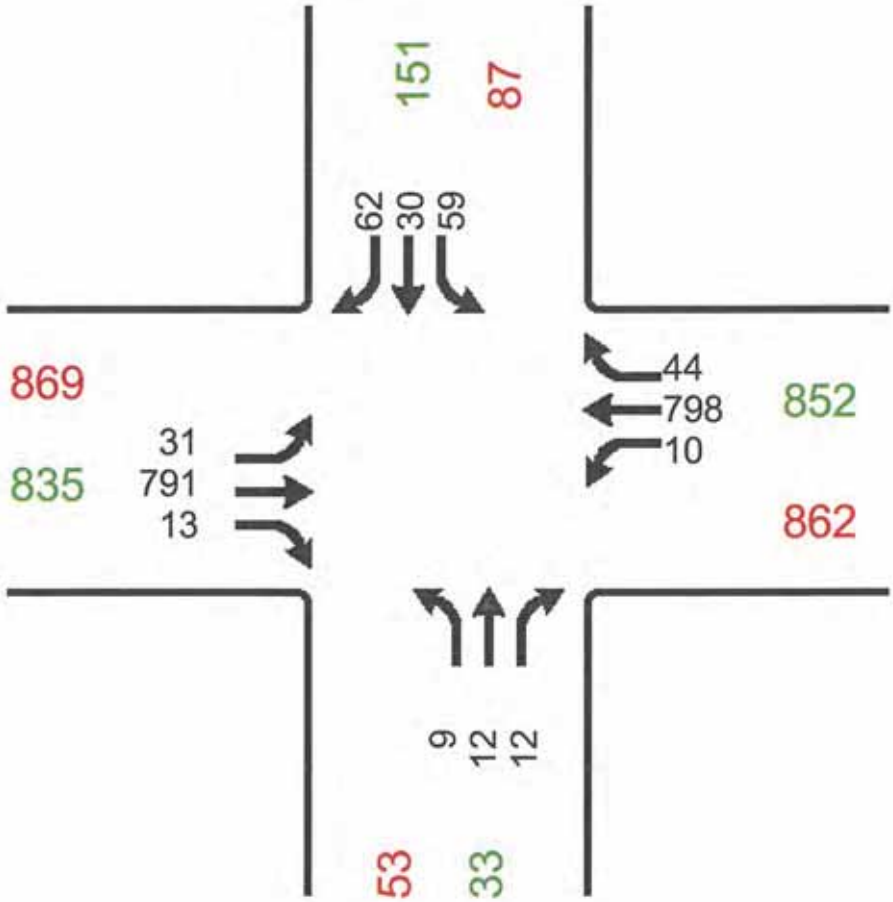
Peak Hour: 1630
Peak Hour Volume: 4344
Peak 15 Min. Period: 1700
Peak 15 Min. Volume: 1123

ZUNI RD. & ALVARADO DR.
Date of Count: 308



AM Peak Hour Statistics

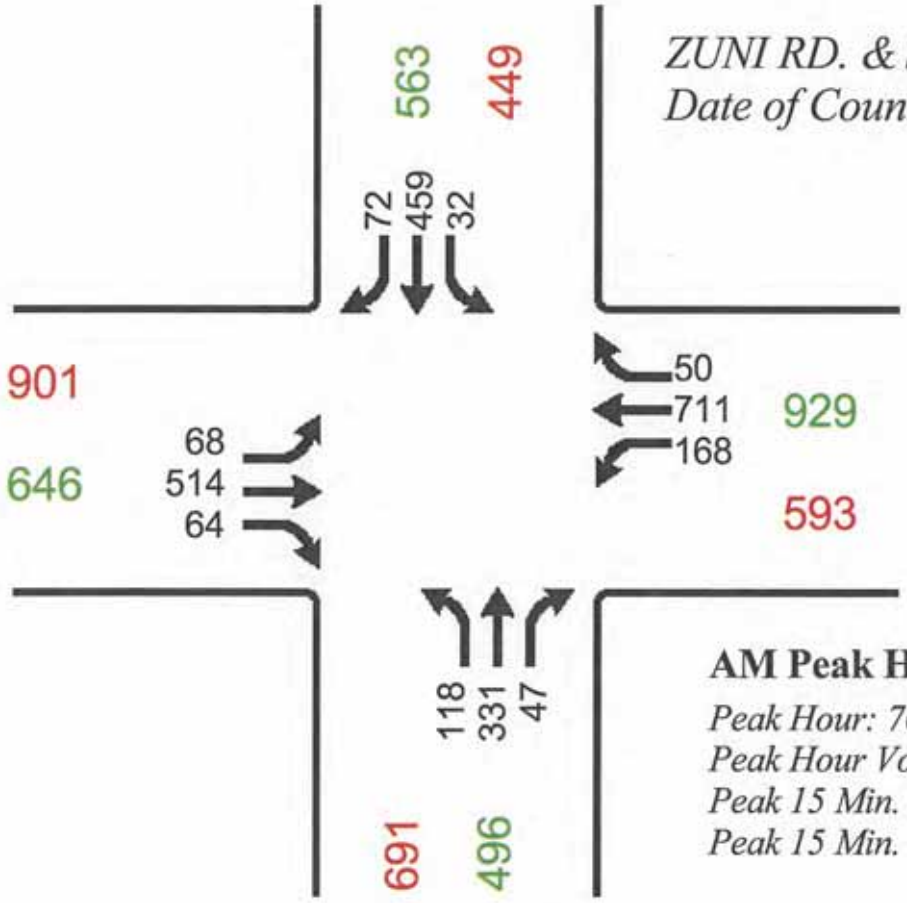
Peak Hour: 700
Peak Hour Volume: 1412
Peak 15 Min. Period: 715
Peak 15 Min. Volume: 430



PM Peak Hour Statistics

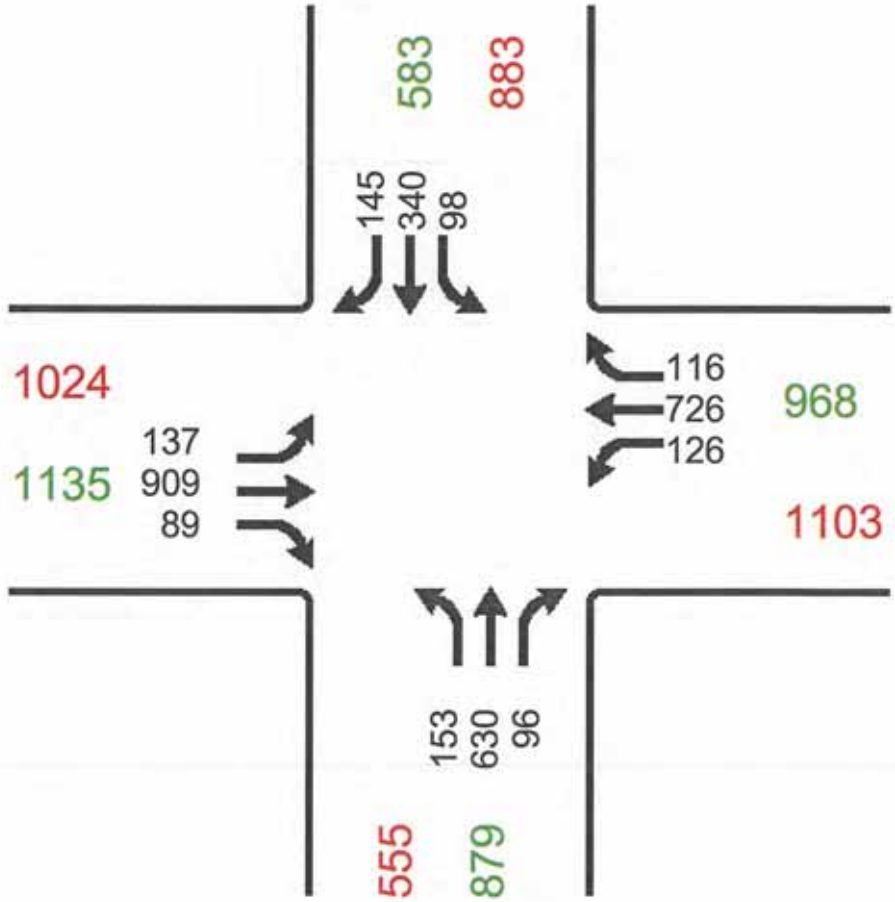
Peak Hour: 1645
Peak Hour Volume: 1871
Peak 15 Min. Period: 1700
Peak 15 Min. Volume: 490

ZUNI RD. & SAN PEDRO DR.
Date of Count: 508



AM Peak Hour Statistics

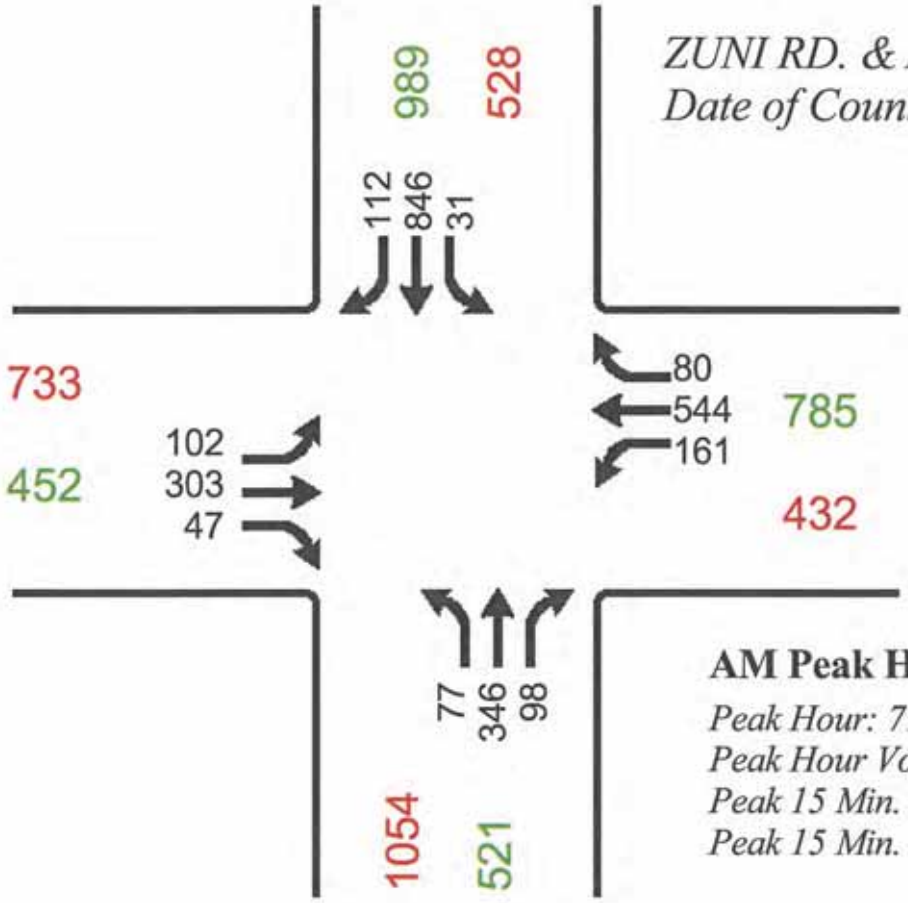
Peak Hour: 700
Peak Hour Volume: 2634
Peak 15 Min. Period: 730
Peak 15 Min. Volume: 776



PM Peak Hour Statistics

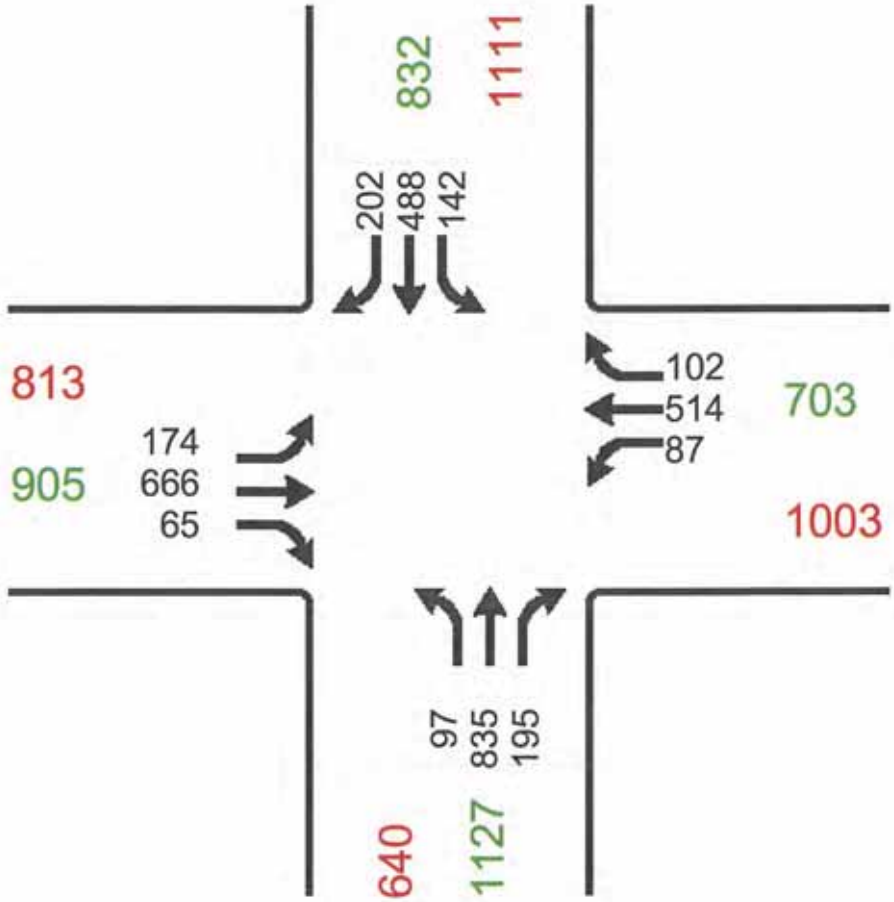
Peak Hour: 1615
Peak Hour Volume: 3565
Peak 15 Min. Period: 1700
Peak 15 Min. Volume: 949

ZUNI RD. & LOUISIANA BLVD.
Date of Count: 5



AM Peak Hour Statistics

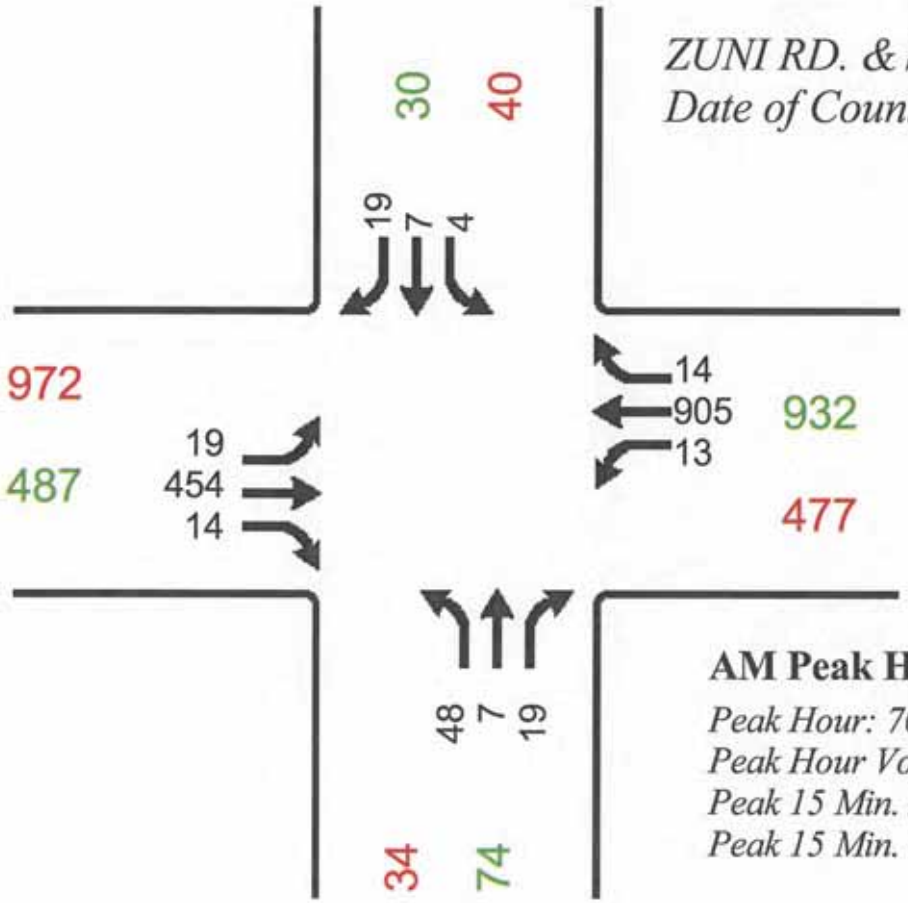
Peak Hour: 715
Peak Hour Volume: 2747
Peak 15 Min. Period: 730
Peak 15 Min. Volume: 747



