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TRAFFIC ENGINEERING REPORT
KOLB ROAD CONNECTION TO
SABINO CANYON ROAD
TUCSON, ARIZONA

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1. EXECUTIVE SUMMARY

The Kolb Road Connection to Sabino Canyon Road project, which consists of constructing a new roadway to extend Sabino Canyon Road from Tanque Verde Road to Kolb Road, is part of the *Regional Transportation Authority's (RTA) Transportation Plan*[1] approved by voters in 2006. It is anticipated that the construction of this project will change travel patterns and affect operations in a large area of northeast Tucson. Therefore, the study area for the traffic analysis extends beyond the limits of the physical improvements to include nine signalized intersections. The study area is bound by Speedway Boulevard to the south, Tanque Verde Road to the north, Pantano Road to the east, and Kolb Road to the west, as indicated in Figure 1 below.

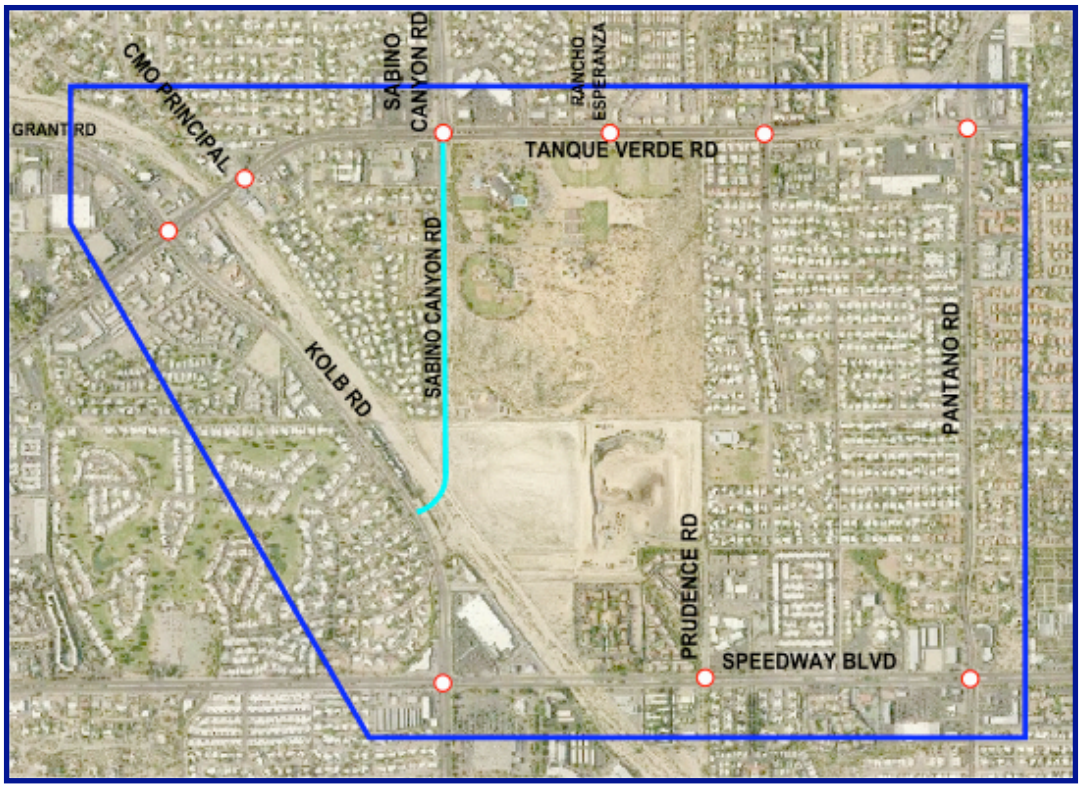

Figure 1. Study Area

The construction of the new roadway will result in decreased delays and improved Level of Service (LOS) at multiple intersections in the study area. For example, at the intersection of Grant Road/Kolb Road and Tanque Verde Road, the intersection delays will decrease from 73.2 seconds per vehicle and 170.9 sec/veh in the AM and PM peak hours (respectively) without the project to 42.0 sec/veh and 79.9 sec/veh in the AM and PM peak hours with the project, respectively. There will likely be a slight increase in

delays at Kolb Road and Speedway Boulevard because of the increased traffic expected to use that intersection, but the intersection will operate at LOS D in the AM peak hour and LOS F in the PM peak hour both with and without the project in 2030. There will also be significant reductions in delays at the Sabino Canyon Road/Tanque Verde Road intersection, including a 49% decrease in the eastbound left turn delays in the PM peak hour compared to 2030 without the project, and a 41% decrease compared to existing conditions. Further, the new intersection on Kolb Road is expected to operate at LOS B in both peak hours in 2030, with a majority of movements in both peak hours operating with fewer than 12 seconds of delay per vehicle.

Currently, the intersection of Grant Road/Kolb Road and Tanque Verde Road has the worst LOS and the highest carbon monoxide concentration of all the intersections in the City of Tucson (*PAG 2007 Air Quality Report*[2]). The construction of the new roadway is expected to help mitigate the problem. Further, the new roadway will facilitate the flow of emergency vehicles in the area, and will likely reduce emergency response times.

The new roadway will also provide benefits to pedestrians, bicyclists, and transit users. There will be multi-use lanes, sidewalks, and shared-use paths along the roadway. Pedestrian facilities will be provided along the entire east and west sides of the new roadway. In the southern segment of the new roadway, the shared-use path will provide access to the future Pantano Wash path to facilitate bicycle and pedestrian connectivity in the area.

The existing two-bay bus pullout located on the southeast corner of Sabino Canyon Road and Tanque Verde Road will be relocated with this project. The new pullout will provide room for two buses, and will include benches and restroom facilities. A directional median opening will allow southbound buses to make a u-turn into the pullout, similar to how buses access the existing pullout today.

Overall, the construction of a new roadway that extends Sabino Canyon Road from Tanque Verde Road to Kolb Road is expected to benefit all those who travel through the area, regardless of their mode of transportation. The project will provide facilities for alternative modes, will improve circulation, safety, and air quality, and will reduce delays at multiple intersections in the area.

2. INTRODUCTION

The Kolb Road Connection to Sabino Canyon Road project is located in northeast Tucson, Arizona. The project will include the construction of a new roadway to extend Sabino Canyon Road from Tanque Verde Road to Kolb Road. Figure 2 shows the project location.