PM Peak Hour Statistics

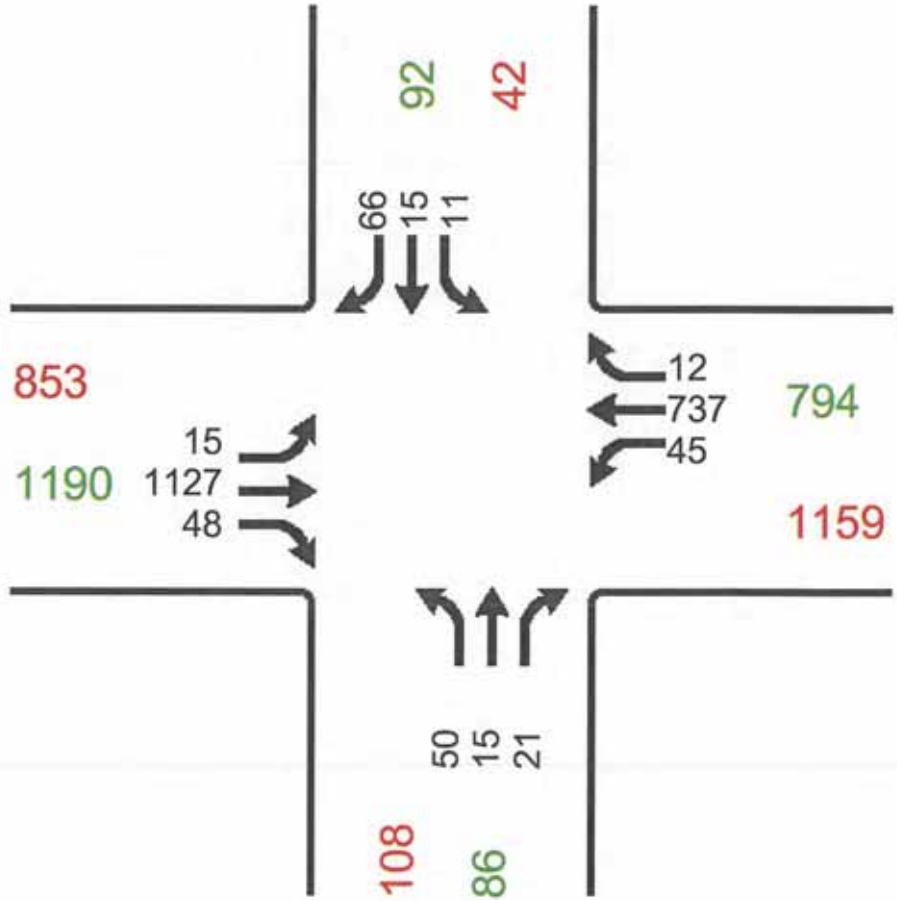
Peak Hour: 1630
Peak Hour Volume: 3567
Peak 15 Min. Period: 1700
Peak 15 Min. Volume: 935

ZUNI RD. & SAN PABLO
Date of Count: 410



AM Peak Hour Statistics

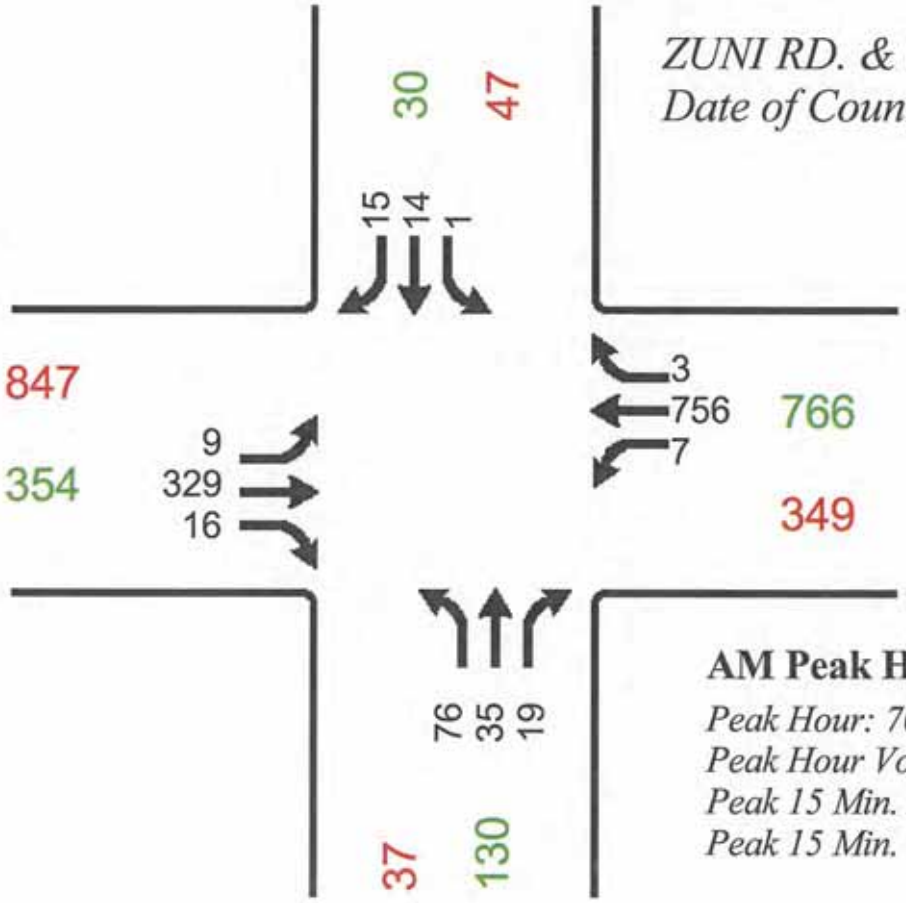
Peak Hour: 700
Peak Hour Volume: 1523
Peak 15 Min. Period: 730
Peak 15 Min. Volume: 426



PM Peak Hour Statistics

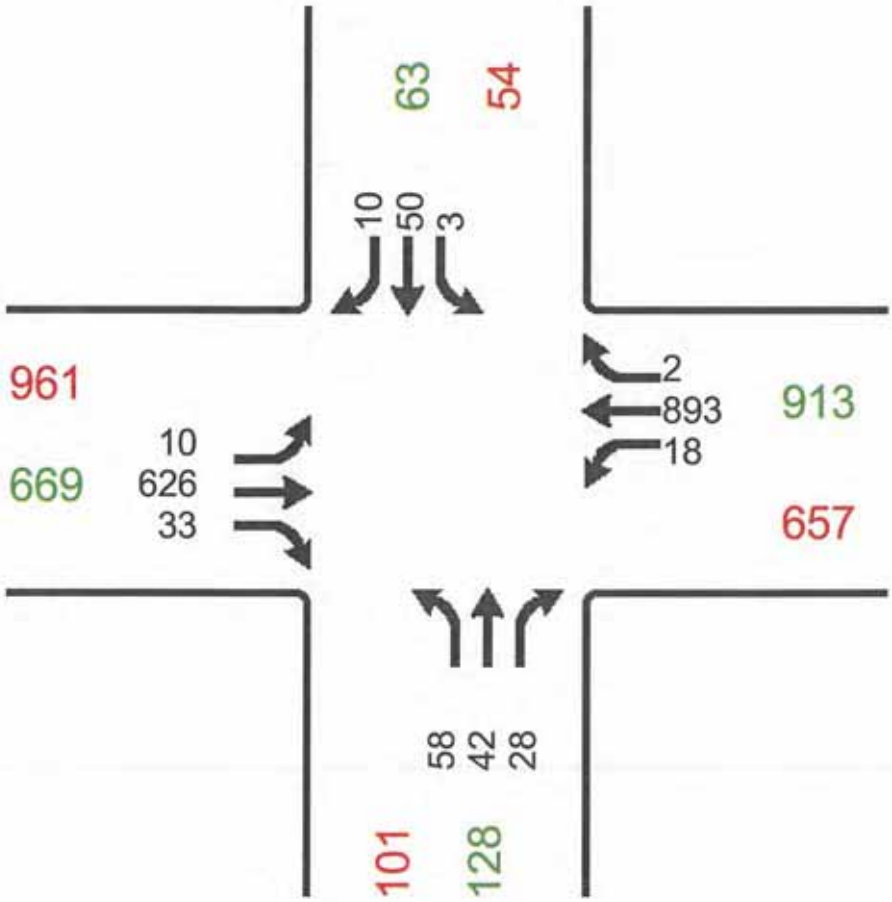
Peak Hour: 1615
Peak Hour Volume: 2162
Peak 15 Min. Period: 1630
Peak 15 Min. Volume: 562

ZUNI RD. & UTAH ST.
Date of Count: 511



AM Peak Hour Statistics

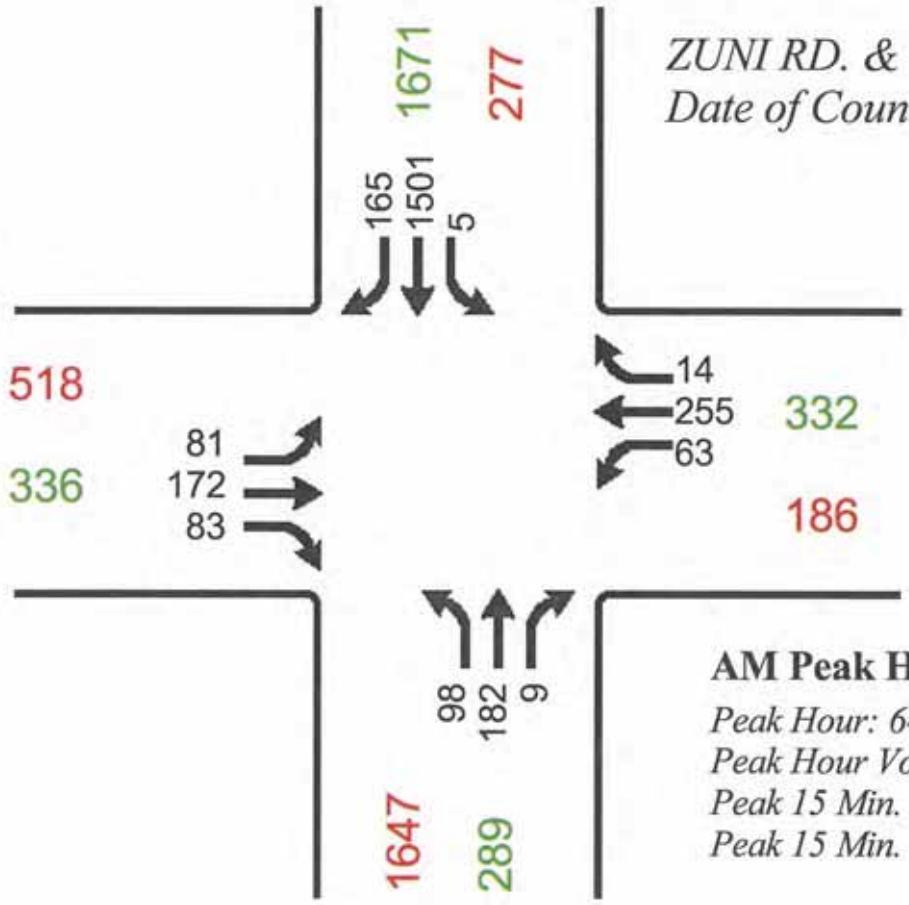
Peak Hour: 700
Peak Hour Volume: 1280
Peak 15 Min. Period: 730
Peak 15 Min. Volume: 371



PM Peak Hour Statistics

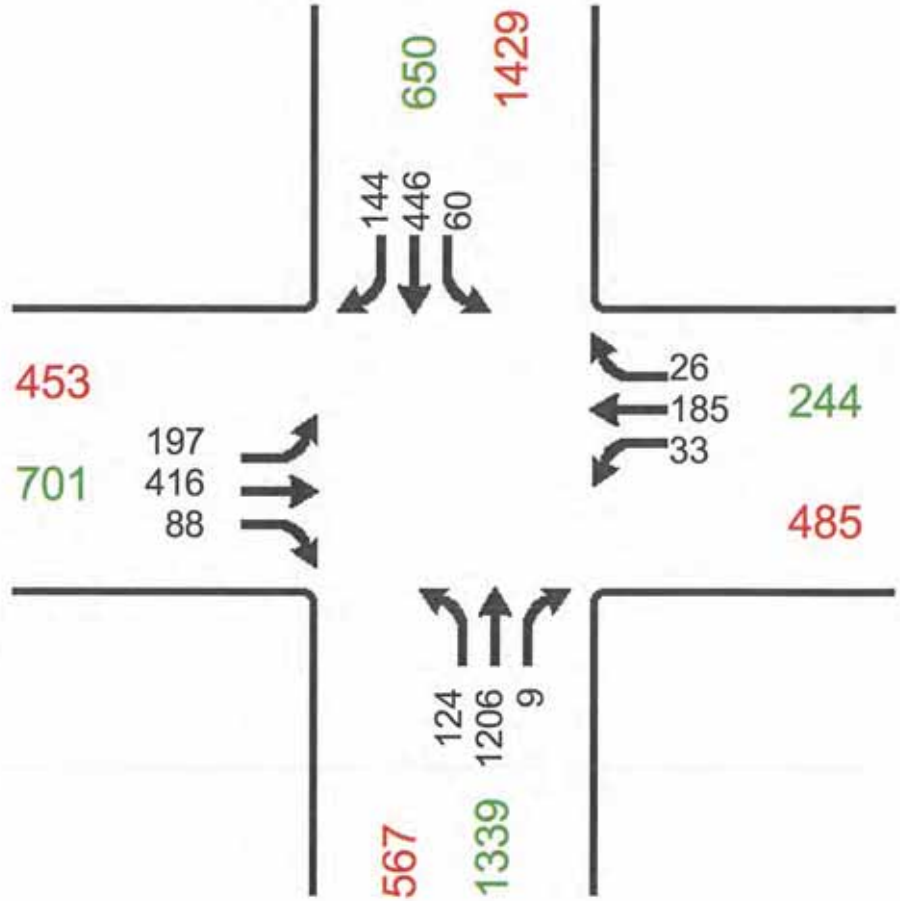
Peak Hour: 1545
Peak Hour Volume: 1773
Peak 15 Min. Period: 1615
Peak 15 Min. Volume: 457

ZUNI RD. & WYOMING BLVD.
Date of Count: 509



AM Peak Hour Statistics

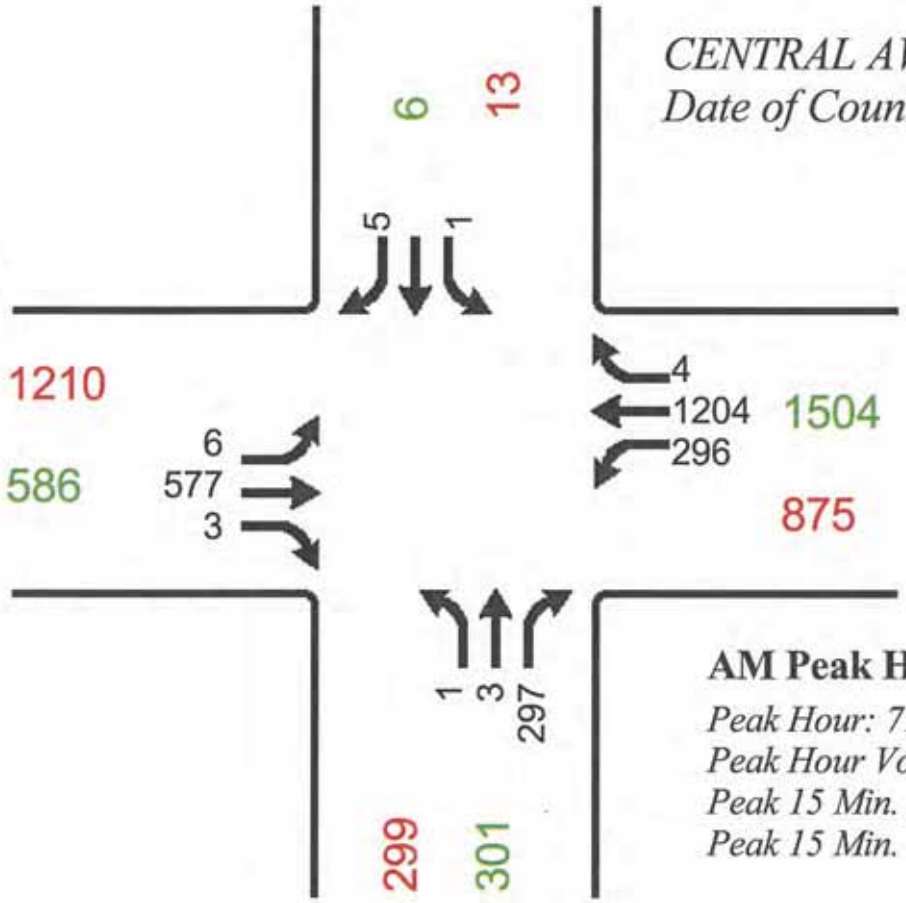
Peak Hour: 645
Peak Hour Volume: 2628
Peak 15 Min. Period: 715
Peak 15 Min. Volume: 743



PM Peak Hour Statistics

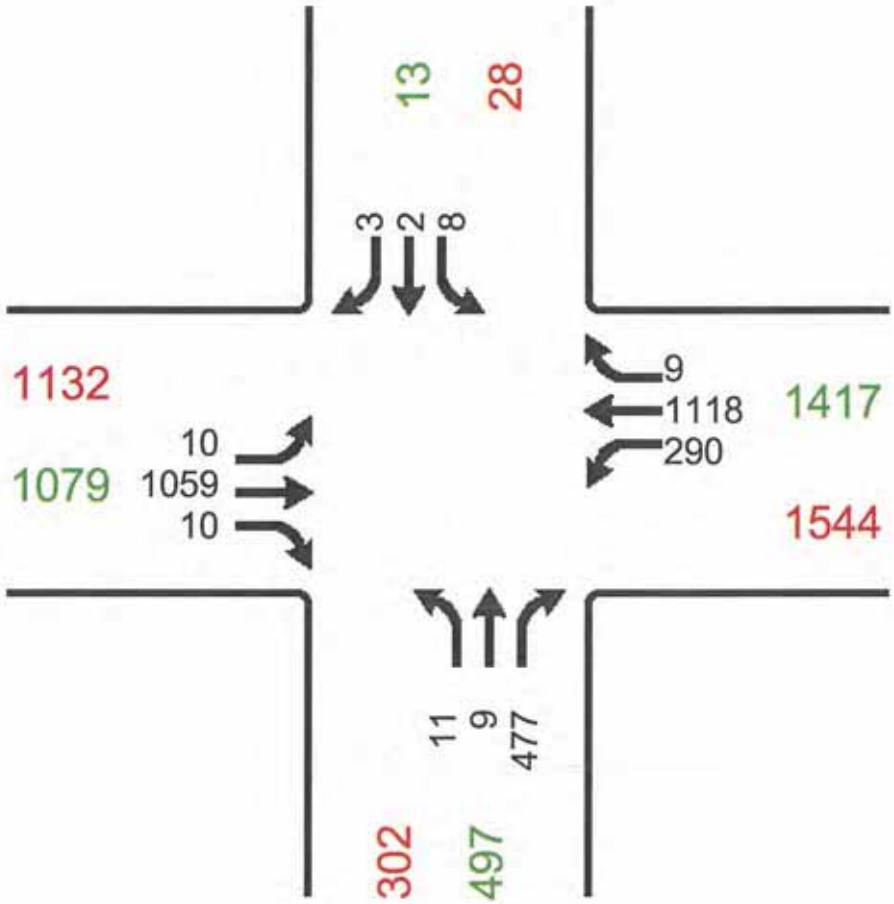
Peak Hour: 1615
Peak Hour Volume: 2934
Peak 15 Min. Period: 1630
Peak 15 Min. Volume: 829