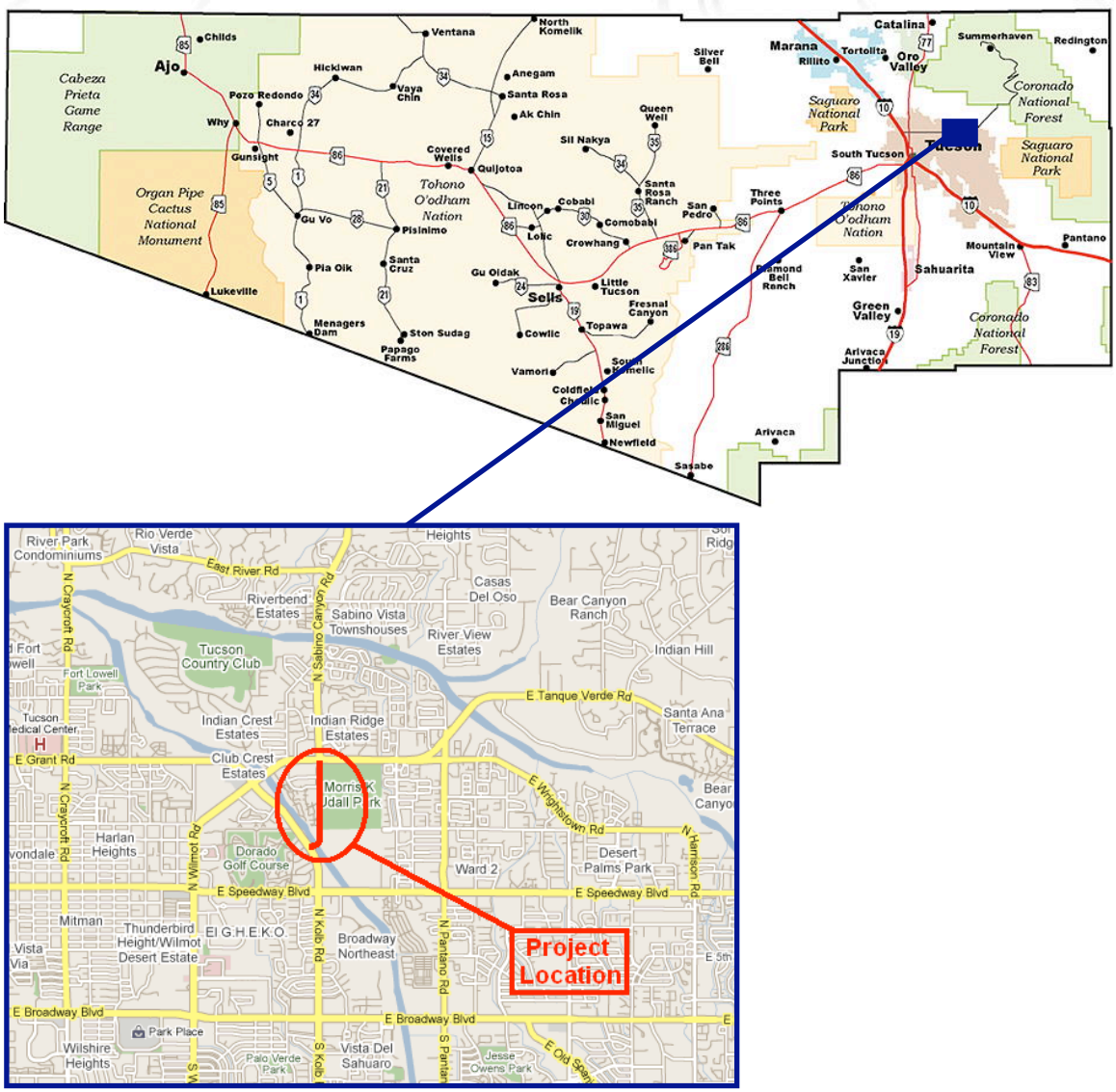

Figure 2. Project Location

The purpose of this report is to provide an analysis of existing conditions and projected future conditions for the project. Further, the report will address items such as turn lane storage lengths and recommendations on multimodal facilities.

3. EXISTING CONDITIONS

3.1. ROADWAY NETWORK

Several roadways in the study area are part of the City of Tucson's *Major Streets and Routes Plan*[3]. The primary geometric, functional and design characteristics of those roadways are summarized in Table 1.

Table 1. Existing Roadway Characteristics

Roadway	Functional Classification	Number of Lanes	Multi-use Lanes	Sidewalks	Speed Limit	MS&R Right-of-Way	Existing R/W Meets Ultimate Width
Grant Road	Arterial	6		x	40	150 ft	
Kolb Road	Arterial	6	x	x	40	150 ft	x
Sabino Canyon Road	Arterial	4	x	x	45	150 ft	x
Pantano Road	Arterial	4	x	x	40	150 ft	x
Tanque Verde Road	Arterial	6	x	x	40-45	150 ft	
Wrightstown Road	Arterial	2	x		35	150 ft	
Speedway Boulevard	Arterial	6	x	x	40	150 ft*	x

*Assumed; not shown on MS&R plan map

The speed limit for Tanque Verde Road is 40 mph west of Camino Pio Decimo/Dos Hombres Drive and is 45 mph east of Camino Pio Decimo/Dos Hombres Drive. Note that Grant Road, Tanque Verde Road, and Wrightstown Road have existing rights-of-way that meet the ultimate width in some segments in the project area, but not all.

As previously mentioned, there are a total of 9 signalized intersections within the study area. Those intersections are listed below. The lane configuration and available storage lengths for turning movements at each of the intersections is shown in Figure 3.

1. Kolb Road/Grant Road and Tanque Verde Road
2. Camino Principal and Tanque Verde Road
3. Sabino Canyon Road and Tanque Verde Road
4. Paseo Rancho Esperanza and Tanque Verde Road
5. Dos Hombres Road/Camino Pio Decimo and Tanque Verde Road
6. Pantano Road and Wrightstown Road
7. Kolb Road and Speedway Boulevard
8. Prudence Road and Speedway Boulevard
9. Pantano Road and Speedway Boulevard

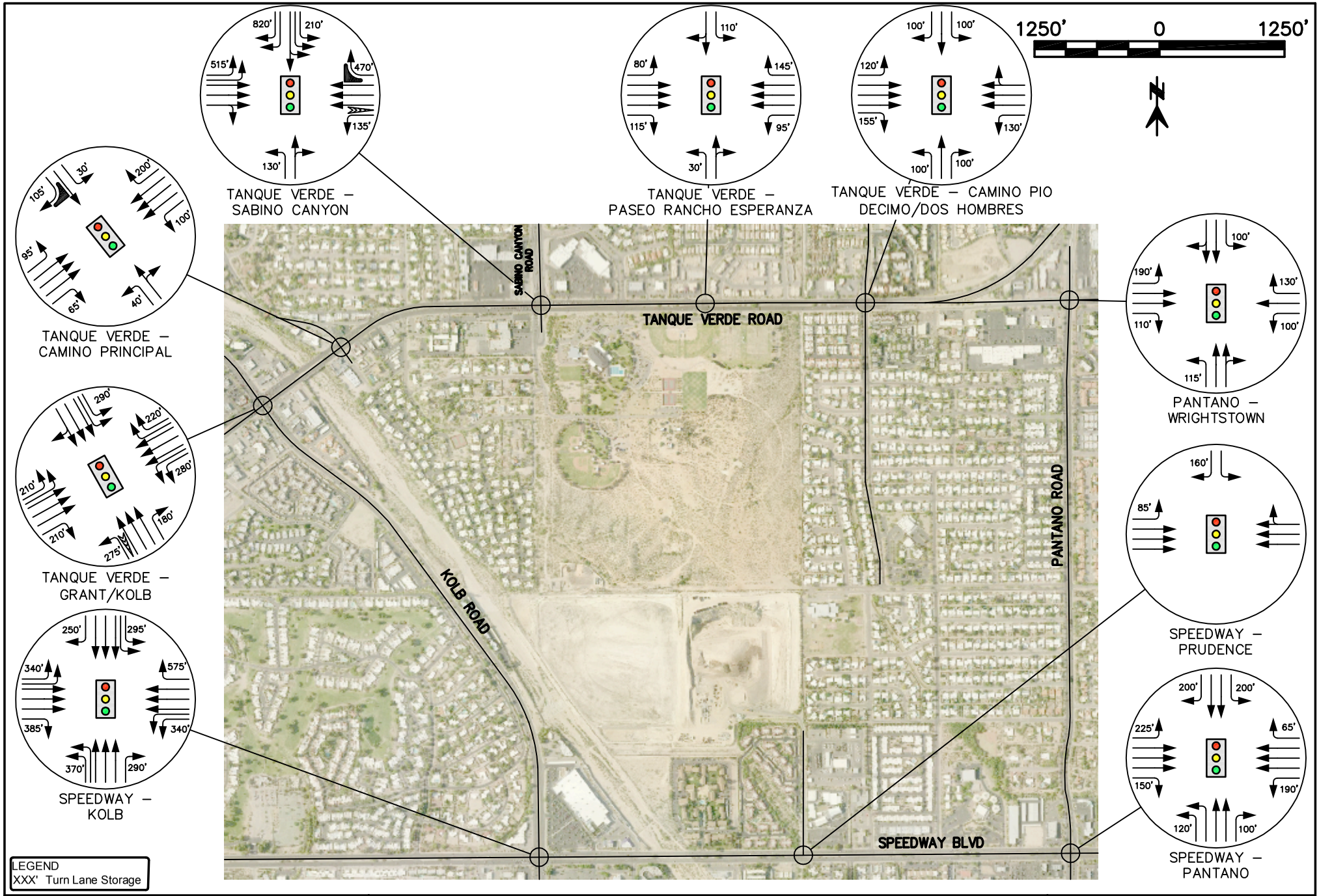

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FIGURE 3
EXISTING INTERSECTION GEOMETRY

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3.2. ALTERNATIVE MODES

As shown in Table 1, there are several existing multi-use lanes and sidewalks in the project area. According to the *Tucson Metro Bike Map*[4], there are designated bike routes with a paved shoulder on Kolb Road, Sabino Canyon Road, Pantano Road, Tanque Verde Road, and Speedway Boulevard in the project area. In addition, Camino Pio Decimo is a lower volume street that is also designated as a bike route.

There are existing sidewalks along both sides of Grant Road, Kolb Road, Pantano Road, and Speedway Boulevard in the project area. There is also an existing sidewalk along the east side of Sabino Canyon Road and on both sides of Tanque Verde Road between Sabino Canyon Road and Camino Pio Decimo/Dos Hombres Road. There are additional sections of sidewalk along both sides of Tanque Verde Road between Grant Road/Kolb Road and Sabino Canyon Road, but they are not continuous.

Located on the southeast corner of the intersection of Sabino Canyon Road and Tanque Verde Road is a two-bay bus pullout. The pullout serves routes 5 (Pima St/W. Speedway) and 9 (Grant Road). Further, routes 4 (Speedway), 8 (Broadway/6th Ave), 37 (Pantano), 109x (Catalina Hwy-Downtown Express), and 201x (Eastside-Aero Park Express) serve travelers in the project area. Figure 4 shows the existing bus routes.

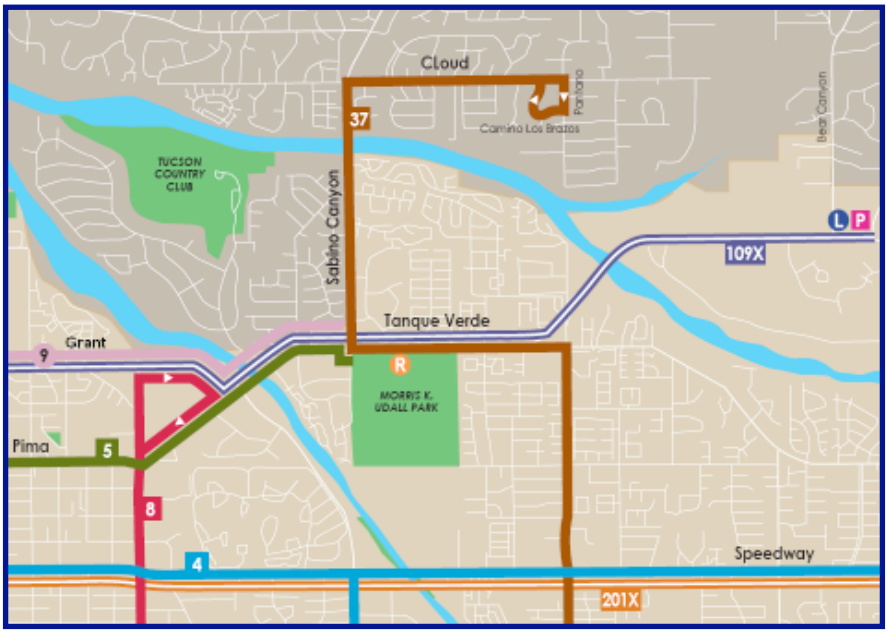

Figure 4. Bus Routes in Project Area

3.3. TRAFFIC VOLUMES

Traffic volumes were collected for Psomas at each of the signalized intersections shown in Figure 1 on May 12-14, 2009 by ACCEPT Consulting Services. In addition, volumes were also collected in May 2009 at each of the four driveways for the Colonia Verde shopping center, located at the northeast corner of the intersection of Sabino Canyon Road and Tanque Verde Road, and in April/May 2010 at Udall Park and in the adjacent neighborhood. For Colonia Verde, two of the driveways are located on Sabino Canyon Road and the other two driveways are located on Tanque Verde Road. For Udall Park, located at the southeast corner of the intersection, there are three access locations along Tanque Verde Road and one on Sabino Canyon Road near Crestline Drive. Volumes at the major intersections were collected in both the AM and PM peak periods, while volumes at the shopping center driveways were only collected in the PM peak hour. In order to capture the highest volumes entering and exiting Udall Park, volumes were collected on Friday and Saturday, the peak days for park traffic.

For the purposes of this report, the directions at the intersection of Tanque Verde Road/Grant Road/Kolb Road will be referred to as shown in Figure 5. The directions shown are consistent with Tanque Verde Road being the east/west roadway at other project-area intersections (i.e. at Sabino Canyon Road) and with Kolb Road being the north/south roadway at its only other project-area intersection (at Speedway Boulevard).

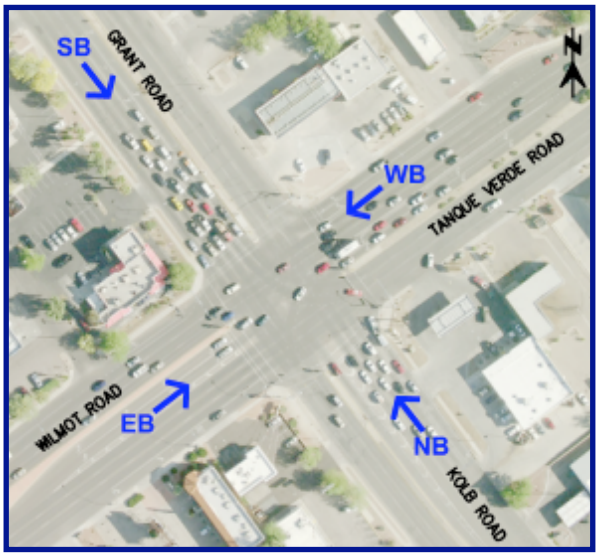

Figure 5. Tanque Verde Road/Grant Road/Kolb Road Intersection

From the traffic volume data, it was found that the AM peak hour for the project area is from 7:30 AM to 8:30 AM, and the PM peak hour is from 4:30 PM to 5:30 PM. Figure 6 shows the existing traffic volumes at the signalized intersections, Figure 7 shows the volumes at the Colonia Verde driveways, and Figure 8 shows the volumes at Udall Park. The traffic counts for the project intersections and Udall Park are included in Appendix A.

As seen in Figure 6, westbound volumes are generally higher than eastbound volumes in the AM peak hour, and the reverse is true in the PM peak hour. This is an indication of drivers traveling from the residential areas to the north and east of this project into central Tucson in the morning, then returning home in the afternoon/evening.

In addition to the high through volumes, several turning movement volumes in the project area are significant. For example, at the intersection of Grant Road/Kolb Road and Tanque Verde Road, the westbound left and right turn volumes from Tanque Verde Road are very high in the AM peak hour (607 and 805 vehicles per hour, respectively). In the PM peak hour, the southbound left turn volume from Grant Road (921 veh/hr) and the northbound right turn volume from Kolb Road (552 veh/hr) are also high. At the intersection of Sabino Canyon Road and Tanque Verde Road, southbound left and right turns are very heavy in the AM peak hour (828 and 1,213 veh/hr, respectively), and both southbound left turns and eastbound left turns are heavy in the PM peak hour (1,016 veh/hr and 1,348 veh/hr, respectively).

The original counts were conducted as construction was ongoing at the intersection of Grant Road and Craycroft Road. The construction likely had a significant impact on the volumes in the project area, namely at the intersection of Tanque Verde Road/Grant Road/Kolb Road. Therefore, turning movement counts were collected again in April 2010, after the construction was complete at the Grant Road/Craycroft Road intersection. The newer traffic volume counts showed some differences in volumes at the study intersections, as expected. However, by the time the counts were collected in 2010, other roadway projects had begun in the project vicinity, which effected volumes at some of the study intersections. It was determined that there will always be fluctuations in the traffic volumes depending on several factors, such as nearby construction projects. Therefore, the 2009 volumes were found to be valid, and were used for the basis of the analyses in this report. The 2010 volumes can be found in Appendix B.