CENTRAL AVE. & ZUNI RD.
Date of Count: 304



AM Peak Hour Statistics

Peak Hour: 715
Peak Hour Volume: 2397
Peak 15 Min. Period: 730
Peak 15 Min. Volume: 662

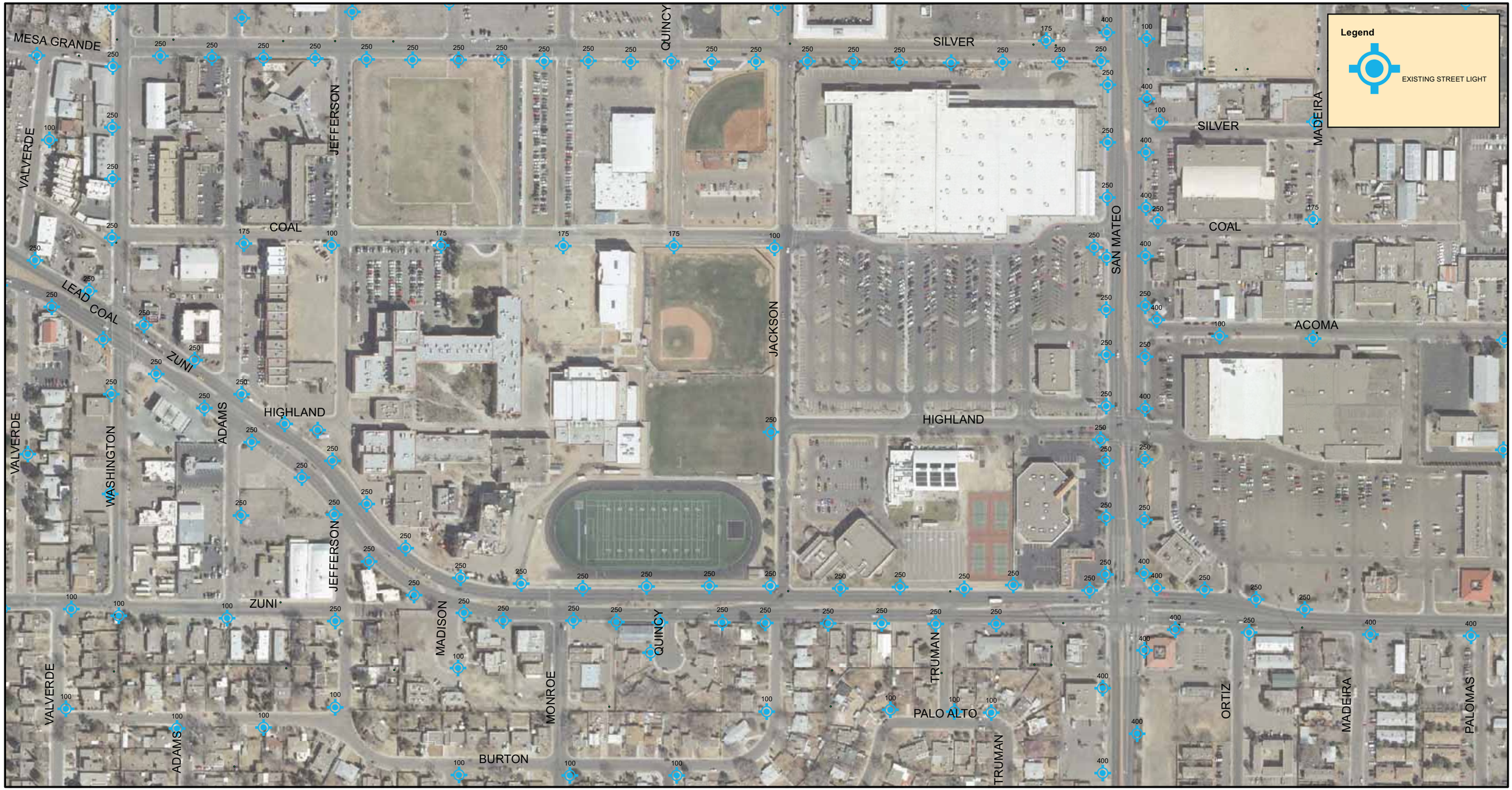


PM Peak Hour Statistics

Peak Hour: 1530
Peak Hour Volume: 3006
Peak 15 Min. Period: 1530
Peak 15 Min. Volume: 779

Traffic Engineering Division

Date: 3/2/2011	Created By: M. Carrasco 505-857-8684	Location: ZUNI RD SE BTW WASHINGTON ST SE AND CENTRAL AVE E
Case ID: NA		



N W E S

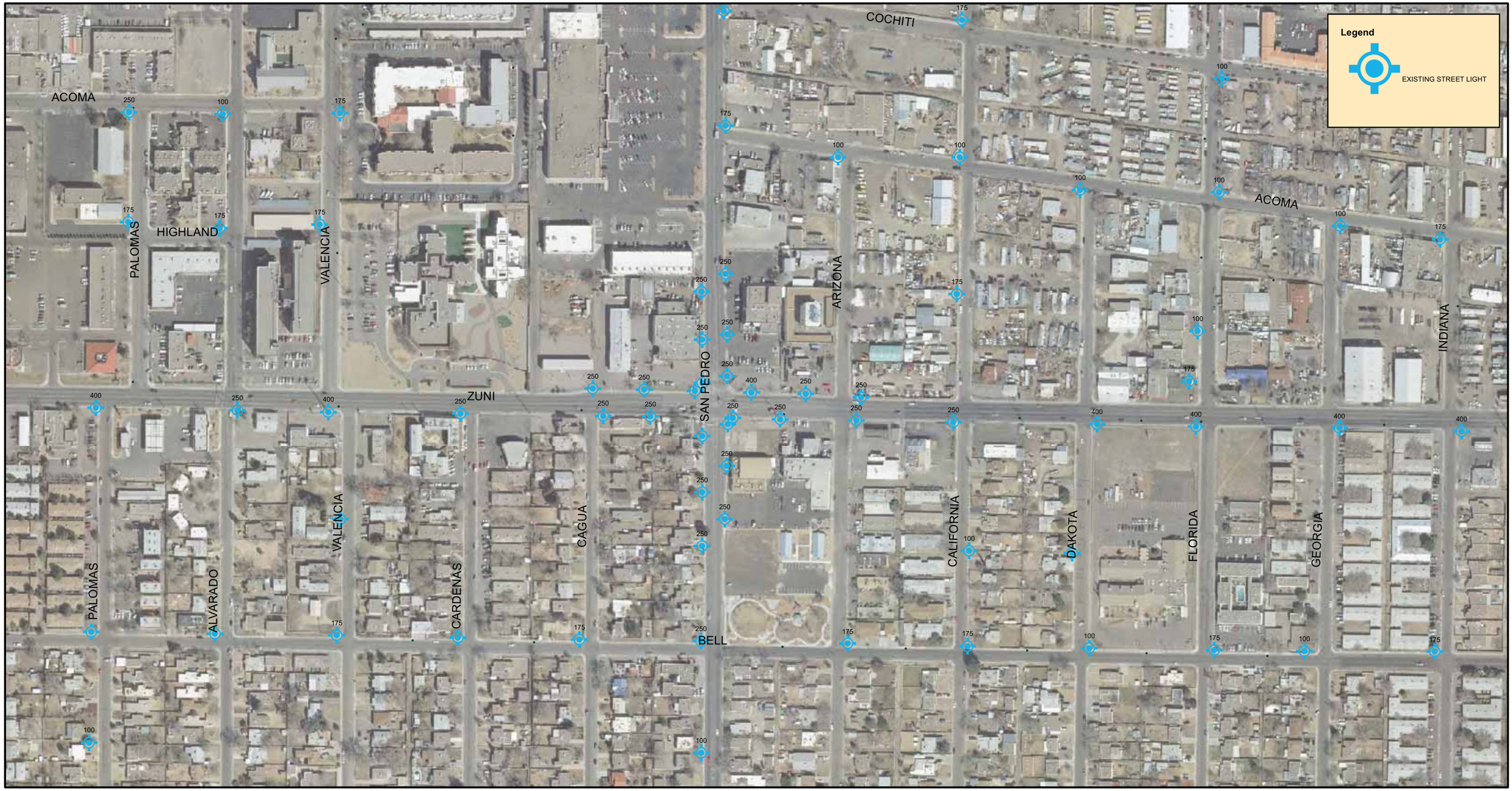
0 250 500 Feet

1 inch = 250 feet

B-13

Traffic Engineering Division

Date: 3/2/2011	Created By: M. Carrasco 505-857-8684	Location: ZUNI RD SE BTW WASHINGTON ST SE AND CENTRAL AVE E
Case ID: NA		



N W E S

0 250 500 Feet

1 inch = 250 feet

B-14

Traffic Engineering Division

Date: 3/2/2011	Created By: M. Carrasco 505-857-8684	Location: ZUNI RD SE BTW WASHINGTON ST SE AND CENTRAL AVE E
Case ID: NA		

N W E S

0 250 500 Feet

1 inch = 250 feet

B-15

Traffic Engineering Division

Date: 3/2/2011	Created By: M. Carrasco 505-857-8684	Location: ZUNI RD SE BTW WASHINGTON ST SE AND CENTRAL AVE E
Case ID: NA		

N W E S

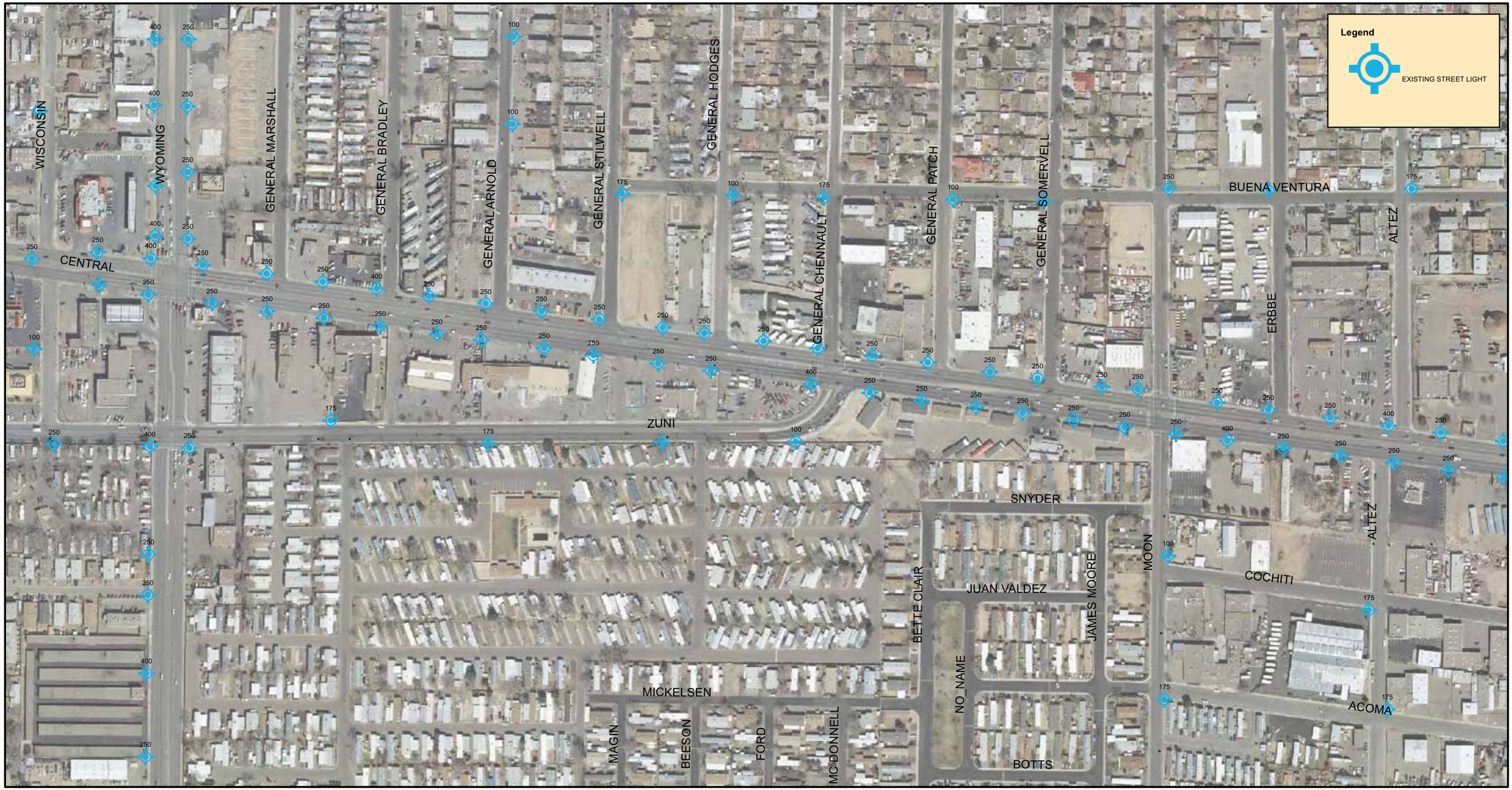
0 250 500 Feet

1 inch = 250 feet

B-16

Traffic Engineering Division

Date: 3/2/2011	Created By: M. Carrasco 505-857-8684	Location: ZUNI RD SE BTW WASHINGTON ST SE AND CENTRAL AVE E
Case ID: NA		