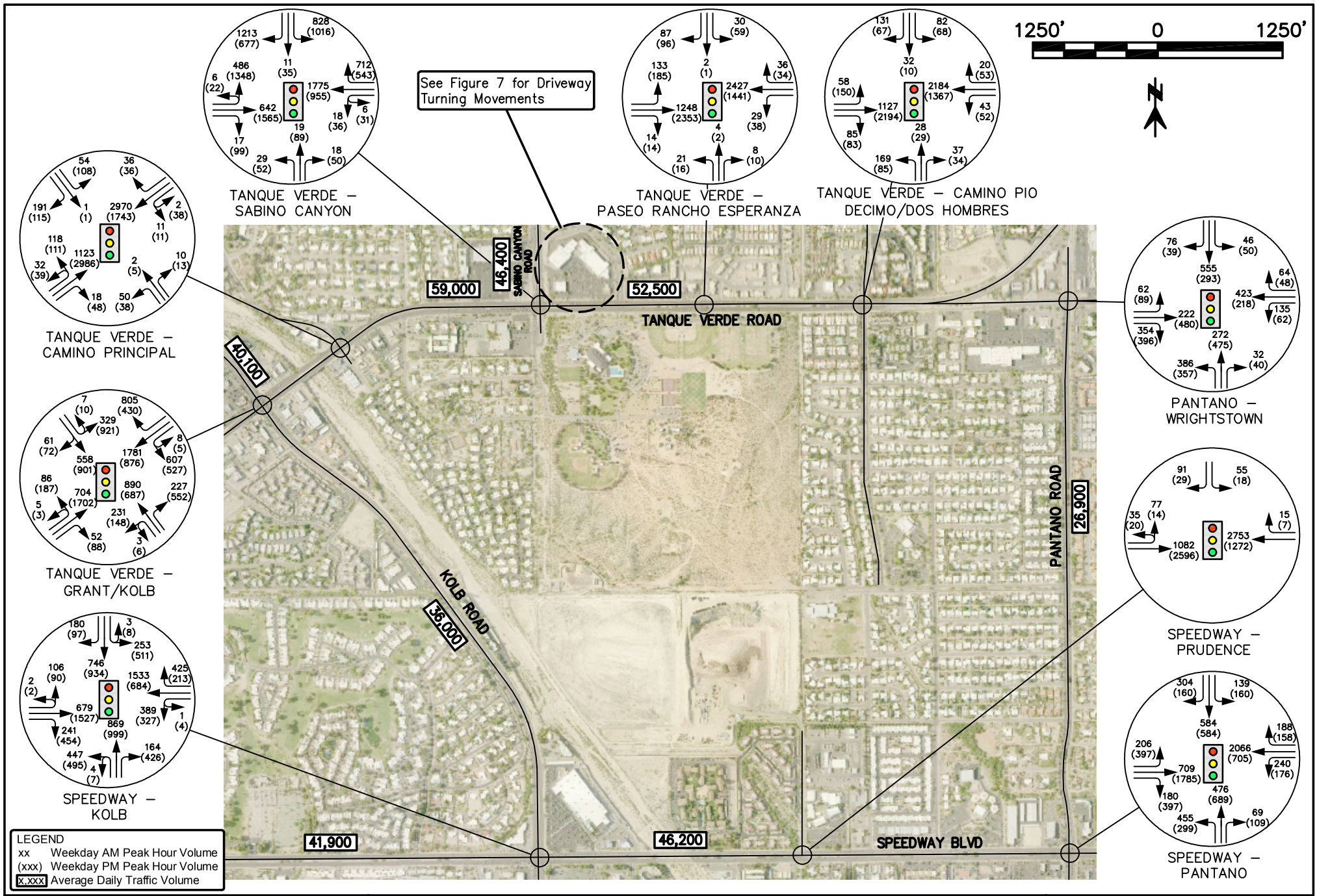

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FIGURE 6
EXISTING TRAFFIC VOLUMES (2009)

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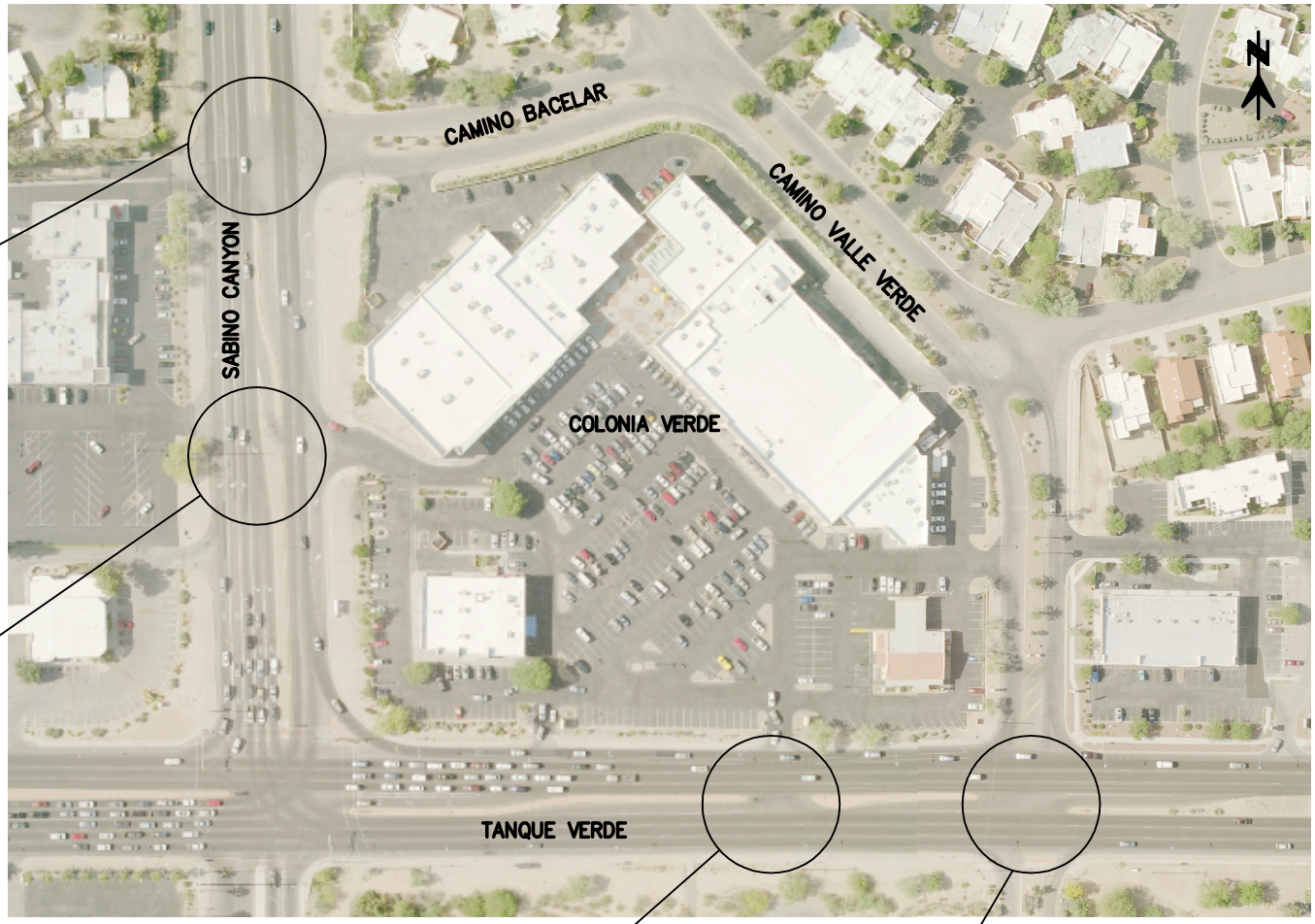
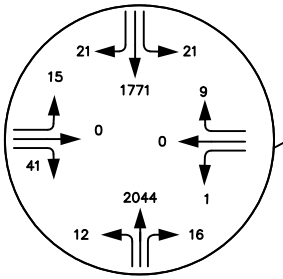
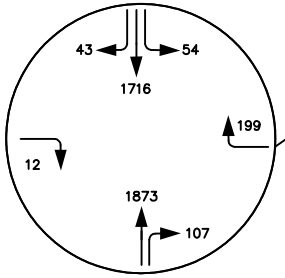
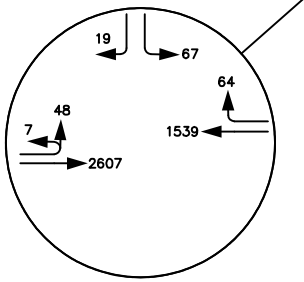




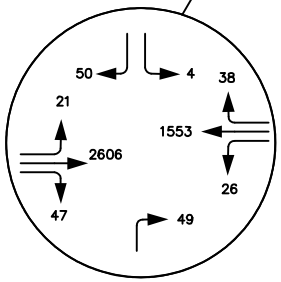
SABINO CANYON – CAMINO BACELAR



SABINO CANYON – SOUTH DRIVEWAY



TANQUE VERDE – WEST DRIVEWAY



TANQUE VERDE – CAMINO VALLE VERDE

LEGEND
xx Weekday PM Peak Hour Volume

200' 0 200'

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FIGURE 7
EXISTING TRAFFIC VOLUMES
COLONIA VERDE DRIVEWAYS (2009)