N W E S

0 250 500 Feet

1 inch = 250 feet

B-17

WASHINGTON

2

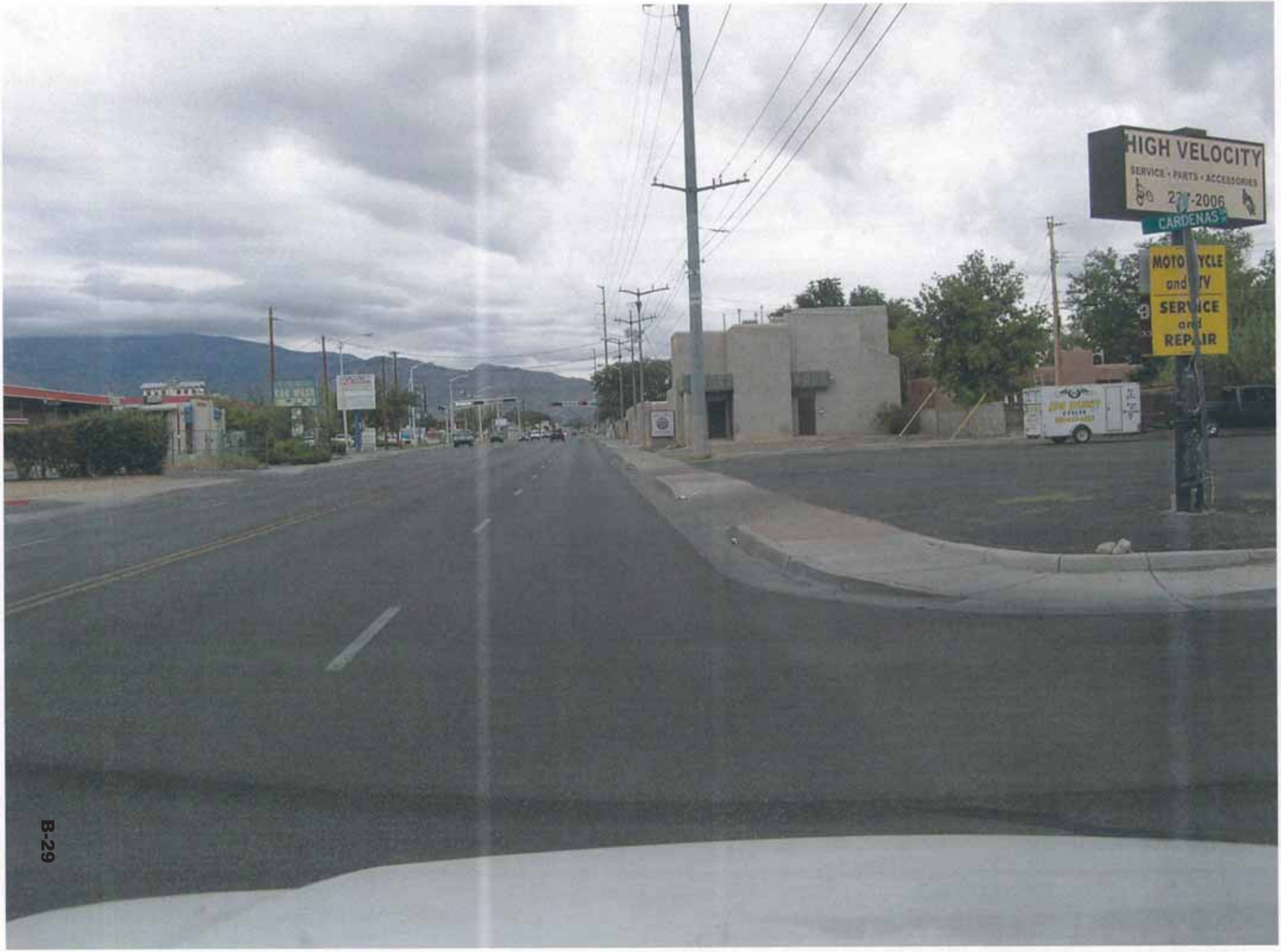
25

4

ZUNI RD
JEFFERSON ST SE
STOP
INTELI-CARE, LLC
FOR LEASE
Ramirez Chiropra
314 - 36 ADAMS SE

SAN MATEO

ALVARADO
HOME
ABIER
PEN


HIGH VELOCITY
SERVICE • PARTS • ACCESSORIES
-2006
CARDENAS
and
SERVICE
and
REPAIR

SAN PEDRO

AVAILABLE
505.256.7573
FOR SALE

unidos

LOUISIANA

BURRIT

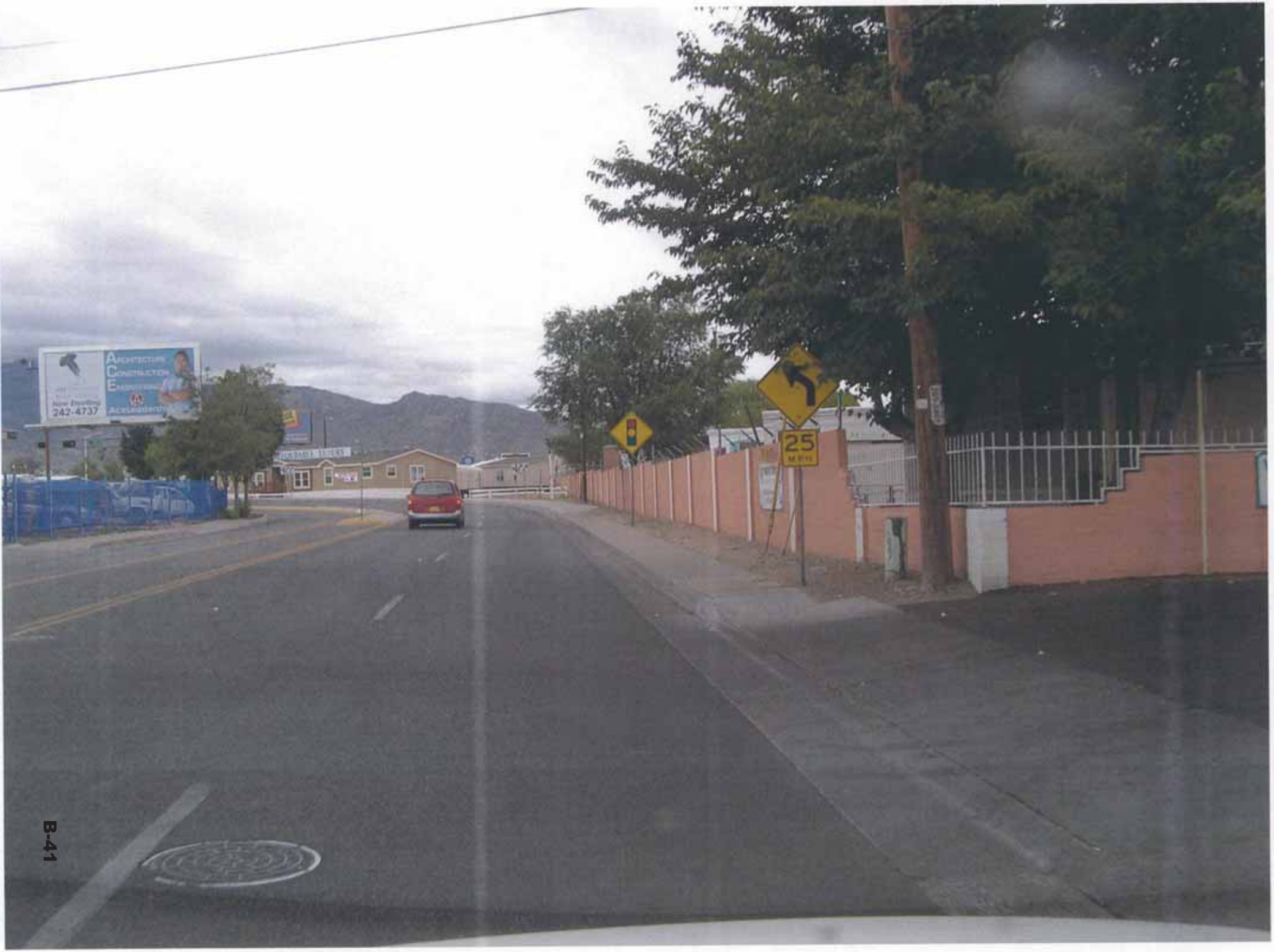
SAN PABLO

HEIGHTS
CHURCH OF CHRIST
7801
SPEED LIMIT
35

10/10/10
Register at
komencnm.org
UTAH

OTAS & TORIT

CASH & CA
ELECTRONICS
Car Stere
Installation
OPEN TO THE PUBLIC
BIG SALE NOW
BIG SALE NOW
WYOMING
Pho N
VIETNAMESE


242-4737
25
MPH

NO RIGHT TURN ON RED
NO RIGHT TURN ON RED
SANTA FE TOOL CO
294-5000

Central

Zuni @ Central looking South

WB

WB

WYOMING
SERVICE CENTER
FASTLANE
254 9292
LOF $19 99
WATER
ICE
$1.50

WB

WB

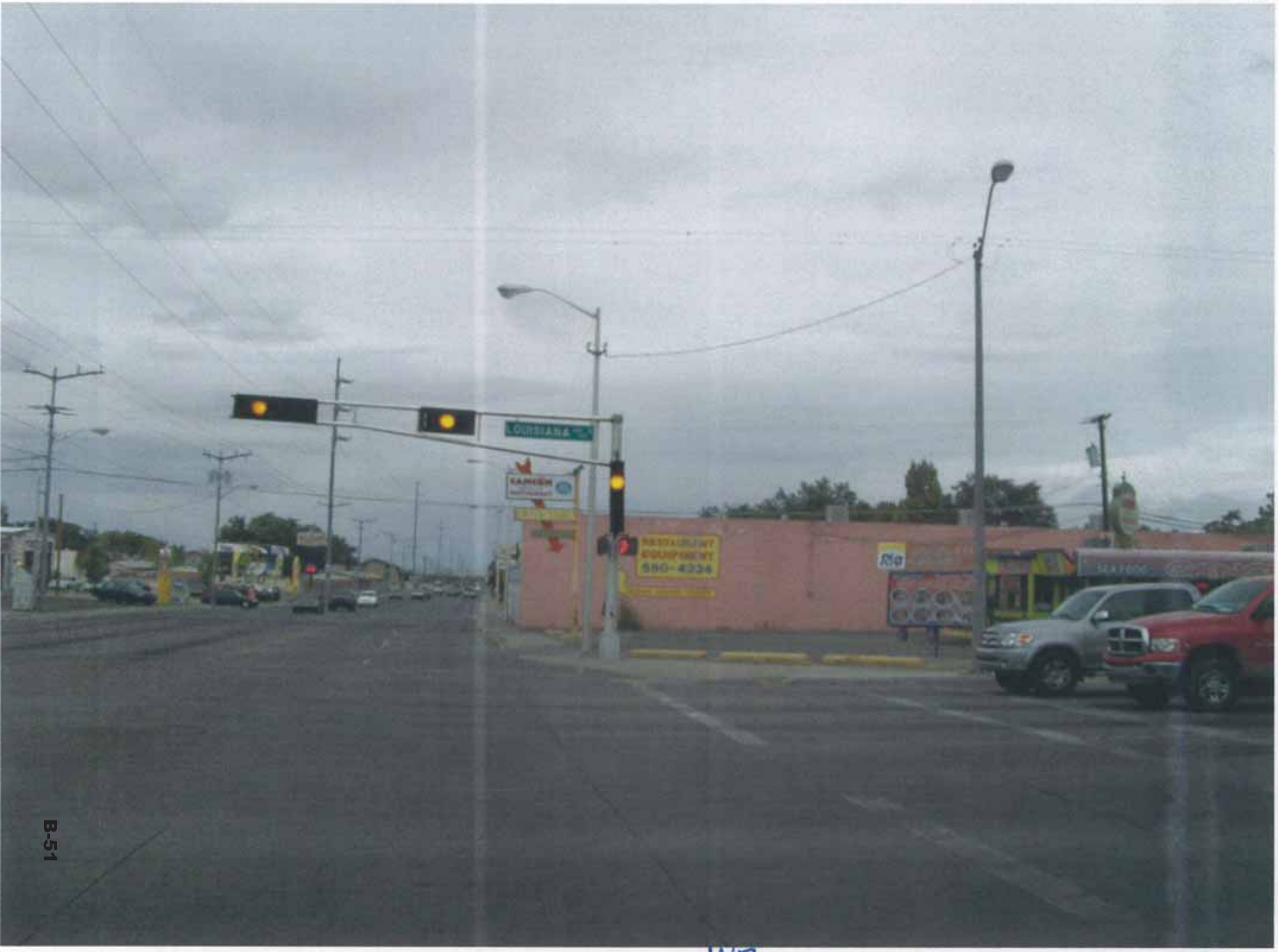
35

UTAH
Nice N Fresh
Fruit & Vegetable
Market
BEST QUALITY & PRICES IN TOWN!
NICE N FRESH

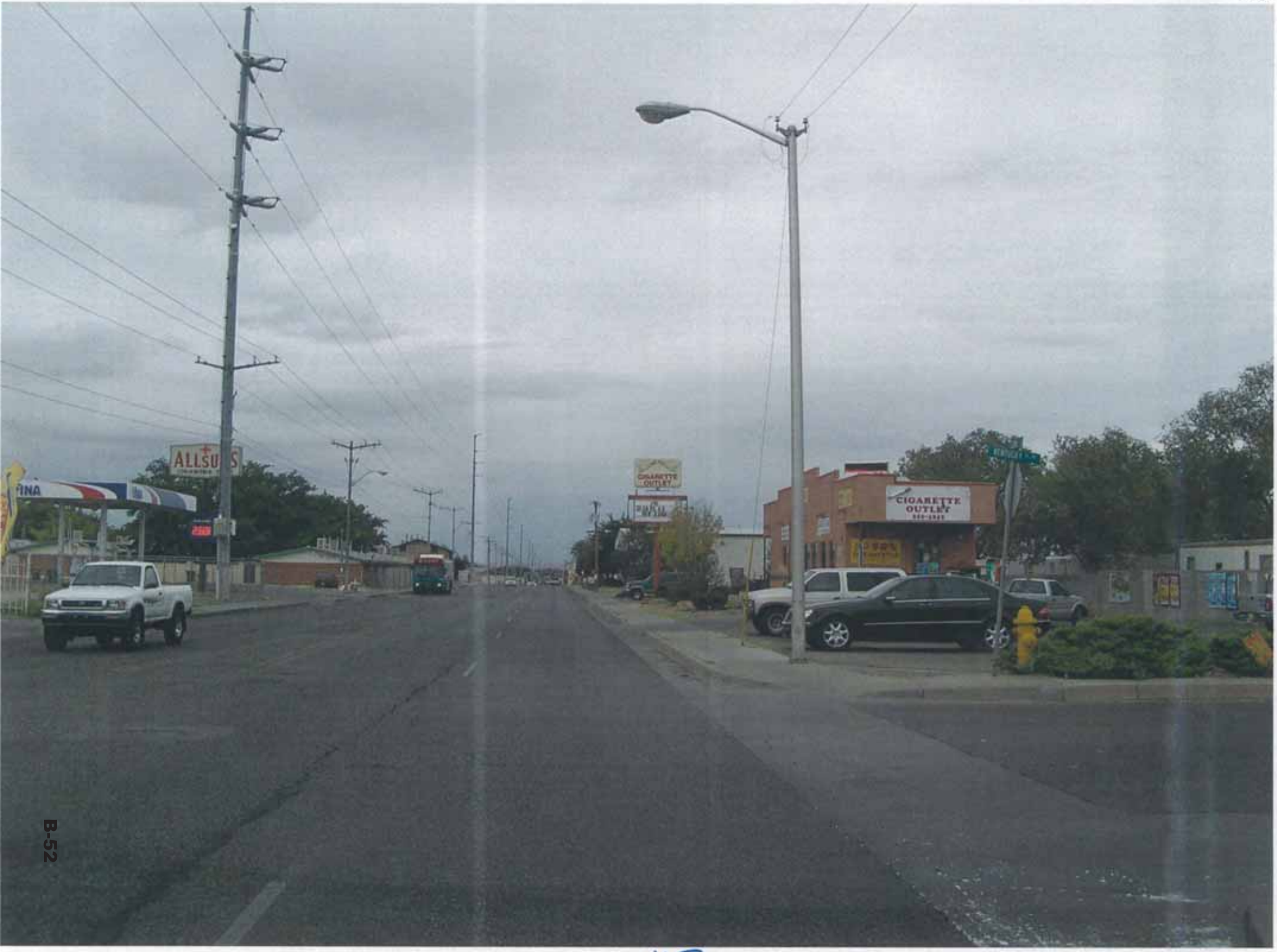
WB

36

WB



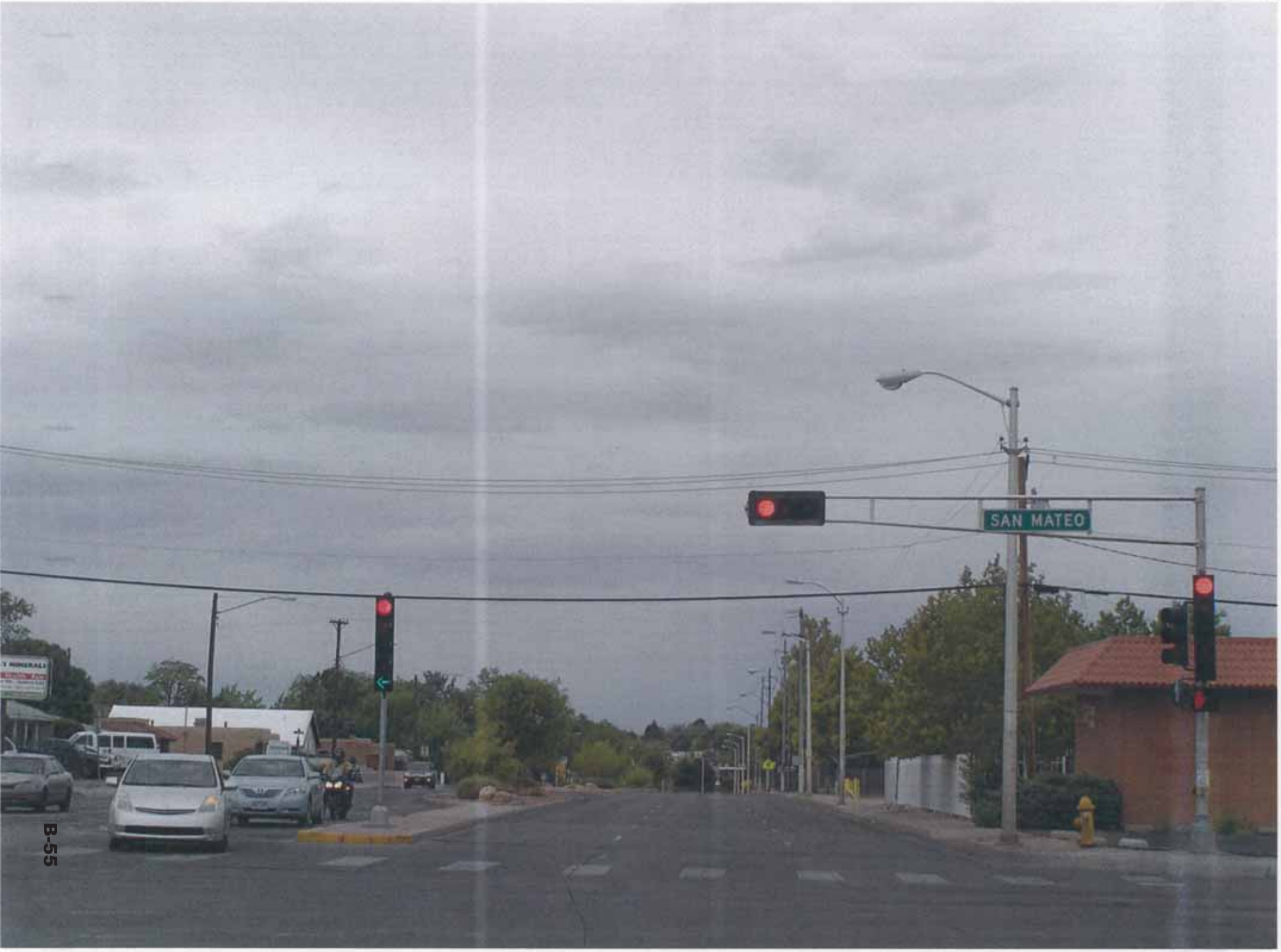
WB



WB

SAN PEDRO
PAINT & BODY

SAN PEDRO
PAINT & BODY


SAN MATEO

SPEED
LIMIT
35

WASHINGTON
OPEN
New Look
Coming!
REDI-MART
Automotiv
256-153
Honda - BM
obiles.

Appendix C
Crash Data and Analysis

Zuni Road Crash Analysis
1/1/08 - 11/8/10

	2008 Crashes					2009 Crashes						2010 Crashes (to 11/08)					January 1, 2008 to November 8, 2010 Stats					2008 Daily Traffic Flow				2009 Daily Traffic Flow			
	PDO	Injury	PED	BIKE	TOTAL	PDO	Injury	Fatal	PED	BIKE	TOTAL	PDO	Injury	PED	BIKE	TOTAL	Injury/Fatal Crashes	All Crashes	Total Vehicles Entering	Injury/Fatal Rate PMVE	Overall Crash Rate PMVE	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg
San Mateo	41	13	0	2	54	41	10	0	0	0	51	32	3	0	0	35	26	140	41,881,100	0.62	3.34	19,100	19,400	27,100	17,500	18,500	19,000	24,100	17,200
San Pedro	12	7	0	1	19	16	5	0	0	1	21	17	2	0	0	19	14	59	32,537,050	0.43	1.81	18,900	19,100	13,300	12,000	18,500	18,500	13,100	11,800
Louisiana	16	9	0	0	25	20	7	0	0	1	27	14	7	0	0	21	23	73	40,570,900	0.57	1.80	21,700	18,900	20,000	18,300	21,200	18,500	19,600	17,900
San Pablo	5	4	0	0	9	5	3	0	0	0	8	3	2	0	0	5	9	22	NA					NA	NA			NA	NA
Pennsylvania	5	7	0	0	12	9	14	1	3	1	24	5	4	1	0	9	26	45	NA			15,700	21,700	NA	NA	16,800	21,200	NA	NA
Utah	5	7	0	0	12	5	3	0	0	0	8	5	3	0	0	8	13	28	NA					NA	NA			NA	NA
Wyoming	26	4	0	0	30	16	12	0	0	0	28	15	6	0	0	21	22	79	34,609,300	0.64	2.28	9,400	15,700	24,900	16,300	9,200	16,800	24,400	16,000
Central	10	4	0	0	14	6	4	0	0	0	10	10	5	0	0	15	13	39	35,667,850	0.36	1.09	31,800	27,000		9,400	32,800	26,500		9,200

Zuni Road Crash Analysis
1/1/08 - 11/8/10

	2010 Daily Traffic Flow (assumed same as 2009)				2008 Yearly Entering Vehicles				2009 Yearly Entering Vehicles				2010 Entering Vehicles (Jan 1 - Nov 8)				Total Entering
	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	Entering
San Mateo	18,500	19,000	24,100	17,200	3,495,300	3,550,200	4,959,300	3,202,500	3,376,250	3,467,500	4,398,250	3,139,000	2,886,000	2,964,000	3,759,600	2,683,200	41,881,100
San Pedro	18,500	18,500	13,100	11,800	3,458,700	3,495,300	2,433,900	2,196,000	3,376,250	3,376,250	2,390,750	2,153,500	2,886,000	2,886,000	2,043,600	1,840,800	32,537,050
Louisiana	21,200	18,500	19,600	17,900	3,971,100	3,458,700	3,660,000	3,348,900	3,869,000	3,376,250	3,577,000	3,266,750	3,307,200	2,886,000	3,057,600	2,792,400	40,570,900
San Pablo			NA	NA													
Pennsylvania	16,800	21,200	NA	NA													
Utah			NA	NA													
Wyoming	9,200	16,800	24,400	16,000	1,720,200	2,873,100	4,556,700	2,982,900	1,679,000	3,066,000	4,453,000	2,920,000	1,435,200	2,620,800	3,806,400	2,496,000	34,609,300
Central	32,800	26,500		9,200	5,819,400	4,941,000	-	1,720,200	5,986,000	4,836,250	-	1,679,000	5,116,800	4,134,000	-	1,435,200	35,667,850

CRASHES
ZUNI (WASHINGTON TO MOON)
01/01/2008 TO 12/31/2008

CASE #	LOC	DIR	C/T	#	DATE OF CRASH	MILITARY TIME	INJURY	NUMBER INJURED	INJURY CODE A	B	C
LEAD/WASHINGTON											
80125088	I		2		5/15/2008	19:44	N				
80107726	I		2		3/29/2008	16:55	N				
LEAD/ADAMS											
NONE											
LEAD/JEFFERSON											
NONE											
ZUNI/LEAD											
80148778	I		2		7/18/2008	12:17	I	1			1
ZUNI/MONROE											
80188906	PP		3		10/30/2008	10:02	N				
80149652	I		3		7/20/2008	20:59	N				
ZUNI/JACKSON											
80186684	I		2		10/24/2008	14:44	I				
80157566	I		2		8/10/2008	16:05	N				
ZUNI/TRUMAN											
80193842	I		5		11/11/2008	15:55	N				

80170012	I		3	#	9/11/2008	17:33	I	1			1

ZUNI/SAN MATEO

80211934	PP		5		12/31/2008	13:00	N				
80210266	I		4	#	12/26/2008	22:10	N				
80208460	I		3	#	12/21/2008	7:48	I	1			1
80205814	30'	N	3		12/14/2008	12:47	N				
80202280	PP		5		12/5/2008	8:41	I	1			1
80202173	I		2		12/4/2008	20:52	N				
80200799	100'	E	5		12/1/2008	12:01	N				
80199559	100'	E	5		11/27/2008	13:11	I	1		1	
80195821	100'	W	4		11/17/2008	19:00	N				
80191758	I		1		11/6/2008	17:50	N				
80185298	50'	E	3		10/21/2008	7:04	N				
80185021	I		2		10/17/2008	13:00	N				
80182650	PP		5		10/13/2008	8:00	N				
80180919	I		2		10/8/2008	12:40	N				
80180648	300'	N	2		10/8/2008	16:26	I	1			1
80175446	I		2	#	9/25/2008	7:05	N				
80172981	I		2		9/18/2008	22:20	N				
80167002	PP		5		8/31/2008	21:00	N				
80164992	I		B		8/29/2008	16:29	I				
80161050	PP		5		8/15/2008	16:45	N				
80158791	I		2		8/12/2008	16:20	N				
80160614	I		2		8/12/2008	0:01	N				
80155134	PP		5		8/3/2008	16:35	N				
80151705	I		B		7/26/2008	0:36	I	2			2
80150216	PP		5		7/22/2008	10:45	N				
80150720	I		2		7/14/2008	21:40	N				
80145602	I		3		7/9/2008	21:52	N				
80147577	PP		5		7/4/2008	10:30	N				
80145057	PP		3		7/4/2008	12:00	N				
80142866	PP		5		6/30/2008	9:00	N				
80143274	PP		5		6/24/2008	12:00	N				
80132659	I		3	#	6/5/2008	12:41	N				
80132439	I		3		6/4/2008	19:04	I	1			1

80130539	PP		5		5/24/2008	15:00	N				
80126467	I		2		5/19/2008	12:40	N				
80126493	PP		4		5/14/2008	16:00	N				
80124209	I		5		5/13/2008	12:39	I	4		1	3
80123831	PP		5		5/12/2008	12:00	N				
80151057	PP		5		5/10/2008	13:00	N				
80119914	PP		5		4/29/2008	11:30	N				
80117693	I		3		4/26/2008	17:13	I	1			1
80117348	I		2		4/25/2008	19:12	N				
80114536	I		2		4/17/2008	17:32	I	1			1
80112541	I		2		4/11/2008	21:57	N				
80109839	I		2		4/4/2008	12:10	I	1			1
80105816	I		3	#	3/23/2008	11:38	I	2			2
80002731	I		1	#	2/22/2008	9:12	I	2			2
80002125	PP		5		2/12/2008	12:00	N				
80001130	I		5		1/30/2008	15:10	N				
80003915	I		5		1/30/2008	2:00	N				
80003889	PP		3		1/17/2008	15:00	N				
80000613	PP		5		1/6/2008	15:30	N				
80000311	PP		4		1/2/2008	15:38	N				
80000604	I		5		1/1/2008	14:45	N				

ZUNI/ORTIZ

NONE

ZUNI/MADEIRA

80206865	PP		1		12/17/2008	11:49	N				
80172211	I		5		9/17/2008	7:20	N				
80121567	50'	E	2		5/6/2008	17:20	N				
80003689	I		3	#	2/27/2008	7:48	N				
80003176	I		3	#	2/14/2008	12:36	I	2			2

ZUNI/PALOMAS

80205059	100'	W	3		12/12/2008	13:57	N				

80165011	I		3	#	8/29/2008	16:27	N				
80172405	PP		5		8/10/2008	16:20	N				
80138382	I		3	#	6/20/2008	13:45	N				
80125712	I		3	#	5/17/2008	9:11	I	5	5		
80112480	I		2		4/11/2008	18:21	I	1			1
80109461	I		3		4/3/2008	13:22	N				
80000038	I		B	#	1/4/2008	19:14	I				

ZUNI/ALVARADO

80209157	150'	W	3		12/23/2008	8:14	I	I			1
80190559	I		2		11/3/2008	12:45	I	I			
80181273	I		P		10/10/2008	11:22	I				
80178140	I		4	#	10/2/2008	7:38	N				
80157068	100'	W	5		8/9/2008	1:55	N				
80133731	I		3	#	6/8/2008	11:02	I	1			1
80125355	I		3	#	5/16/2008	14:32	N				
80119990	I		2		5/2/2008	14:44	N				
80107729	I		2		3/29/2008	14:43	N				
80004162	I		3	#	3/6/2008	10:13	I	3			3
80003618	I		3	#	2/25/2008	17:39	N				
80003305	I		3	#	2/23/2008	8:57	I	1			1
80001865	I		3	#	1/25/2008	12:21	I	1			1
80000390	50'	E	4		1/8/2008	9:34	N				

ZUNI/VALENCIA

80195806	I		2		11/17/2008	18:03	N				
80186834	I		2		10/24/2008	19:29	N				
80156248	I		3	#	8/7/2008	7:54	N				
80123879	I		3	#	5/12/2008	14:27	I	1			1
80118286	I		4		4/28/2008	11:50	N				
80109926	I		2		4/4/2008	15:34	N				

ZUNI/CARDENAS

80172906	I		3	#	9/18/2008	17:40	N				

80172880	I		P		9/17/2008	15:47	N					
80149288	I		2		7/19/2008	17:21	I	3			3
80002316	I		2		1/31/2008	17:18	N				

ZUNI/CAGUA

80191303	I		2		11/5/2008	13:19	N					
80168722	I		3		9/8/2010	12:35	N					
80115886	50'	W	5		4/21/2008	15:30	N					

ZUNI/SAN PEDRO

80209242	I		3	#	12/23/2008	11:49	I	1			1
80187925	I		2		10/27/2008	20:46	I	2		1	1
80181308	I		5		10/4/2008	13:00	N				
80178683	220'	N	2		10/3/2008	14:16	I	1			1
80171172	I		2		9/14/2008	13:30	N				
80152380	I		4		7/27/2008	22:37	N				
80149482	I		2		7/20/2008	9:10	I	1			1
80148016	I		3	#	7/16/2008	12:21	N				
80125883	I		3	#	5/17/2008	19:47	N				
80125850	I		3	#	5/17/2008	17:48	N				
80005204	I		2		5/16/2008	14:45	N				
80124873	I		2		5/15/2008	11:21	N				
80121592	I		3		5/6/2008	19:01	I	7			7
80109701	I		3	#	4/4/2008	7:52	N				
80105580	I		2		3/22/2008	13:18	N				
80105199	300'	N	3		3/21/2008	11:36	I	1			1
80003883	PP		5		2/20/2008	22:00	N				
80002489	I		3	#	2/7/2008	17:08	I	2	1		1
80000316	I		B		1/14/2008	17:00	N				

ZUNI/ARIZONA

80151967	I		5		7/26/2008	15:45	N					
80130630	I		2		5/30/2008	15:44	N					

ZUNI/CALIFORNIA

80208265	I		3	#	12/20/2008	17:17	N				
80003597	30'	W	2		2/25/2008	14:41	I	3		1	2

ZUNI/DAKOTA

NONE

ZUNI/FLORIDA

80203849	I		2		12/9/2008	10:15	N				
80181284	I		2		10/10/2008	12:02	N				
80163411	10'	S	2		8/25/2008	16:50	N				

ZUNI/GEORGIA

80107413	I		5		3/28/2008	13:00	N				
80002430	I		5		2/7/2008	0:04	N				

ZUNI/INDIANA

80202788	I		2		12/6/2008	12:24	N				
80199834	I		2		11/28/2008	15:46	I	2	1		1
80192190	I		2		11/7/2008	18:44	N				
80181074	I		3	#	10/9/2008	18:02	I				
80167949	I		3	#	9/6/2008	12:05	N				
80155384	I		3		8/4/2008	22:09	N				
80148958	100'	E	4		7/18/2008	20:05	N				
80135596	I		3	#	6/13/2008	7:27	N				
80124674	PP		1		5/14/2008	17:53	I	2			2
80122915	I		2		5/9/2008	22:57	N				

ZUNI/KENTUCKY

80189882	PP		3		11/1/2008	17:43	N				
80149545	I		3		7/20/2008	13:35	N				

80117289	I		1		4/24/2008	17:20	N				
80104577	I		3	#	3/19/2008	18:00	N				
80003627	I		2		2/25/2008	18:18	N				

ZUNI/LOUISIANA

80209234	I		3		12/23/2008	11:16	N				
80200264	I		3		11/29/2008	20:00	I	1			1
80181316	I		2		10/9/2008	20:00	N				
80174858	I		2		9/23/2008	15:20	N				
80171865	I		2		9/16/2008	12:00	N				
80168991	I		3	#	9/9/2008	17:58	I	1		1	
80169075	I		2		9/9/2008	17:00	N				
80162719	I		2		8/23/2008	21:32	N				
80158433	I		2		8/12/2008	17:27	I	1			1
80156286	70'	S	3		8/7/2008	9:18	N				
80153101	I		2		7/29/2008	17:35	I	1			1
80152584	PP		5		7/28/2008	9:40	N				
80151976	I		2		7/26/2008	19:01	N				
80149943	100'	N	2		7/18/2008	16:15	N				
80143785	PP		2		7/4/2008	18:34	N				
80140744	I		5		6/10/2008	15:28	N				
80126919	I		5		5/20/2008	15:32	I	1		1	
80126831	PP		4		5/15/2008	18:10	N				
80117771	PP		1		4/26/2008	21:20	N				
80114539	I		2		4/16/2008	17:17	I				
80108703	30'	S	2		4/1/2008	11:31	I	2			2
80107277	I		2		3/28/2008	8:08	I	1	1		
80106112	PP		2		3/24/2008	8:25	N				
80003306	I		2		2/23/2008	13:00	I	1			1
80001988	I		2		1/11/2008	11:30	N				

ZUNI/ALCAZAR

80180593	I		2		10/8/2008	14:50	N				
80180552	PP		5		10/5/2008	2:00	N				
80159589	I		3		8/15/2008	0:01	N				

	80133517	I		2		6/7/2008	19:54	I	1			1
	80106690	I		2		3/26/2008	11:14	N				
	80105324	I		2	#	3/21/2008	18:37	I	4		2	2
	80101447	PP		5		3/11/2008	16:50	N				
	80001488	I		3		1/22/2008	14:01	N				

ZUNI/CHAMA

	80102194	I		5		3/14/2008	14:13	I	1			1

ZUNI/MESILLA

	80121366	I		2		5/6/2008	8:59	N				
	80120661	I		2		5/4/2008	11:50	N				

ZUNI/ESPANOLA

	80165414	I		2		8/30/2008	18:10	N				
	80147578	I		5		6/21/2008	18:30	N				
	80131389	I		2		6/1/2008	20:53	N				

ZUNI/SAN PABLO

	80195750	I		3	#	11/17/2008	15:43	N				
	80175313	I		1		9/24/2008	18:31	I	2		1	1
	80160607	I		2		8/18/2008	15:00	N				
	80160579	I		2		8/9/2008	0:01	N				
	80109153	I		5		4/2/2008	19:14	N				
	80003853	I		2		2/20/2008	7:25	I	2			2
	80002235	200'	N	2		2/19/2008	22:50	N				
	80002913	I		2		2/16/2008	18:58	I	2			2
	80001809	I		3	#	1/23/2008	19:23	I	1			1

ZUNI/GROVE

NONE

ZUNI/CHARLESTON

80153403	I		3		7/30/2008	13:31	N				
80132044	I		2		6/3/2008	16:42	N				
80112432	I		2		4/11/2008	16:37	N				
80003344	I		3		3/2/2008	17:30	N				
80003814	I		1		2/24/2008	12:48	N				
80000947	I		3		1/30/2008	9:53	N				
80000042	I		3	#	1/3/2008	15:30	N				

ZUNI/DALLAS

80144398	I		3	#	7/6/2008	19:38	N				
80001339	I		3	#	1/18/2008	21:04	I				
80000468	I		5		1/8/2008	18:16	N				

ZUNI/PENNSYLVANIA

80200887	I		2		12/1/2008	15:24	I	2			2
80183535	I		3	#	10/16/2008	15:32	I	1			1
80160298	I		3	#	8/17/2008	21:29	I				
80161350	I		5		7/9/2008	9:00	N				
80145754	I		5		7/9/2008	19:45	N				
80145508	I		3	#	7/9/2008	16:09	I	1		1	
80143379	I		3	#	7/3/2008	14:09	N				
80136778	I		3	#	6/16/2008	12:34	I	1			1
80117325	I		2		4/25/2008	18:11	N				
80113938	I		3	#	4/16/2008	11:38	I	1			1
80105318	I		2		3/21/2008	18:29	N				
80000030	I		5		1/1/2008	20:03	I	1		1	

ZUNI/RHODE ISLAND

80172355	I		5		9/15/2008	17:25	N				
80005332	I		2		5/23/2008	17:30	N				
80121841	200'	W	2		5/7/2008	13:05	I	1			1
80108434	I		3	#	3/31/2008	12:45	N				

	80002239	PP		4		2/18/2008	21:00	N				
	80001958	I		1	#	1/30/2008	16:22	I	1			1

ZUNI/TENNESSEE

	80113075	I		2		4/13/2008	20:09	I	1			1
	80001479	I		3	#	1/18/2008	20:00	N				

ZUNI/TEXAS

	80116233	PP		5		4/11/2008	16:30	N				
	80105577	I		5		3/22/2008	13:45	I	1		1	
	80000584	I		2		1/21/2008	19:40	I	1			1

ZUNI/UTAH

	80198274	50'	E	2		11/24/2008	8:26	I	1			1
	80184488	I		2		10/18/2008	21:35	N				
	80184073	I		2		10/17/2008	19:01	I	6			6
	80183767	I		3	#	10/17/2008	7:39	I	1		1	
	80178261	I		3	#	10/2/2008	12:27	N				
	80179724	I		2		9/26/2008	19:10	N				
	80162130	I		5		8/22/2008	0:01	N				
	80105745	I		5		3/23/2008	0:14	I				
	80004224	I		3	#	3/6/2008	16:10	I	1			1
	80002868	I		2		2/22/2008	18:21	I	3			3
	80001944	I		3	#	2/4/2008	7:26	I	1			1
	80000748	I		2		1/25/2008	13:40	N				

ZUNI/VERMONT

	80207490	I		3	#	12/18/2008	20:55	N				
	80156027	I		2		8/6/2008	15:01	N				
	80123755	25'	W	2		5/12/2008	9:47	N				

ZUNI/VIRGINIA

80115753	I		3	#	4/21/2008	10:32	N				
80109422	I		3	#	4/3/2008	11:20	N				

ZUNI/WISCONSIN

80185430	I		4		10/21/2008	12:51	N				

ZUNI/WYOMING

80211575	I		3	#	12/30/2008	16:17	N				
80199295	I		4		11/19/2008	16:10	N				
80189751	I		2		11/1/2008	9:05	I	5			5
80188845	I		3		10/29/2008	12:49	N				
80179240	I		1		10/5/2008	0:35	N				
80172780	I		5		9/18/2008	10:50	N				
80172231	I		4		9/15/2008	16:50	N				
80171575	I		3	#	9/15/2008	16:41	I	1		1	
80165413	I		2		8/30/2008	17:14	N				
80165387	150'	E	4		8/30/2008	16:46	N				
80149733	100'	E	5		7/21/2008	6:15	N				
80143055	I		2		7/2/2008	18:12	N				
80135241	I		5		6/12/2008	6:50	N				
80135197	I		4		6/12/2008	8:19	N				
80127608	I		5		5/21/2008	6:00	N				
80005130	I		5		5/21/2008	17:45	N				
80121972	I		4		5/7/2008	12:30	N				
80118766	I		5		4/25/2008	8:00	N				
80114609	I		3	#	4/17/2008	21:26	I	3			3
80104871	I		3	#	3/20/2008	13:46	N				
80101470	100'	S	4		3/9/2008	14:06	N				
80003957	I		5		3/5/2008	10:14	N				
80003694	I		4		2/27/2008	12:17	N				
80109792	PP		5		2/7/2008	14:00	N				
80002788	I		2		2/2/2008	21:30	N				
80001128	I		4		1/30/2008	10:05	N				
80001127	PP		5		1/28/2008	16:30	N				
80001271	I		2		1/16/2008	18:32	N				