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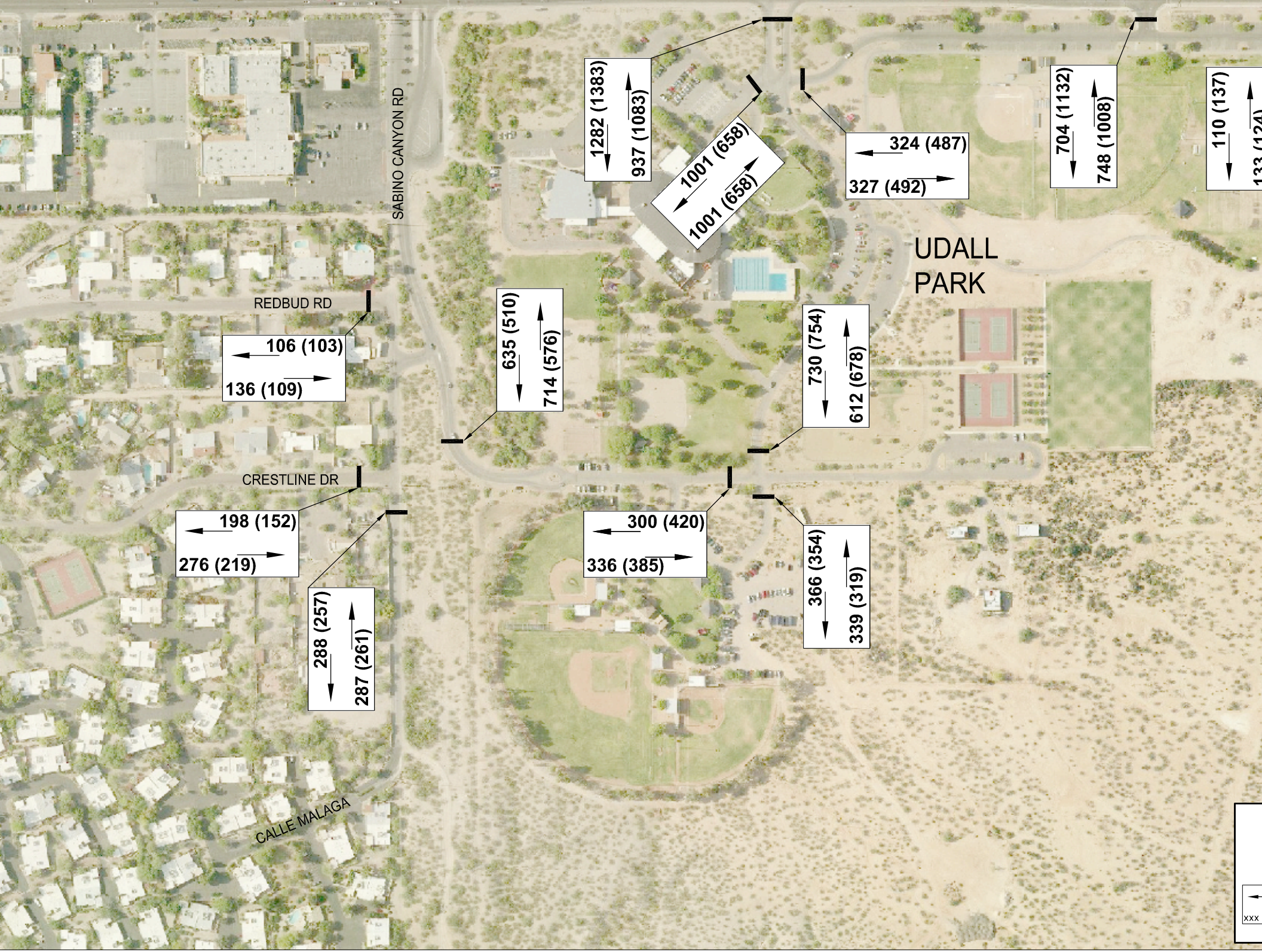

SABINO CANYON RD
REDBUD RD
CRESTLINE DR
CALLE MALAGA
UDALL PARK
1282 (1383)
937 (1083)
1001 (658)
1001 (658)
324 (487)
327 (492)
704 (1132)
748 (1008)
110 (137)
133 (124)
106 (103)
136 (109)
635 (510)
714 (576)
730 (754)
612 (678)
198 (152)
276 (219)
288 (257)
287 (261)
300 (420)
336 (385)
366 (354)
339 (319)

3.4. OPERATIONAL ANALYSIS

The existing Level of Service (LOS) at each of the signalized intersections in the study area was found using *Synchro 7*, a traffic modeling software that follows the methodology of the *Highway Capacity Manual*[5]. Level of Service is a qualitative measure that describes operational conditions in terms of travel speed (for arterials), density (for freeways, and delays (for intersections). LOS ranges from A to F, with A representing the best operating conditions and F representing the worst. LOS D is generally considered acceptable for major intersections during peak periods in an urban area.

Model inputs include the existing intersection geometry and the traffic volumes collected in May 2009 (shown in Figures 6, 7 and 8). In addition, with one exception, the existing timing obtained from the City of Tucson was used in both the AM and PM peak hour models. The exception was at the intersection of Sabino Canyon Road and Tanque Verde Road, where field observations reflected a cycle length that differed from the information provided by the City during the PM peak period. Therefore, in order to model the existing conditions as accurately as possible, the observed timing was used for the intersection of Sabino Canyon Road and Tanque Verde Road in the PM peak period, and the timing obtained from the City was used for the AM peak period. Table 2 shows the results from the *Synchro* model. The *Synchro* reports are included in Appendix C.

As seen in the table, most of the intersections currently operate at LOS D or better in the morning peak hour, with the exceptions being the intersections of Sabino Canyon Road/Tanque Verde Road and Pantano Road/Speedway Boulevard, which both currently operate at LOS E. In the PM peak hour, the intersections of Grant Road/Kolb Road/Tanque Verde Road and Sabino Canyon Road/Tanque Verde Road operate at LOS F. The intersection of Pantano Road/Speedway Boulevard operates at LOS E, and all other signalized intersections in the study area operate at LOS D or better.

In addition to some intersections operating at LOS E or F overall, there are 25 movements that currently operate at LOS F during the morning or evening peak period. Of those movements, 16 serve volumes greater than 200 vehicles per hour. Some of the movements with the greatest delays are the eastbound throughs, westbound left turns,

and southbound left turns at Grant Road/Kolb Road/Tanque Verde Road in the PM peak hour (delays of 175 seconds per vehicle, 141 sec/veh, and 121 sec/veh, respectively). Northbound right turns at the same intersection have an existing delay of 93 sec/veh in the PM peak hour, corresponding to LOS F. Eastbound left turns and southbound left turns at Sabino Canyon Road/Tanque Verde Road experience delays of 278 sec/veh and 119 sec/veh in the PM peak hour, respectively.

Table 2. Existing Level of Service (LOS)

		Kolb Road/Grant Road and Tanque Verde Road												
		Eastbound			**Westbound**			**Northbound**			**Southbound**			**Total**
		LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**Intersection**
AM	**LOS**	D	C	A	C	C	A	F	E	C	E	E	E	D
	Delay	43.5	29.6	6.0	31.8	30.5	7.3	95.9	73.2	30.3	79.5	64.1	64.1	41.0
PM	**LOS**	C	F	B	F	C	A	D	D	F	F	D	D	F
	Delay	33.2	175.4	16.4	140.8	31.1	3.0	35.5	42.0	92.6	120.8	52.5	52.5	92.8

		Camino Principal and Tanque Verde Road												
		Eastbound			**Westbound**			**Northbound**			**Southbound**			**Total**
		LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**Intersection**
AM	**LOS**	F	A	A	A	C	A	F	C	C	E	E	D	C
	Delay	92.0	4.6	2.2	2.8	22.0	4.7	93.1	25.2	25.2	72.8	62.0	42.3	23.2
PM	**LOS**	C	B	A	B	B	A	D	B	B	E	D	A	B
	Delay	26.1	15.9	2.0	17.8	14.1	5.0	53.0	19.4	19.4	58.4	39.0	9.9	16.9

		Sabino Canyon Road and Tanque Verde Road												
		Eastbound			**Westbound**			**Northbound**			**Southbound**			**Total**
		LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**Intersection**
AM	**LOS**	E	C	C	E	E	C	F	F	F	F	F	D	E
	Delay	60.8	34.8	34.8	78.5	58.0	34.8	81.2	84.8	84.8	80.6	88.0	54.6	56.1
PM	**LOS**	F	D	D	E	D	B	E	F	F	F	F	B	F
	Delay	277.6	44.9	44.9	74.3	51.2	10.9	66.0	126.6	126.6	118.5	134.8	15.9	102.0

		Paseo Rancho Esperanza and Tanque Verde Road												
		Eastbound			**Westbound**			**Northbound**			**Southbound**			**Total**
		LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**Intersection**
AM	**LOS**	E	A	A	A	A	A	D	C	C	D	B	B	A
	Delay	65.6	6.3	2.6	1.3	3.4	0.4	54.1	30.2	30.2	53.6	15.1	15.1	7.3
PM	**LOS**	C	B	A	B	A	A	D	C	C	E	B	B	B
	Delay	27.2	12.0	4.1	11.5	5.9	1.9	49.2	24.7	24.7	56.0	13.1	13.1	11.3

		Dos Hombres Road/Camino Pio Decimo and Tanque Verde Road												
		Eastbound			**Westbound**			**Northbound**			**Southbound**			**Total**
		LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**Intersection**
AM	**LOS**	C	B	A	B	C	C	E	C	A	D	C	A	C
	Delay	30.0	13.2	3.4	11.3	22.5	22.5	56.9	31.8	8.0	36.0	31.4	6.2	21.3
PM	**LOS**	B	A	A	C	B	B	E	D	B	D	D	B	B
	Delay	16.5	8.3	3.1	22.3	11.6	11.6	58.0	42.3	11.6	48.2	39.6	10.5	12.3

		Pantano Road and Wrightstown Road												
		Eastbound			**Westbound**			**Northbound**			**Southbound**			**Total**
		LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**Intersection**
AM	**LOS**	D	C	A	C	D	B	E	C	C	B	D	D	D
	Delay	38.0	24.7	5.3	25.0	45.7	11.9	61.1	30.3	30.3	12.5	40.0	40.0	35.1
PM	**LOS**	B	B	A	B	B	A	F	C	C	B	B	B	C
	Delay	13.0	17.2	4.6	13.5	18.2	5.5	82.7	22.9	22.9	14.7	18.4	18.4	25.7

Table 2. Existing Level of Service (LOS) (cont'd)

		Kolb Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	C	C	A	C	C	B	E	D	A	C	D	B	C
	Delay	21.1	22.5	8.3	27.6	22.9	11.3	55.6	35.1	5.8	25.0	36.9	13.7	27.1
PM	LOS	B	F	C	D	B	A	F	D	D	F	C	A	D
	Delay	15.0	84.6	29.7	35.6	12.2	4.7	109.0	35.8	37.0	96.6	32.3	6.1	52.7

		Prudence Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	B	A			C	C				D		B	C
	Delay	19.0	1.0			32.5	32.5				38.4		15.8	24.1
PM	LOS	A	A			A	A				D		B	A
	Delay	1.8	3.0			3.1	3.1				36.0		12.6	3.4

		Pantano Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	B	A	D	F	B	E	D	A	C	D	C	E
	Delay	136.3	19.2	4.9	53.8	123.7	15.4	61.1	35.2	8.7	31.6	41.1	25.7	69.8
PM	LOS	F	F	A	D	C	A	D	D	B	D	D	A	E
	Delay	207.4	97.3	6.3	51.8	20.4	6.2	39.8	53.6	13.9	50.7	41.3	6.8	67.7

When simulations were run in *SimTraffic* to verify the results from *Synchro*, some queue spillback was observed. Most notably, the southbound left turns on Sabino Canyon Road at Tanque Verde Road back up past the driveway into the Colonia Verde shopping center, occasionally blocking the left turn bay that provides access to the shopping center. Further, because of the location of the shopping center driveway, the southbound left turn storage on Sabino Canyon Road at Tanque Verde Road is limited to approximately 210 feet.

Field visits were also conducted in both the AM and PM peak periods. The results from *Synchro* and *SimTraffic* mirrored what was observed in the field, such as the heavy northbound right turns and southbound left turns at the intersection of Grant Road/Kolb Road and Tanque Verde Road in the evening peak hour. In the morning peak hour at the same intersection, it was observed (in the field) that westbound right turns back up to the intersection of Camino Principal and Tanque Verde Road, partly because the westbound through traffic blocks the right turn lane on Tanque Verde Road at Grant Road/Kolb Road. Very long eastbound and southbound left turn queues were also observed at the intersection of Sabino Canyon Road and Tanque Verde Road in the afternoon peak period, which corresponds with the *Synchro* and *SimTraffic* results.

3.5. CRASH HISTORY

Psomas obtained crash data from the City of Tucson for the latest available five-year period (January 2004 to December 2008) for the following roadway sections:

- Tanque Verde Road, from Grant Road/Kolb Road to Camino Pio Decimo/Dos Hombres Road
- Kolb Road, from Tanque Verde Road to Speedway Boulevard
- Sabino Canyon Road, from Camino del Rio to Tanque Verde Road

This section presents an analysis of the records obtained, which are included in Appendix D. During the 5-year study period, there were a total of 1,203 crashes in the study area; 657 crashes at signalized intersections, 45 crashes at unsignalized intersections, and 501 crashes on road segments between intersections.

It should be noted that while the data received from the City was mostly complete, information about the distance that the crash occurred from an intersection was not included. Crashes were considered to be intersection crashes if the data cited that they were intersection related. Otherwise, crashes were considered to be roadway segment crashes, not related to an intersection. Therefore, the distinction between intersection and non-intersection related crashes was based entirely on what the reporting officer determined at the crash scene.

Table 3 shows the crashes at the signalized intersections. Approximately 45% of the signalized intersection crashes were rear-end crashes. The next most common type of crash was left turn crashes (29%), followed by angle crashes (12%). Note that the crashes at the intersection of Grant Road/Kolb Road and Tanque Verde Road were split into two periods; the first is the 46-month period from January 2004 until the month before red light cameras were installed at the intersection (October 2007), and the second is the 14-month period from the time the cameras were installed (November 2007) until December 2008.

During the 5-year period of the data, the most number of crashes occurred at the intersection of Grant Road/Kolb Road/Tanque Verde Road, followed by the intersections of Kolb Road/Speedway Boulevard and Sabino Canyon Road/Tanque Verde Road. At most of the intersections, and overall for the signalized intersections in the study area,

rear-end crashes were the most common type of crash. The lone exception is the intersection of Grant Road/Kolb Road and Tanque Verde Road, where there were more left turn crashes than rear end crashes. Before the red light cameras were installed, there were 75 left turn crashes compared to 60 rear end crashes, but after the cameras were installed, there were 19 left turn crashes compared to 24 rear end crashes. The most common left turn crash at Grant Road/Kolb Road/Tanque Verde Road involved southbound left turning vehicles.

Table 3. Signalized Intersection Crash Type Summary

Intersection	Angle	Left Turn	Sideswipe	Rear End	Single Vehicle	Head-On	Pedestrian	Bicycle	Other	Total Crashes
Grant/Kolb and Tanque Verde (w/o Red Light Cameras)	24	75	11	60	5	2	1	1	11	**190***
Grant/Kolb and Tanque Verde (w/ Red Light Cameras)	5	19	3	24	1	0	0	0	5	**57****
Camino Principal and Tanque Verde	4	6	2	35	2	0	0	1	3	**53**
Sabino Canyon and Tanque Verde	16	41	4	55	1	0	0	2	8	**127**
Paseo Rancho Esperanza and Tanque Verde	1	1	0	21	0	0	0	0	0	**23**
Dos Hombres/Camino Pio Decimo and Tanque Verde	3	1	1	16	0	0	0	0	0	**21**
Kolb and Speedway	24	48	7	82	9	1	3	1	11	**186**
TOTAL	**77**	**191**	**28**	**293**	**18**	**3**	**4**	**5**	**38**	**657**

Table 4 shows the crashes at the unsignalized intersections. The intersections of Sabino Canyon Road/Redbud Road and Sabino Canyon Road/Crestline Drive are not included because there were no intersection related crashes at those locations during the time period and because this project will significantly alter Sabino Canyon Road south of Tanque Verde Road, where both Redbud Road and Crestline Drive are located.

Table 4. Unsignalized Intersection Crash Type Summary

Intersection	Angle	Left Turn	Sideswipe	Rear End	Single Vehicle	Head-On	Pedestrian	Bicycle	Other	Total Crashes
Indian Ruins and Tanque Verde	3	10	0	9	0	0	0	0	3	**25**
Indian Ridge and Tanque Verde	1	1	0	0	0	0	0	0	0	**2**
Camino Valle Verde and Tanque Verde	0	0	0	2	0	0	0	0	0	**2**
Avenida Valiente and Tanque Verde	1	1	0	2	0	0	0	0	0	**4**
Sabino Canyon and Acoma	0	0	0	0	0	0	0	0	1	**1**
Sabino Canyon and Camino Bacelar	1	7	0	0	0	0	0	0	1	**9**
Kolb and Calle La Paz	0	2	0	0	0	0	0	0	0	**2**
TOTAL	**6**	**21**	**0**	**13**	**0**	**0**	**0**	**0**	**5**	**45**

The most common type of crashes at the unsignalized intersections were left turns (47%), followed by rear-ends (29%) and angle crashes (13%). Left turn crashes at unsignalized intersections likely occur when drivers attempt to make a turn from or onto the minor street without a sufficient gap in cross traffic.

Tables 5, 6, and 7 present the crash rates and crash severity for signalized intersections, unsignalized intersections, and road segments, respectively. The crash rates were calculated using the following equations:

$$Crash\ Rate_{(Road\ segment)} = \frac{Crashes \times 10^6}{365 \times Period \times ADT \times Length} = Crashes / MVM$$

$$Crash\ Rate_{(Intersection)} = \frac{Crashes \times 10^6}{365 \times Period \times ADT_{(Entering)}} = Crashes / MVE$$

Note that crashes with unknown injuries were not included in the crash severity calculations, but were included in the crash rate calculations. The ADTs used in the equations above are from the middle year of the analysis period, 2006. The severity index is calculated based on the following equation, which weighs fatal and injury accidents more heavily than property damage only crashes.

$$Severity\ Index = \frac{5.8 \times (C_F + C_I) + 2 \times (C_{NI} + C_P) + C_N}{Total\ Crashes}$$

Where,

C_F = Crashes with fatality

C_I = Crashes with incapacitating injury

C_{NI} = Crashes with non-incapacitating injury

C_P = Crashes with possible injury

C_N = Crashes without injury

From Table 5, each of the signalized intersections has a severity index near or above the Pima County average of 1.41 (the City of Tucson does not publish crash rates). The highest is 1.61 at the intersection of Paseo Rancho Esperanza and Tanque Verde Road, followed by the intersection of Kolb Road and Speedway Boulevard (1.52). The latter was the location of the only fatality at a signalized intersection in the project area during the 5 years of available data. Note that at the intersection of Grant Road/Kolb Road and Tanque Verde Road, the severity index decreased slightly after the red light cameras

were installed (1.49 to 1.45). The crash rate for that intersection also decreased after the cameras were installed (1.41 per Million Vehicles Entering to 1.34 per MVE), though it is still significantly greater than the County average rate of 0.99 per MVE.