80000069	I		3	#	1/6/2008	6:42	I	1			1
80000106	I		2		1/4/2008	13:31	N				

ZUNI/CENTRAL

80211978	I		4		12/25/2008	12:00	N				
80207914	I		3		12/19/2008	18:53	I	1			1
80198189	I		1		11/23/2008	23:23	N				
80188937	I		3	#	10/30/2008	12:12	N				
80175061	I		3	#	9/24/2008	9:22	I	1			1
80162557	I		3	#	8/23/2008	12:23	N				
80159772	I		1		8/16/2008	6:37	N				
80155956	I		3		8/6/2008	12:22	I	1			1
80151500	I		4		7/25/2008	14:16	N				
80143767	PP		1		7/4/2008	17:08	N				
80131537	I		5		5/31/2008	14:25	N				
80003749	I		1		2/28/2008	23:27	N				
80001412	I		1		1/20/2008	15:23	N				

CENTRAL/GEN. CHENNAULT

80151060	105'	E	5		11/23/2008	14:09	I	1		1	

CENTRAL/GEN. PATCH

80131981	I		3		6/3/2008	13:47	I				

CENTRAL/GEN. SOMERVELL

NONE

CENTRAL/MOON

80179162	I		2		10/4/2008	19:25	I	1			1
80159529	340'	W	2		8/15/2008	15:56	I	1			1
80157122	I		3	#	8/9/2008	7:01	I	1			1
80143439	I		3	#	7/3/2008	17:23	N				

80135023	I		2		6/11/2008	16:57	N				
80107696	I		2		3/29/2008	12:03	N				
80107427	I		2		3/28/2008	16:07	I	1			1
80106406	I		3	#	3/25/2008	14:01	N				
80104915	I		2		3/20/2008	14:50	N				

CODES

LOC=location (I=intersection, PP=on private property, or specified distance from the intersection).
DIR=direction from intersection (N,S,E,W).
C/T=crash type (1=front impact, 2=rear impact, 3=side impact/right angle, 4=side swipe/glancing, 5=other/unknown, P=pedestrian, B=bicyclist).
= crash occurring inside the stop bars.
INJURY (I=injury, N=no injury, F=fatal).
INJURY CODE (A=incapacitated, B=visible injury, C=complaint of injury/not visible).

Compiled by APD Traffic Division, 02/04/2011.
Source: APD New World and Tiburon Systems.

CRASHES
ZUNI (WASHINGTON TO MOON)
01/01/2009 TO 12/31/2009

CASE #	LOC	DIR	C/T	#	DATE OF CRASH	MILITARY TIME	INJURY	NUMBER INJURED	INJURY CODE A	B	C
LEAD/WASHINGTON											
90076043	I		3	#	7/30/2009	12:05	I	2		1	1
LEAD/ADAMS											
NONE											
LEAD/JEFFERSON											
NONE											
ZUNI/LEAD											
NONE											
ZUNI/MONROE											
90118137	I		5		11/24/2009	14:03	I	1			1
90106434	I		3	#	10/21/2009	15:49	N				
90104272	I		3	#	10/15/2009	13:45	N				
ZUNI/JACKSON											
90114834	I		1		11/14/2009	18:10	N				
90088410	I		3	#	8/27/2009	7:20	N				
90012115	I		3		2/3/2009	12:28	I	1			1
ZUNI/TRUMAN											

90051101	I		2		5/22/2009	14:50	I	2			2

ZUNI/SAN MATEO

90129395	PP		5		12/27/2009	4:30	N				
90126081	PP		5		12/14/2009	11:00	N				
90124652	PP		5		12/10/2009	11:00	N				
90123291	I		2		12/10/2009	12:56	N				
90121428	I		3		12/4/2009	18:30	I	1		1	
90123288	I		5		11/23/2009	14:15	N				
90115732	PP		5		11/17/2009	9:30	N				
90109488	I		2		10/30/2009	14:45	I	1			1
90108410	PP		5		10/27/2009	10:00	N				
90104579	PP		5		10/16/2009	0:01	N				
90104261	PP		5		10/14/2009	13:30	N				
90103843	PP		5		10/12/2009	14:29	N				
90103387	PP		5		10/9/2009	16:50	N				
90100605	PP		5		10/5/2009	10:00	N				
90096313	PP		5		9/23/2009	18:00	N				
90093551	10'	N	2		9/15/2009	12:27	N				
90091762	I		3		9/10/2009	15:17	I	1			1
90091644	PP		5		9/10/2009	21:50	N				
90090856	PP		5		9/5/2009	14:30	N				
90079014	PP		5		8/7/2009	10:20	N				
90078416	I		2		8/2/2009	9:35	N				
90072641	I		3	#	7/21/2009	11:22	I	1			1
90075606	I		1		7/17/2009	17:10	N				
90068652	PP		5		7/10/2009	8:30	N				
90067023	PP		5		7/1/2009	16:00	N				
90065556	PP		5		6/27/2009	17:00	N				
90060423	I		3		6/16/2009	0:01	N				
90086676	I		2		6/12/2009	16:40	N				
90053610	I		2		5/29/2009	15:49	I				
90052450	I		2		5/23/2009	10:30	I	3			3
90051213	I		2		5/22/2009	18:13	N				
90053207	PP		5		5/21/2009	17:00	N				
90050193	PP		5		5/19/2009	22:00	N				

90049744	I		2		5/17/2009	18:00	N				
90046978	500'	N	2		5/11/2009	13:40	I	2			2
90050533	PP		3		5/8/2009	16:32	N				
90041967	I		4	#	4/28/2009	10:29	N				
90039530	I		4		4/21/2009	15:47	N				
90039038	PP		5		4/18/2009	16:00	N				
90033071	I		1		4/3/2009	14:50	N				
90029060	PP		3		3/22/2009	17:30	N				
90027036	I		1		3/17/2009	10:30	N				
90025314	I		5		3/12/2009	12:10	N				
90025154	I		3	#	3/12/2009	5:25	N				
90019936	I		2		2/25/2009	12:23	N				
90016377	I		3	#	2/15/2009	1:50	I				
90014378	I		5		2/7/2009	11:30	N				
90012956	I		2		2/5/2009	14:00	N				
90011505	I		3	#	2/1/2009	17:28	I	1			1
90008226	400'	E	2		1/23/2009	14:41	I	1			1
90001548	I		2		1/4/2009	14:35	N				

ZUNI/ORTIZ

90055535	I		3	#	6/3/2009	19:48	I	1		1	

ZUNI/MADEIRA

NONE

ZUNI/PALOMAS

90099629	I		2		10/2/2009	11:08	N				
90099311	PP		4		10/1/2009	13:38	N				
90096670	I		2	#	9/24/2009	11:51	I	2			2
90092258	I		3	#	9/11/2009	18:01	N				
90087019	I		2		8/28/2009	14:35	N				
90080223	I		2		8/9/2009	15:30	N				
90051224	I		3	#	5/22/2009	18:13	N				
90049771	I		2		5/19/2009	9:53	I	1			1

90033178	I		2		4/3/2009	18:23	N					
90012522	I		2		2/4/2009	14:16	I	1		1		
90007000	I		5		1/20/2009	14:00	N					

ZUNI/ALVARADO

90106252	114'	W	2		10/21/2009	6:55	N					
90103949	I		2		10/14/2009	15:59	I	1			1	
90095314	I		2	#	9/20/2009	11:31	I	1			1	
90088158	I		2		8/31/2009	15:35	N					
90081723	I		2		8/14/2009	14:36	N					
90054675	I		2		6/1/2009	16:37	N					
90038091	I		3		4/17/2009	14:12	I	2			2	
90031637	I		2		3/30/2009	15:15	N					
90030314	I		3	#	3/26/2009	16:20	N					
90026362	I		3	#	3/15/2009	16:28	I	4		1	3	
90025309	I		2		3/11/2009	13:30	N					

ZUNI/VALENCIA

90095870	I		2		9/22/2009	7:30	I	1		1		
90095555	I		2		9/21/2009	8:00	N					
90087964	I		2		8/31/2009	8:02	N					
90019311	I		2		2/23/2009	17:21	I	3			3	
90017505	10'	W	2		2/18/2009	15:33	I	1		1		
90002263	I		2		1/7/2009	15:50	N					

ZUNI/CARDENAS

90079875	I		2		8/9/2009	16:38	N					
90043119	I		2		5/1/2009	8:00	N					
90001895	40'	E	5		1/6/2009	14:49	N					

ZUNI/CAGUA

90100626	PP		5		10/2/2009	18:00	N					
90056547	30'	W	2		6/6/2009	11:29	I	2			2	

90054999	I		3	#	6/2/2009	13:09	N				

ZUNI/SAN PEDRO

90121185	I		5		11/24/2009	13:20	N				
90117412	I		2		11/22/2009	13:00	N				
90110962	30'	W	2		11/3/2009	18:28	I	7	2		5
90103523	I		2	#	10/13/2009	13:44	N				
90101065	30'	E	2		10/6/2009	15:35	N				
90086957	I		1		8/28/2009	12:50	N				
90077901	I		B		8/4/2009	12:53	I	1			1
90074742	I		3	#	7/26/2009	22:50	I	1			1
90066194	200'	N	2		7/3/2009	12:29	N				
90053084	I		2		5/28/2009	11:00	N				
90048560	I		2		5/15/2010	15:43	N				
90046670	100'	W	2		5/10/2010	17:00	N				
90043236	I		2		5/1/2009	15:17	N				
90038144	I		3	#	4/17/2009	16:23	N				
90024168	I		3	#	3/9/2009	11:10	N				
90024096	I		3		3/7/2009	17:30	N				
90018200	I		3	#	2/21/2009	13:17	N				
90016874	I		1		2/16/2009	21:57	I	1		1	
90012568	30'	S	2		2/4/2009	16:27	N				
90001828	I		3	#	1/6/2009	12:11	I	1			1
90001848	I		2		1/6/2009	13:17	N				

ZUNI/ARIZONA

90106669	I		3	#	10/22/2009	11:03	I	3		1	2
90052132	I		3		5/25/2009	18:53	N				
90051058	I		2		5/22/2009	13:25	N				
90025646	I		2		3/13/2009	14:20	N				

ZUNI/CALIFORNIA

90118121	47'	W	2		11/24/2009	13:37	I	1			1
90114512	I		2		11/13/2009	18:02	N				

90113878	I		B		11/10/2009	17:10	I				

ZUNI/DAKOTA

90118118	I		2		11/24/2009	13:19	I	1			1
90065796	I		2		7/2/2009	11:15	N				

ZUNI/FLORIDA

90128644	I		3		12/26/2009	18:38	I	2			2
90092493	I		2		9/12/2009	11:07	I	1			1
90071946	I		3	#	7/19/2009	11:12	I	1			1
90046710	I		3	#	5/10/2009	19:54	I	4			4
90024860	I		2		3/11/2009	9:46	I	6			6

ZUNI/GEORGIA

90119667	PP		5		11/1/2009	8:30	N				
90109168	I		4		10/29/2009	16:56	N				
90052782	150'	S	4		5/24/2009	21:00	N				
90049876	I		3	#	5/19/2009	13:55	I	2			2
90043625	I		2		5/2/2009	16:12	N				
90013435	300'	W	2		2/6/2009	19:06	I	1			1

ZUNI/INDIANA

90116818	I		3		11/20/2009	15:57	I	2			2
90110356	75'	E	2		11/2/2009	8:24	I	1	1		
90107185	I		4		10/16/2009	0:01	N				
90086131	I		4		8/26/2009	10:15	I	1			1
90054105	I		B		5/30/2009	22:43	I				
90050843	PP		3		5/21/2009	22:55	N				
90045785	I		3	#	5/8/2009	8:47	N				
90019662	I		P		2/24/2009	15:25	I	1	1		
90007126	10'	S	1		1/20/2009	17:30	N				

ZUNI/KENTUCKY

90108103	I		2		10/26/2009	12:38	I	1		1		
90105672	I		3		10/19/2009	15:30	I	1			1	
90069821	I		4	#	7/13/2009	18:42	N					
90042169	I		2		4/28/2009	20:10	I	1			1	
90050535	I		5		4/12/2009	0:01	N					
90011852	1000'	W	3		2/2/2009	16:26	N					

ZUNI/LOUISIANA

90116818	I		3		11/20/2009	15:57	I	2			2	
90111854	I		2		11/6/2009	6:49	N					
90097817	I		2		9/27/2009	14:30	I	1			1	
90096782	100'	E	2		9/24/2009	17:02	I	1			1	
90083839	I		5		8/18/2009	19:00	N					
90078614	I		4		8/3/2009	12:00	N					
90067687	200'	W	2		7/7/2009	16:10	N					
90067490	I		5		6/30/2009	9:10	N					
90066544	PP		5		7/4/2009	13:30	N					
90066004	100'	W	2		7/2/2009	20:28	N					
90065730	I		3	#	7/2/2009	6:37	I	1			1	
90063562	I		2		6/25/2009	22:27	N					
90060139	I		2		6/16/2009	16:56	N					
90059446	I		2		6/14/2009	20:25	I	1			1	
90055518	I		2		6/3/2009	18:11	I	1			1	
90055080	I		2		6/2/2009	16:45	N					
90054287	10'	S	2		5/31/2009	11:19	N					
90052925	I		2		5/27/2009	19:21	N					
90030659	I		2		3/27/2009	15:38	N					
90027747	I		B	#	3/19/2009	10:56	I	1		1		
90025633	I		2		3/13/2009	13:34	N					
90020390	I		3		2/26/2009	15:40	N					
90014307	I		2		2/9/2009	11:46	N					
90020291	PP		5		2/6/2009	11:00	N					
90008820	I		3	#	1/25/2009	8:09	N					
90006151	I		2		1/17/2009	19:17	N					
90000616	I		4		1/2/2009	17:58	N					

ZUNI/ALCAZAR

90071995	I		2		7/19/2009	16:20	N				
90018311	I		5		2/20/2009	17:26	N				

ZUNI/CHAMA

NONE

ZUNI/MESILLA

90098231	I		2		9/28/2009	16:20	N				

ZUNI/ESPANOLA

90082055	I		2		8/15/2009	10:30	N				
90063084	I		2		6/24/2009	17:31	I	1			1
90047394	PP		5		5/12/2009	2:55	N				

ZUNI/SAN PABLO

90122687	I		3		12/8/2009	15:07	N				
90115399	I		3	#	11/16/2009	15:37	N				
90086557	I		2		8/27/2009	12:11	N				
90078401	I		3	#	8/5/2009	16:26	I	1			1
90077636	I		3	#	8/3/2009	17:36	I	2			2
90071332	I		2		7/17/2009	17:31	N				
90028685	I		2		3/21/2009	23:28	N				
90027359	50'	W	2		3/18/2009	9:42	I	3		1	2

ZUNI/GROVE

NONE

ZUNI/CHARLESTON

90112645	I		4	#	11/8/2009	9:56	N				
90040719	30'	W	P		4/24/2009	20:37	N				

ZUNI/DALLAS

90079146	I		2		8/7/2009	16:10	I	2			2
90071774	I		4		7/18/2009	21:00	N				
90042649	I		5		4/30/2009	4:42	N				
90035518	PP		5		4/8/2009	11:00	N				

ZUNI/PENNSYLVANIA

90120016	50'	E	2		12/1/2009	7:30	I	2			2
90116827	I		3	#	11/19/2009	17:05	I	2			2
90116204	I		P		11/18/2009	22:41	I	1			1
90115408	I		3	#	11/16/2009	15:55	I	7			7
90113009	15'	E	4		11/9/2009	13:45	N				
90110788	PP		3		11/3/2009	20:00	N				
90093682	100'	W	P		9/15/2009	18:58	I	1			1
90093070	I		2	#	9/14/2009	8:55	I	1			1
90089623	I		3	#	9/4/2009	12:40	N				
90086909	I		2		8/28/2009	10:12	N				
90067486	I		3	#	7/7/2009	9:34	N				
90067234	I		3	#	7/6/2009	16:37	I	1			1
90064890	I		1	#	6/29/2009	18:55	I	1			1
90052897	I		4		5/27/2009	17:40	N				
90050020	30'	E	2		5/19/2009	19:33	N				
90048003	I		3	#	5/14/2009	8:45	I	1			1
90040599	I		5		4/24/2009	15:42	I				
90037552	I		5		4/16/2009	8:05	N				
90025336	I		3	#	3/12/2009	15:50	N				
90025113	I		P		3/11/2009	19:46	I/F	2	1A/1F		
90025078	I		B		3/11/2009	19:44	I	1		1	
90018921	I		3	#	2/22/2009	15:50	I	1			1
90012170	I		3	#	2/3/2009	15:24	I	4			4
90003684	I		2		1/11/2009	15:34	I	1			1

ZUNI/TEXAS

90106394	I		3	#	10/21/2009	13:41	N				
90084998	I		2		8/23/2009	11:43	N				
90045900	I		3	#	5/8/2009	13:18	I	2			2
90042743	I		3	#	4/30/2009	11:49	I	1		1	
90009762	I		3	#	1/27/2009	21:26	N				

ZUNI/RHODE ISLAND

90121984	I		2		12/6/2009	16:42	I	2			2
90115059	I		2		11/15/2009	15:24	N				
90099402	I		3	#	10/1/2009	18:14	I				
90071696	I		2		7/18/2009	17:51	I				
90055846	I		2		6/4/2009	16:15	N				
90033803	I		3		4/5/2009	17:48	I	1		1	
90010037	I		1	#	1/28/2009	16:15	I	3	1		2