Comparisons of crash rates with Pima County Averages are provided for reference, but should be used with care, as the crash rate is highly dependent on how each jurisdiction determines which crashes are attributable to an intersection.

Table 5. Signalized Intersection Crash Rate and Severity

Intersection	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury	Total Crashes	Severity Index	Entering Veh/Day (2006)	Crash Rate (per MVE)
Grant/Kolb and Tanque Verde (w/o Red Light Cameras)	0	5	22	32	99	158	1.49	97,000	1.41
Grant/Kolb and Tanque Verde (w/ Red Light Cameras)	0	2	5	9	37	53	1.45	97,000	1.34
Camino Principal and Tanque Verde	0	1	10	5	29	45	1.44	33,556	0.87
Sabino Canyon and Tanque Verde	0	3	13	26	67	109	1.49	77,000	0.90
Paseo Rancho Esperanza and Tanque Verde	0	0	3	11	9	23	1.61	28,032	0.45
Dos Hombres/Camino Pio Decimo and Tanque Verde	0	0	3	4	11	18	1.39	30,669	0.38
Kolb and Speedway	1	4	22	31	91	149	1.52	88,500	1.15
TOTAL	**1**	**15**	**78**	**118**	**343**	**555**	**1.49**		

Table 6. Unsignalized Intersection Crash Severity

Intersection	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury	Total Crashes	Severity Index
Indian Ruins and Tanque Verde	0	0	5	7	11	23	1.52
Indian Ridge and Tanque Verde	0	0	0	0	1	1	1.00
Camino Valle Verde and Tanque Verde	0	0	0	0	2	2	1.00
Avenida Valiente and Tanque Verde	0	0	2	0	1	3	1.67
Sabino Canyon and Acoma	0	0	0	0	1	1	1.00
Sabino Canyon and Camino Bacelar	0	0	1	2	5	8	1.38
Kolb and Calle La Paz	0	0	0	0	2	2	1.00
TOTAL	**0**	**0**	**8**	**9**	**23**	**40**	**1.43**

As shown in Table 6, the only unsignalized intersection with a severity rate higher than the Pima County average of 1.54 (for unsignalized intersections) is the intersection of Avenida Valiente and Tanque Verde Road (1.67). However, the severity index is well

within one standard deviation of the average. The severity index for each of the roadway segments included in this analysis is below the County average of 1.61, as seen in Table 7.

Table 7. Road Segment Crash Rate and Severity

Road Segment	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury	Total Crashes	Severity Index	Entering Veh/Day	Segment Length (mi)	Crash Rate (per MVM)
Kolb Rd, Tanque Verde to Speedway	0	6	12	17	133	168	1.34	42,000	1.05	2.81
Tanque Verde Rd, Kolb to Cmo Pio Decimo/Dos Hombres	2	5	33	54	172	266	1.45	56,000	1.20	3.55
Sabino Canyon Rd, Camino del Rio to Tanque Verde	0	4	4	3	56	67	1.39	42,000	0.75	1.55
TOTAL	**2**	**15**	**49**	**74**	**361**	**501**	**1.41**			

Figure 9 graphically represents the information in Table 5 and compares the severity and rate of signalized intersection crashes to the 2005-2007 Pima County averages. As shown, the crash rates for the intersections of Grant Road/Kolb Road/Tanque Verde Road and Kolb Road/Speedway Boulevard are greater than the County average of 0.99 per MVE. The crash rates for all of the other intersections (where information was available) are less than the County average. However, the severity indices are very close to or above the County average for all of the signalized intersections.

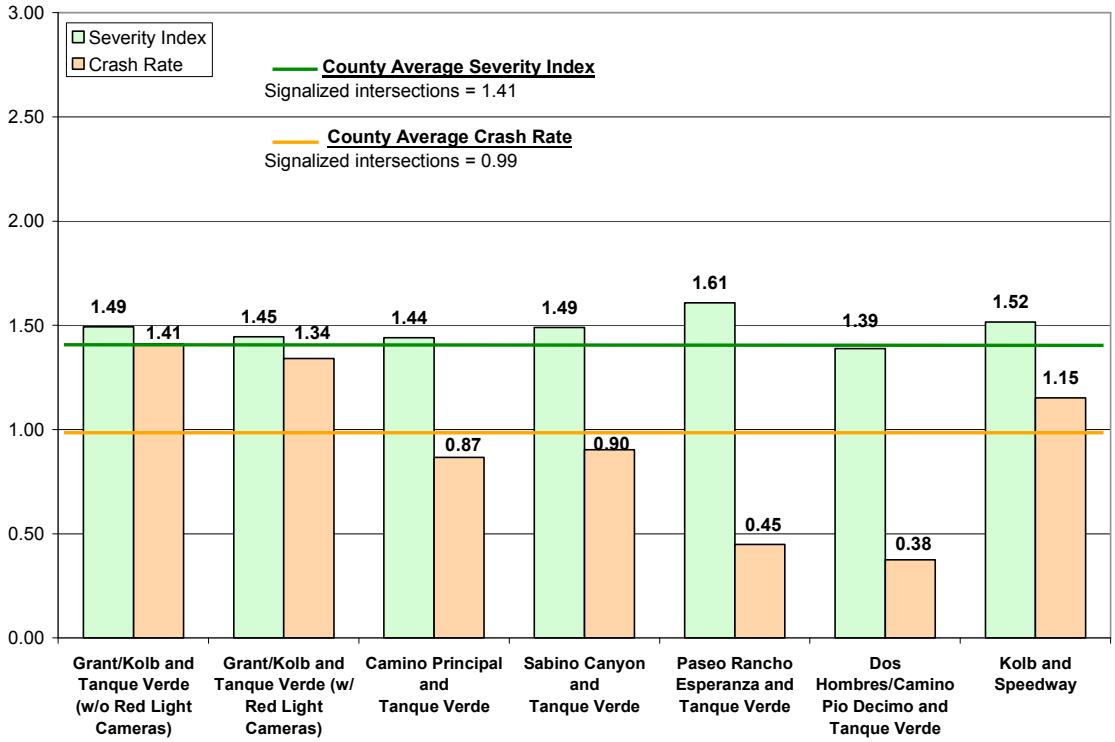


Figure 9. Crash Rate and Severity Comparison for Signalized Intersections

3.6. EMERGENCY RESPONSE

Figure 10 shows the location of the existing fire stations in Tucson, as well as the areas that are reachable in the desired four minutes or less.