ZUNI/TENNESSEE

90129520	I		3		12/29/2009	16:16	I	2			2
90050886	I		1		5/22/2009	1:18	N				

ZUNI/UTAH

90125032	I		2		12/15/2009	13:36	N				
90111597	I		3	#	11/5/2009	13:40	N				
90111466	I		3	#	11/5/2009	8:20	I	1	1		
90100317	I		3	#	10/4/2009	14:16	N				
90078395	I		1		8/5/2009	17:09	N				
90024322	I		2		3/9/2009	17:12	N				
90021436	I		3	#	3/1/2009	17:20	I	1		1	
90015026	I		3	#	2/11/2009	13:52	I	6			6

ZUNI/VERMONT

NONE

ZUNI/VIRGINIA

90115654	I		2		11/17/2009	0:01	N				
90110059	25'	E	5		11/1/2009	2:31	I	2		2	
90094638	I		3	#	9/18/2009	13:16	I	2		1	1
90073069	I		2		7/22/2009	12:22	N				
90030063	I		3	#	3/25/2009	22:28	N				

ZUNI/WISCONSIN

90115351	I		2		11/16/2009	15:10	I	1			1

ZUNI/WYOMING

90128738	I		2		12/27/2009	1:42	N				
90128363	I		2		12/25/2009	12:20	I	1			1
90128024	I		3	#	12/23/2009	22:27	N				
90120282	I		3	#	12/1/2009	17:09	N				
90112260	I		1		11/7/2009	0:45	I	2		2	
90097446	I		3	#	9/26/2009	11:30	N				
90095557	I		2		9/21/2009	8:00	N				
90094246	I		2		9/17/2009	13:23	N				
90091854	I		2		9/10/2009	18:37	N				
90083102	I		3	#	8/16/2009	12:10	N				
90079419	I		3	#	8/8/2009	9:01	N				
90068756	I		2		7/10/2009	13:41	I	1			1
90067970	I		2		7/8/2009	0:01	N				
90067902	I		5		7/7/2009	17:52	N				
90067928	I		5		7/7/2009	17:28	N				
90065295	I		3	#	6/30/2009	20:01	I	1			1
90050038	I		2		5/19/2009	20:24	I	2			2
90048703	I		3	#	5/15/2009	22:36	N				
90039771	I		2		4/22/2009	11:51	N				
90036867	10'	W	2		4/14/2009	12:31	I	2			2
90031685	I		3	#	3/30/2009	16:41	I				
90029787	I		3	#	3/25/2009	8:48	I	2		1	1

90029296	I		3	#	3/23/2009	17:00	I	1			1
90028217	I		1		3/20/2009	10:50	I				
90024200	I		2		3/9/2009	12:30	I	1			1
90020763	I		3	#	2/27/2009	16:30	N				
90014046	I		3	#	2/8/2009	15:05	I	1		1	
90001594	I		2		1/5/2009	17:45	N				

ZUNI/CENTRAL

90091033	I		4		9/5/2009	18:00	N				
90073291	I		1		7/22/2009	22:35	N				
90062886	I		3	#	6/24/2009	9:28	I	2	1		1
90036198	I		3	#	4/12/2009	13:35	I	2			2
90027418	I		3	#	3/18/2009	11:50	I	2			2
90015084	I		3	#	2/11/2009	16:06	I	5		1	4
90007562	I		4		1/21/2009	18:42	N				
90002252	30'	E	2		1/7/2009	15:41	N				

CENTRAL/GEN. CHENNAULT

90061602	I		2		6/20/2009	11:06	N				
90040996	I		2		4/25/2009	16:50	N				

CENTRAL/GEN. PATCH

NONE

CENTRAL/GEN. SOMERVELL

90012585	I		2		2/4/2009	16:25	N				

CENTRAL/MOON

90126474	30'	W	2		12/19/2009	12:55	N				
90125862	400'	W	2		12/17/2009	16:50	I	1			1
90120810	I		2		12/3/2009	9:00	N				
90063376	I		3	#	6/25/2009	14:41	N				

90063314	I		3	#	6/25/2009	11:16	I	1			1
90052045	I		3		5/25/2009	15:01	I	1			1
90010820	I		3		1/30/2009	16:24	I	1			1
90005607	I		4		1/16/2009	13:04	N				
90001465	I		3	#	1/5/2009	12:31	N				

CODES

LOC=location (I=intersection, PP=on private property, or specified distance from the intersection).
DIR=direction from intersection (N,S,E,W).
C/T=crash type (1=front impact, 2=rear impact, 3=side impact/right angle, 4=side swipe/glancing, 5=other/unknown, P=pedestrian, B=bicyclist).
= crash occurring inside the stop bars.
INJURY (I=injury, N=no injury, F=fatal).
INJURY CODE (A=incapacitated, B=visible injury, C=complaint of injury/not visible).

Compiled by APD Traffic Division, 02/04/2011.
Source: APD Tiburon System.

CRASHES
ZUNI (WASHINGTON TO MOON)
01/01/2010 TO 11/8/2010

CASE #	LOC	DIR	C/T	#	DATE OF CRASH	MILITARY TIME	INJURY	NUMBER INJURED	INJURY CODE A	B	C
LEAD/WASHINGTON											
NONE											
LEAD/ADAMS											
NONE											
LEAD/JEFFERSON											
NONE											
ZUNI/LEAD											
NONE											
ZUNI/MONROE											
100022450	I		3	#	3/8/2010	14:48	N				
ZUNI/JACKSON											
100082484	I		3	#	8/26/2010	7:50	N				
100016087	I		3	#	2/17/2010	17:22	I	1			1
ZUNI/TRUMAN											
100089029	I		3	#	9/13/2010	12:41	N				
100049823	I		3	#	5/26/2010	15:26	N				

ZUNI/SAN MATEO

100106213	40'	N	2		11/1/2010	14:35	N				
100102659	I		3	#	10/22/2010	6:59	N				
100102802	I		4		10/20/2010	17:09	N				
100098919	I		3	#	10/9/2010	19:15	N				
100092711	I		3	#	9/23/2010	10:12	I	2			2
100086038	I		2		9/4/2010	19:00	N				
100079712	I		1		8/18/2010	4:00	N				
100077024	I		2		8/10/2010	15:48	N				
100069260	PP		5		7/18/2010	17:20	N				
100065415	I		2		7/8/2010	21:53	N				
100065151	I		3	#	7/8/2010	8:21	N				
100063473	I		2		7/2/2010	21:20	N				
100061458	I		3	#	6/28/2010	15:45	N				
100061333	PP		5		6/27/2010	17:15	N				
100054459	I		2		6/8/2010	16:53	N				
100049540	PP		3		5/25/2010	17:37	N				
100044013	50'	W	2		5/10/2010	11:35	N				
100037940	PP		5		4/23/2010	10:30	N				
100036823	200'	E	3		4/20/2010	9:26	N				
100036864	I		5		4/20/2010	9:20	N				
100036452	PP		5		4/16/2010	19:45	N				
100033834	I		5		4/11/2010	11:32	N				
100032024	I		2		4/6/2010	8:28	N				
100029762	PP		2		3/20/2010	0:01	N				
100029621	I		2		3/29/2010	17:45	N				
100026068	I		2		3/19/2010	9:35	I	2			2
100025469	PP		3		3/17/2010	18:50	N				
100023589	I		1		3/11/2010	19:08	N				
100022739	PP		3		3/7/2010	21:00	N				
100021115	I		2		3/4/2010	18:46	I	1			1
100020586	PP		5		3/2/2010	13:30	N				
100015501	PP		5		2/14/2010	20:30	N				
100005379	I		5		1/13/2010	17:45	N				
100003488	PP		4		1/11/2010	12:00	N				
100001874	PP		5		1/6/2010	15:40	N				

ZUNI/ORTIZ

100017664	I		3		2/22/2010	13:54	N				
100002725	I		3	#	1/8/2010	20:00	I	1			1

ZUNI/MADEIRA

100090152	100'	S	4		9/16/2010	14:40	N				
100068196	I		1		7/16/2010	16:57	N				
100039768	I		3	#	4/28/2010	13:51	N				
100022736	250'	W	2		3/9/2010	12:03	N				
100017037	I		2		2/20/2010	14:02	N				

ZUNI/PALOMAS

100085103	I		4		9/1/2010	18:00	N				
100050220	I		2		5/27/2010	15:57	N				
100043743	I		3	#	5/9/2010	12:25	N				
100039488	I		1	#	4/27/2010	16:35	N				
100006702	I		2		1/20/2010	15:54	N				

ZUNI/ALVARADO

100076700	I		2		8/9/2010	16:59	I	3			3
100081869	I		2		8/4/2010	15:00	I	1			1
100035883	I		2		4/17/2010	10:00	N				
100034496	I		2		4/13/2010	12:03	I	1			1
100026147	I		3	#	3/19/2010	12:06	I	2	2		
100015469	I		3	#	2/16/2010	7:30	N				
100011734	I		3	#	2/4/2010	13:54	N				
100003363	300'	W	1		1/11/2010	7:40	N				

ZUNI/VALENCIA

100106409	I		2		11/2/2010	7:19	N				
100099390	I		3	#	10/12/2010	16:41	I	2			2

100081468	100'	W	2		8/23/2010	9:17	N				
100078165	I		3	#	8/13/2010	16:58	N				
100064508	I		2		7/1/2010	11:32	N				
100029405	I		2		3/26/2010	15:20	I				
100024715	I		2		3/11/2010	9:40	N				
100016322	I		4	#	2/18/2010	14:14	I				

ZUNI/CARDENAS

100079147	I		2		8/16/2010	13:46	N				
100064915	I		3	#	7/7/2010	13:20	I	1			1
100037889	I		2	#	4/23/2010	10:35	I	2		1	1
100035610	I		2		4/16/2010	15:06	N				

ZUNI/CAGUA

NONE

ZUNI/SAN PEDRO

100100732	10'	N	5		10/16/2010	11:53	N				
100091595	I		5		9/19/2010	22:00	N				
100080346	I		3	#	8/19/2010	21:00	I	1			1
100074057	75'	E	3		8/2/2010	9:15	N				
100062128	I		2		6/30/2010	15:14	N				
100061530	PP		5		6/28/2010	18:00	N				
100059390	PP		4		6/17/2010	16:00	N				
100095560	10'	W	2		6/1/2010	11:24	N				
100049071	I		4		5/24/2010	14:00	N				
100047619	I		5		5/20/2010	11:33	N				
100046617	I		5		5/15/2010	11:00	N				
100036008	I		1		4/17/2010	17:42	N				
100035117	I		1		4/15/2010	7:55	N				
100031725	I		5		4/5/2010	15:20	N				
100025204	I		2		3/16/2010	16:11	I	1			1
100015622	PP		5		2/16/2010	13:20	N				
100014860	PP		3		2/13/2010	17:08	N				

100012189	100'		2		2/5/2010	18:16	N				
100011268	PP		5		2/3/2010	20:00	N				

ZUNI/ARIZONA

100094926	I		2		9/29/2010	16:55	I				
100066146	I		P		7/10/2010	21:10	I	1		1	
100039822	50'	W	2		4/28/2010	16:12	I				
100011769	I		2		2/4/2010	16:06	N				

ZUNI/CALIFORNIA

NONE

ZUNI/DAKOTA

100106774	I		2		11/3/2010	8:58	I				
100092173	I		2		9/21/2010	18:03	N				
100048774	I		3		5/23/2010	16:00	I	2			2
100044899	I		3	#	5/12/2010	18:01	N				

ZUNI/FLORIDA

100108470	I		2		11/8/2010	7:50	N				
100092504	I		P		9/22/2010	16:25	I	1			1
100037748	I		2		4/22/2010	17:30	I	1			1
100017619	I		5		2/18/2010	15:00	N				

ZUNI/GEORGIA

100097621	I		3	#	10/7/2010	13:01	I	1		1	

ZUNI/INDIANA

100094663	I		2		9/28/2010	19:45	N				
100088389	.10M		5		9/11/2010	14:25	N				
100088347	I		2		9/11/2010	12:04	N				

100081794	I		P		8/20/2010	20:59	I				
100080215	I		3	#	8/19/2010	15:01	F	1			
100066935	100'	E	2		7/13/2010	11:04	I	3			3
100024587	I		2		3/14/2020	18:10	N				
100010998	I		3		2/2/2010	11:00	N				

ZUNI/KENTUCKY

100096971	I		2		10/5/2010	14:46	N				
100018112	I		2		2/23/2010	17:52	N				

ZUNI/LOUISIANA

100104109	I		4		10/26/2010	14:34	I	2			2
100098862	I		3	#	10/11/2010	9:10	N				
100098945	I		5		10/11/2010	8:06	N				
100098922	I		3		10/11/2010	11:39	N				
100095414	I		3	#	9/30/2010	22:02	I	4			4
100094626	I		2		9/28/2010	17:53	N				
100094208	I		2		9/27/2010	16:27	N				
100091587	I		5		9/17/2010	14:30	N				
100079434	PP		5		8/14/2010	12:00	N				
100076910	I		2		8/10/2010	10:49	N				
100064644	I		2		7/6/2010	15:55	N				
100059044	I		3	#	6/21/2010	16:50	N				
100059088	I		3	#	6/21/2010	19:07	I	2		1	1
100055001	I		2		6/7/2010	17:00	I				
100044834	I		3	#	5/12/2010	15:50	I	2			2
100044761	I		1		5/11/2010	17:40	N				
100040925	I		2		5/1/2010	15:10	I	1			1
100028034	I		2		3/25/2010	7:54	I	1			1
100024270	I		2		3/13/2010	16:35	N				
100006175	I		2		1/16/2010	16:15	N				
100004869	I		2		1/15/2010	9:12	N				

ZUNI/ALCAZAR

100104761	50'	E	2		10/28/2010	14:44	N				
100104751	I		3		10/28/2010	13:49	I	1			1
100059096	I		3	#	6/21/2010	19:51	I	3			3
100047315	I		5		5/15/2010	8:50	N				
100048040	I		2		5/15/2010	10:00	N				
100031172	I		3	#	4/3/2010	10:09	N				

ZUNI/CHAMA

NONE

ZUNI/MESILLA

100075958	I		2		8/7/2010	10:04	N				
100059403	I		3		6/22/2010	16:41	N				
100032975	I		2		4/8/2010	20:09	N				

ZUNI/ESPANOLA

NONE

ZUNI/SAN PABLO

100103204	I		2		10/23/2010	19:01	N				
100102159	I		2		10/20/2010	17:10	I	1			1
100053140	I		4		6/4/2010	21:36	N				
100011491	I		2		2/3/2010	18:51	I	1			1
100010792	I		2		2/1/2010	17:07	N				

ZUNI/GROVE

100100024	I		2		10/14/2010	15:08	N				
100075054	I		P		8/4/2010	22:56	I				
100045369	PP		1		5/13/2010	0:25	N				

ZUNI/CHARLESTON

100100017	I		2		10/14/2010	14:42	N				
100078503	I		3	#	8/14/2010	15:25	N				

ZUNI/DALLAS

100081128	I		4		8/22/2010	2:15	N				
100075068	50'	S	2		8/5/2010	0:12	N				
100033981	I		2		4/11/2010	21:22	N				
100028533	I		5		3/24/2010	18:05	N				

ZUNI/PENNSYLVANIA

100090958	I		3	#	9/18/2010	14:10	N				
100082177	I		2		8/25/2010	10:00	N				
100074466	PP		3		8/3/2010	22:00	N				
100021286	I		2		3/3/2010	15:30	N				
100020079	I		3	#	3/1/2010	19:40	I	1			1
100019616	I		3	#	3/1/2010	10:42	I	1		1	
100009774	I		3	#	1/29/2010	15:09	I	1			1
100009857	I		3	#	1/29/2010	17:48	N				
100002549	I		P		1/8/2010	12:44	I	1		1	

ZUNI/RHODE ISLAND

100091964	I		3	#	9/21/2010	9:10	N				
100064332	I		2		7/5/2010	19:46	I	1		1	
100064048	I		5		7/4/2010	19:16	I			1	
100042220	I		5		4/30/2010	16:00	N				
100004937	I		2		1/12/2010	15:00	N				
100001806	I		1	#	1/6/2010	13:10	I	2	2		

ZUNI/TENNESSEE

100082937	I		3	#	8/27/2010	11:42	N				

ZUNI/TEXAS

	100106785	I		2		11/3/2010	9:25	I	3			3
	100067141	I		3	#	7/13/2010	20:00	N				
ZUNI/UTAH												
	100080892	I		2		8/21/2010	12:22	N				
	100078493	I		3	#	8/14/2010	14:00	N				
	100073489	I		3	#	7/31/2010	11:35	I	1		1	
	100062045	I		3	#	6/30/2010	10:28	N				
	100055142	I		1	#	6/10/2010	15:26	I				
	100038990	PP		1		4/26/2010	12:27	N				
	100036666	I		3	#	4/19/2010	17:39	N				
	100022894	I		1		3/9/2010	18:05	I				
ZUNI/VERMONT												
	100045427	I		2		5/14/2010	8:28	N				
ZUNI/VIRGINIA												
	100068955	I		P		7/18/2010	20:21	I	1			1
	100044850	I		3	#	5/12/2010	15:25	N				
	100041779	I		3	#	5/4/2010	8:30	N				
	100034494	PP		5		4/13/2010	6:00	N				
ZUNI/WISCONSIN												
	100099756	I		2		10/13/2010	17:42	N				
ZUNI/WYOMING												
	100108121	I		2		11/6/2010	21:00	N				
	100106198	I		3	#	11/1/2010	14:27	N				
	100105980	I		2		10/31/2010	22:37	N				
	100097413	I		3	#	10/6/2010	17:51	N				
	100096254	I		2		9/27/2010	16:55	I	1			1
	100094490	I		2		9/27/2010	16:50	N				

100083491	I		2		8/28/2010	18:13	N				
100082262	I		4		8/25/2010	13:22	I	1			1
100076582	I		2		8/9/2010	11:54	N				
100073181	150'	W	1		7/30/2010	14:32	N				
100071958	I		3	#	7/27/2010	11:01	N				
100055498	I		3	#	6/11/2010	15:12	I	2			2
100044576	I		2		5/11/2010	18:44	I	3			3
100038130	I		4		4/23/2010	22:15	N				
100037076	I		3	#	4/20/2010	22:43	I	1		1	
100036500	I		2		4/16/2010	14:50	N				
100035440	I		2		4/9/2010	15:45	I				
100028553	I		5		3/25/2010	0:01	N				
100016729	100'	N	5		1/27/2010	23:00	N				
100004649	PP		5		1/12/2010	11:00	N				
100002955	I		5		1/9/2010	17:15	N				

ZUNI/CENTRAL

100106755	I		3		11/3/2010	7:56	I	1			1
100099301	I		2		10/12/2010	12:00	N				
100089453	I		2		9/9/2010	15:30	N				
100064226	I		5		7/5/2010	13:20	N				
100055163	I		2		6/10/2010	15:58	N				
100050553	I		4		5/28/2010	14:00	I	2			2
100050167	I		5		5/26/2010	16:21	I	1			1
100032730	I		3	#	4/4/2010	17:46	N				
100030432	30'	W	2		4/1/2010	7:48	I	3			3
100021792	I		1	#	3/6/2010	15:43	N				
100011031	25'	W	2		2/2/2010	12:07	N				
100010718	I		4		2/1/2010	14:07	N				

CENTRAL/GEN. CHENNAULT

100054443	I		4		6/8/2010	16:23	N				
100020716	I		3	#	3/3/2010	16:15	N				
100018979	I		5		2/26/2010	12:39	I	1	1		

CENTRAL/GEN. PATCH

NONE

CENTRAL/GEN. SOMERVELL

100054286	600'	N	2		6/8/2010	9:52	N				

CENTRAL/MOON

100088335	15'	W	2		9/11/2010	12:39	N				
100077227	I		3	#	8/11/2010	9:00	I	2			2
100066383	I		4		7/11/2010	18:12	N				
100054066	I		2		6/7/2010	16:15	I	1			1

CODES
LOC=location (I=intersection, PP=on private property, or specified distance from the intersection).
DIR=direction from intersection (N,S,E,W).
C/T=crash type (1=front impact, 2=rear impact, 3=side impact/right angle, 4=side swipe/glancing, 5=other/unknown, P=pedestrian, B=bicyclist).
= crash occurring inside the stop bars.
INJURY (I=injury, N=no injury, F=fatal).
INJURY CODE (A=incapacitated, B=visible injury, C=complaint of injury/not visible).

Compiled by APD Traffic Division, 02/04/2011.
Source: APD Tiburon System.

Appendix D
Opinion of Probable Cost

Zuni Road Study

Opinion of Probable Cost

Alternative 1A

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	COST Unit Cost	COST Cost
ALTERNATIVE 1A- ROAD DIET by Restriping					
	WASHINGTON TO SAN MATEO				
	CONSTRUCTION ENGINEERING	L.S.	1		$2,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		$5,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	56	$24.00	$1,333.33
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	$23.00	$16,100.00
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	450	$5.30	$2,385.00
	MEDIAN LANDSCAPING	LIN. FT.	200	$100.00	$20,000.00
422.112	TRAFFIC SIGNAL MASTARM, ANY SIZE, REMOVE AND RELOCATE	EACH	2	$500.00	$1,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (6" STRIPES BOTH SIDES OF BIKE LANE)	L.F.	11,600	$2.00	$23,200.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	6	$200.00	$1,200.00
450.XXX	SIGNING	L.S.	1	$2,000.00	$2,000.00
	MEDIAN FENCING	LIN.FT.	1,600	$50.00	$80,000.00
	BUS SHELTER	L.S.	1	$22,000.00	$22,000.00
	DESIGN COSTS	L.S.	1		$8,000.00
	SUBTOTAL				$184,218.33
	7% NMGRT				$12,895.28
	CONTINGENCY, 20%				$39,422.72
	TOTAL, ROUNDED				**$240,000.00**
ALTERNATIVE 1A- ROAD DIET by Restriping					
	SAN MATEO TO WYOMING				
	CONSTRUCTION ENGINEERING	L.S.	1		$10,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		$25,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	167	$24.00	$4,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	900	$23.00	$20,700.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	520	$10.00	$5,200.00
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	900	$5.30	$4,770.00
	MEDIAN LANDSCAPING	LIN. FT.	450	$100.00	$45,000.00
344.04	COLD MILL, AC, 2"	S.Y.	58,667	$3.25	$190,666.67
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	58,667	$9.50	$557,333.33
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	8	$10,000.00	$80,000.00

441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	66,000	$0.50	$33,000.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	24	$200.00	$4,800.00
450.XXX	SIGNING	L.S.	1	$5,000.00	$5,000.00
	BUS SHELTER	EACH	16	$22,000.00	$352,000.00
	DESIGN COSTS	L.S.	1		$50,000.00
	SUBTOTAL				$1,387,470.00
	7% NMGRT				$97,122.90
	CONTINGENCY, 20%				$296,918.58
	TOTAL, ROUNDED				**$1,800,000.00**
ALTERNATIVE 1A- ROAD DIET by Restriping					
	WYOMING TO CENTRAL				
	CONSTRUCTION ENGINEERING	L.S.	1		$2,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		$5,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	156	$24.00	$3,733.33
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	300	$20.00	$6,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	$23.00	$16,100.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	173	$10.00	$1,733.33
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	700	$5.30	$3,710.00
	MEDIAN LANDSCAPING	LIN. FT.	150	$100.00	$15,000.00
344.04	COLD MILL, AC, 2"	S.Y.	10,133	$3.25	$32,933.33
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	10,133	$9.50	$96,266.67
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	1	$10,000.00	$10,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	11,400	$0.50	$5,700.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	4	$200.00	$800.00
450.XXX	SIGNING	L.S.	1	$2,000.00	$2,000.00
	BUS SHELTER	EACH	1	$22,000.00	$22,000.00
	DESIGN COSTS	L.S.	1		$8,000.00
	SUBTOTAL				$230,976.67
	7% NMGRT				$16,168.37
	CONTINGENCY, 20%				$49,429.01
	TOTAL, ROUNDED				**$300,000.00**

Zuni Road Study

Opinion of Probable Cost

Alternative 1B

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	COST Unit Cost	COST Cost
ALTERNATIVE 1B- ROAD DIET by Reconstructing Curb and Gutter					
	WASHINGTON TO SAN MATEO				
	CONSTRUCTION ENGINEERING	L.S.	1		$5,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		$10,000.00
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	5,800	$20.00	$116,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	6,500	$24.00	$156,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	$23.00	$16,100.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	3,222	$10.00	$32,222.22
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	6,250	$5.30	$33,125.00
	MEDIAN LANDSCAPING	LIN. FT.	200	$100.00	$20,000.00
344.04	COLD MILL, AC, 2"	S.Y.	23,200	$3.25	$75,400.00
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	23,200	$9.50	$220,400.00
422.112	TRAFFIC SIGNAL MASTARM, ANY SIZE, REMOVE AND RELOCATE	EACH	2	$500.00	$1,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	11,600.00	$0.50	$5,800.00
441.001	REFLECTORIZED PLASTIC MARKINGS (6" STRIPES BOTH SIDES OF BIKE LANE)	L.F.	11,600	$2.00	$23,200.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	6	$200.00	$1,200.00
450.XXX	SIGNING	L.S.	1	$5,000.00	$5,000.00
	MEDIAN FENCING	LIN.FT.	1,600	$50.00	$80,000.00
	BUS SHELTER	L.S.	1	$22,000.00	$22,000.00
	DESIGN COSTS	L.S.	1		$30,000.00
	SUBTOTAL				$852,447.22
	7% NMGRT				$59,671.31
	CONTINGENCY, 20%				$182,423.71
	TOTAL, ROUNDED				**$1,100,000.00**
ALTERNATIVE 1B- ROAD DIET by Reconstructing Curb and Gutter					
	SAN MATEO TO WYOMING				
	CONSTRUCTION ENGINEERING	L.S.	1		$20,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		$40,000.00
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	22,000	$20.00	$440,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	14,667	$24.00	$352,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	900	$23.00	$20,700.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	12,742	$10.00	$127,422.22

343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	22,900	$5.30	$121,370.00
	MEDIAN LANDSCAPING	LIN. FT.	450	$100.00	$45,000.00
344.04	COLD MILL, AC, 2"	S.Y.	58,667	$3.25	$190,666.67
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	58,667	$9.50	$557,333.33
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	8	$10,000.00	$80,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	66,000	$0.50	$33,000.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	24	$200.00	$4,800.00
450.XXX	SIGNING	L.S.	1	$5,000.00	$5,000.00
	BUS SHELTER	EACH	16	$22,000.00	$352,000.00
	DESIGN COSTS	L.S.	1		$70,000.00
	SUBTOTAL				$2,459,292.22
	7% NMGRT				$172,150.46
	CONTINGENCY, 20%				$526,288.54
	TOTAL, ROUNDED				**$3,200,000.00**
ALTERNATIVE 1B- ROAD DIET by Reconstructing Curb and Gutter					
	WYOMING TO CENTRAL				
	CONSTRUCTION ENGINEERING	L.S.	1		$5,000.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING	L.S.	1		$10,000.00
340.010	SIDEWALK 4" THICK PCCC, INCL. SUBGRADE COMPACTION	SQ.YD.	2,533	$24.00	$60,800.00
340.05	CURB & GUTTER, STD, PC CONCRETE	LIN. FT.	4,100	$20.00	$82,000.00
340.060	CURB & GUTTER, MEDIAN, PC CONCRETE	LIN. FT.	700	$23.00	$16,100.00
343.03	ASPHALT CONCRETE, >4", SAWCUT, REMOVE & DISPOSE	S.Y.	2,284	$10.00	$22,844.44
343.080	EXISTING CURB & GUTTER, PC CONCRETE, REMOVE AND DISPOSE	LIN. FT.	4,500	$5.30	$23,850.00
	MEDIAN LANDSCAPING	LIN. FT.	150	$100.00	$15,000.00
344.04	COLD MILL, AC, 2"	S.Y.	10,133	$3.25	$32,933.33
366.022	ASPHALT CONCRETE, SUPERPAVE, 2", M	S.Y.	10,133	$9.50	$96,266.67
422.XXX	TRAFFIC SIGNAL MODIFICATIONS	EACH	1	$10,000.00	$10,000.00
441.001	REFLECTORIZED PLASTIC MARKINGS (LANE STRIPES)	L.F.	11,400	$0.50	$5,700.00
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	4	$200.00	$800.00
450.XXX	SIGNING	L.S.	1	$2,000.00	$2,000.00
	BUS SHELTER	EACH	1	$22,000.00	$22,000.00
	DESIGN COSTS	L.S.	1		$12,000.00
	SUBTOTAL				$417,294.44
	7% NMGRT				$29,210.61
	CONTINGENCY, 20%				$89,301.01
	TOTAL, ROUNDED				**$540,000.00**

Appendix E
Comments on Zuni Study Draft Report

ALBUQUERQUE PUBLIC SCHOOLS
Facilities Design & Construction
Expect Great Things!

Winston Brooks
SUPERINTENDENT

Karen Alarid, AIA
EXECUTIVE DIRECTOR

Sent via Email: mmirza@cabq.gov

August 30, 2011

Moby Mirza, Project Manager
City of Albuquerque
Department of Municipal Development
Transportation Development Division
One Civic Plaza
Albuquerque, NM 87103

Subject: Zuni Road Study
Washington Street to Central Avenue

Mr. Mirza:

We have reviewed the draft of the above referenced study dated August 2011. We appreciate the opportunity to comment on this study. Our primary concern is for the safety of the children and young adults who attend our schools and for this reason we encourage the City of Albuquerque to provide flashing beacons, wider sidewalks and bicycle lanes, medians, curb bump outs, ladder crosswalks and fencing in selected medians.

We at APS are constantly looking for ways to provide safe campuses and classrooms for our students and appreciate that the city is looking for opportunities to do the same on our city streets. And although we encourage the COA to complete these upgrades, APS is unable to participate in financing these public street upgrades.

Please contact Annelle Darby (848-8829) in the future regarding this project. She is the staff architect for the Highland Cluster and those are the schools that are impacted by any changes that are made to Zuni Road. She will in turn provide information or specific contacts that you will need.

Sincerely,

Karen Alarid
Executive Director, Capital

Cc: Brad Winter, Chief Operations Officer, APS
Marty Eckert, Director, Real Estate, APS
Kizito Wijenje, Director, Facilities Master Plan, APS
Annelle Darby, Architect, APS

Comments from City of Albuquerque Traffic Engineering

We received a copy of the Zuni Road alternative/study book. After reviewing the recommendations, we have some very serious concerns and would like to forward them for your consideration prior to any engineering work/design going forward.

1. We previously discussed the lack of research and engineering completed at the intersections. Only road segments were analyzed. One or more of these intersections are already a capacity/service level issue. We believe the decreased traffic on Zuni will have a serious impact on the service levels on Central intersections. Service levels at each intersection impacted by the proposals should be included in any proposed changes. In addition, the impact of corridor synchronization is needed.
The budget available for the Zuni Road study did not allow a detailed intersection analysis to be part of the scope. As mentioned, as part of the study a volume-to-capacity analysis was done to determine if a road diet section would be expected to accommodate year 2035 peak hour volumes, and the results of this analysis suggested that the road diet would be feasible. One of the recommendations of the study is to perform a more detailed intersection analysis to determine if a road diet along Zuni is feasible and if the existing and future intersection level of service can accommodate it.

2. There is one or more unprotected mid-block crossings and pedestrian islands proposed. Traffic Engineering supports median refuges in general. With that said, some of the locations are questionable.

A. One proposed unprotected crossing is immediately prior to or past (depending on direction of travel) a major curve in the road. This is a very dangerous location to encourage crossing. If a median refuge is proposed, it would be better with out any striping of a crosswalk. Striping a crosswalk provides a false sense of security for crossing pedestrians and bicyclists that could result in serious injury or worse. At this location there would be no warning as the vehicles round the curve.
The study recommends that the existing striped crosswalk at Highland High School be removed and that no new crosswalk be installed, for the reasons you cite.

B. Unprotected crossings are proposed immediately adjacent to, but not at, a cross street. Vehicles upon turning could be confronted with crossing pedestrians and crossing pedestrians may not be able to anticipate vehicles turning onto the road, again causing concern for serious injury or worse.
Placing the crosswalks at a mid-block location results in fewer conflict points – the pedestrian needs to look only at the perpendicular through traffic on Zuni. In contrast, a crosswalk at an intersection requires a pedestrian to consider three conflicting traffic movements – in addition to the perpendicular traffic on Zuni he must consider right-turning movements from the adjacent side street and left-turning movements from the opposing side street.

C. There is discussion of installing HAWK signals. We do not support these. They are a major maintenance cost with minimal benefit.
The reference to the HAWK signal in the report was a suggestion from a study stakeholder. HAWK signals are not recommended in the study.

D. While there are crash/injury statistics quoted, and averages and comparisons made, there does not appear to be any in depth analysis of what caused the crashes/injuries. Many, if not most, or possibly all, of the accidents would not be prevented or reduced by the suggested crossing improvements, yet credit is taken that they will improve safety.
Point taken; however, the study does not state that the recommendations will improve safety. The wording used throughout the report is that the recommendations "may" improve safety or "would be expected" to improve safety.

3. There are three recognized ways to reduce accidents and improve roadway service levels, as well as calm traffic. They are Engineering, Enforcement, and Education. This study addresses only engineering, to the extent that it responds to ideas generated by the stakeholders. There is no discussion about opportunities for enforcement and education. Both of these opportunities are relatively inexpensive and would likely modify driver behavior and possibly yield immediate reductions in crashes or injuries and an increase in traffic calming.
Agreed; addressing enforcement and education were beyond the scope of the study.

4. The author acknowledges #1 above as an issue, but concludes the proposed changes are improvements with out quantifying what improvements are expected and what negative impacts might occur. This needs to be part of any funding and prioritization decision making.
Again, one of the recommendations of the study is to perform a more detailed intersection analysis prior to design to determine the expected impacts of the road diet and develop mitigating measures, if necessary.

5. There is discussion and a recommendation to "lengthen" the school zone at a location. School zones are established by consensus between APD, APS, the school principal and Traffic Engineering. In general, shorter school zones prove to be more effective in changing driver behavior and compliance. Longer school zones are ignored by some motorist and create safety and enforcement issues.
The recommended lengthening of the school zone would add 250 feet to the west end and 450 feet to the east end. While it is true that longer school zones are associated with greater speeds, the expected increase in speed is very small—just under one mph of additional speed for each 500 feet increase in school zone length ("Speeds in School Zones." Texas Transportation Institute, February 2009). Conversely, the longer school zone would cover two locations where both the Highland High School principal and nearby residents have said have high numbers of students crossing – Adams Street and Jackson Street. We will add to the study recommendations that prior to design all concerned parties (APS, Highland High School, APD and the City) should meet to discuss the extents of the school zone.

Karen Aspelin

From: Karen Aspelin [Kaspelin@vectornm.com]
Sent: Monday, August 22, 2011 12:59 PM
To: 'Mirza, Moby'
Subject: Zuni crashes

Hi, Moby. I reviewed the crash reports you brought over, and I don't think that any of them can be attributed to the design of Zuni or the Zuni/San Pedro intersection. The causes of these crashes were:

1) An eastbound driver rear-ended a car stopped at the San Pedro signal on Zuni, and that car subsequently hit the car in front of it. (attributed to driver inattention, sobriety unknown)
2) A driver on westbound Zuni had a "medical event," crossed into the eastbound lanes of Zuni, and broadsided a car stopped to make a northbound left turn at San Pedro.
3) A driver on northbound San Pedro was nearing a red light at Zuni but her brakes malfunctioned, so she couldn't stop. She ran through the red light at Zuni and collided with drivers both eastbound and westbound on Zuni.
4) A driver on southbound San Pedro hit a westbound driver on Zuni who had run a red light.
5) Two police cars were on a call with lights and sirens on traveling westbound on Zuni. The first car had to make a u-turn in the middle of Zuni after it accidentally missed its turn at San Pedro. The second police car collided with the first one.

We can discuss tomorrow.

Karen Aspelin, P.E., P.T.O.E.
Vector Engineering, LLC
5951 Jefferson Street, NE Suite B
Albuquerque, NM 87109

kaspelin@vectornm.com
cell 505.350.6972
office 505.341.9393
fax 505.341.3038

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Vector Engineering, LLC
5951 Jefferson NE, Suite B
Albuquerque, NM 87109
(505) 341-9393
www.vectornm.com