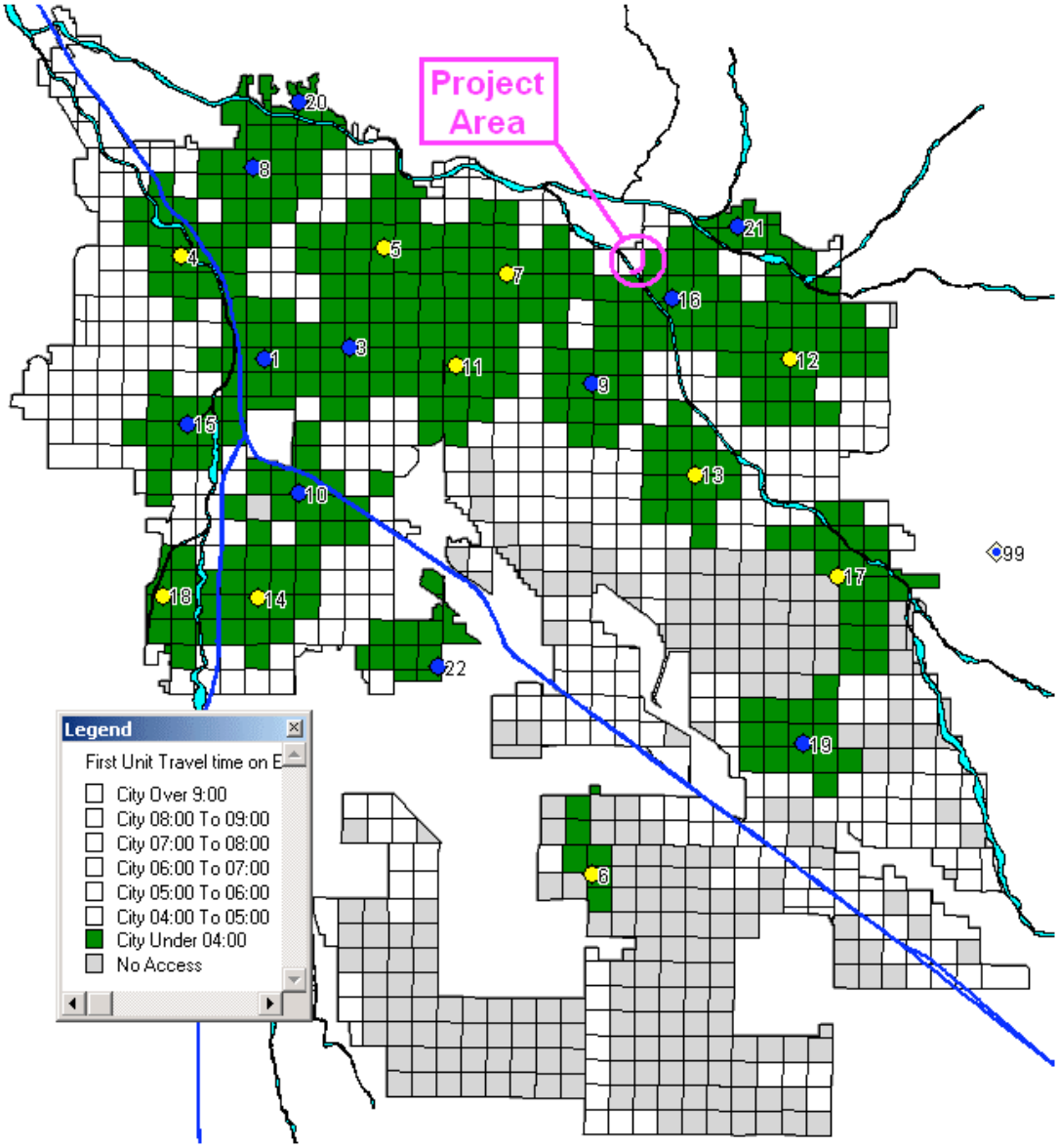


Figure 10. Tucson Fire Department Response Times

As seen in the figure, the residential area directly west of this project and the area northeast of the project is not reachable in the required four-minute time period. Trucks from the nearest station (16) have to travel north to Tanque Verde Road in order to access the area, adding time to their route.

4. FUTURE CONDITIONS – WITHOUT PROJECT (2030)

4.1. TRAFFIC VOLUMES

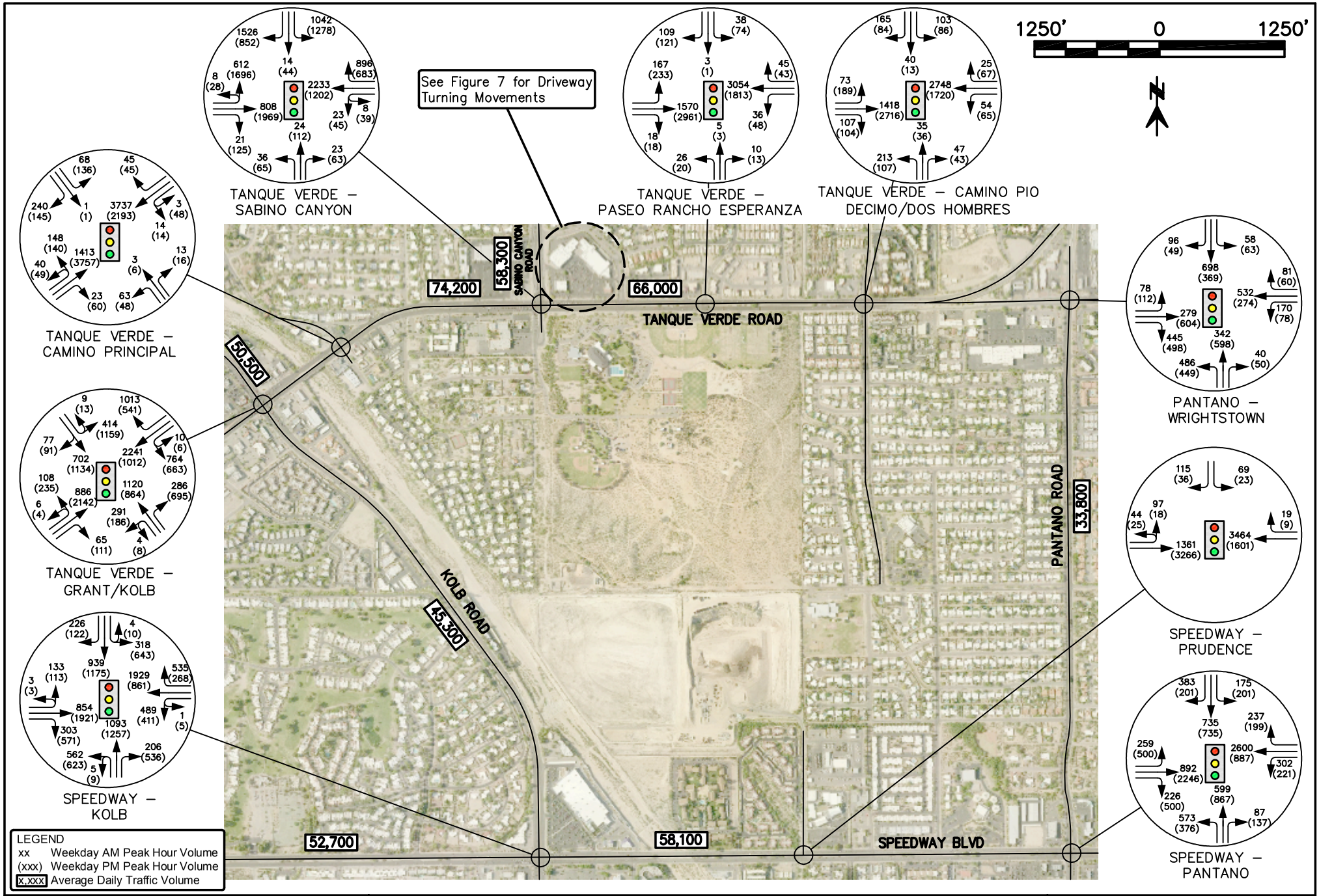
In order to determine the growth of traffic volumes in the project area without this project, data from the Pima Association of Governments (PAG) were used[6]. Volumes from four locations were chosen to determine an average growth rate, including Grant Road north of Tanque Verde Road, Sabino Canyon Road north of Tanque Verde Road, Tanque Verde Road east of Sabino Canyon Road, and Kolb Road north of Speedway Boulevard. The locations were chosen because they are in the vicinity of the project, but just outside the area where the most significant redistribution will take place once the new roadway is constructed. Therefore, volumes in those areas will be stable with or without the project.

As shown in Table 8, the average growth rate based on the most recent available PAG volumes and the 2030 PAG volume projections in the area is 1.1% per year, which is reasonable for a mostly built-up area. Instead of using individual growth rates for each roadway, the average rate (1.1%) was used for all roadways in consideration that individual growth variations may be due to the fact that the 2030 PAG model includes the Kolb Road/Sabino Canyon Road connection.

Table 8. Background Growth Rate (PAG Projections)

PAG Volumes	2004	2006	2007	2030	Growth Rt
Grant, N of Tanque Verde			49,000	59,300	0.8%
Sabino Canyon, N of Tanque Verde		42,000		60,500	1.5%
Tanque Verde, E of Sabino Canyon	52,000			60,800	0.6%
Kolb, New Connection to Speedway			42,000	57,800	1.4%
		Average Growth Rate =			**1.1%**

The 1.1% growth rate was applied to the existing turning movement counts at each of the study intersections to determine the projected 2030 traffic volumes without the project. Figure 11 shows the projected 2030 volumes without the project. Note that the turning movement volumes into and out of the Colonia Verde shopping center are not expected to change because the shopping center is already built out.



KOLB ROAD CONNECTION TO SABINO CANYON ROAD TRAFFIC ENGINEERING REPORT

FIGURE 11
PROJECTED 2030 TRAFFIC VOLUMES WITHOUT PROJECT

PSOMAS

MARCH 2011

4.2. OPERATIONAL ANALYSIS

4.2.1. Level of Service

As with the existing conditions, the LOS for each of the signalized intersections in the study area was found using *Synchro* and the projected volumes shown in Figure 11. For this scenario, the lane configuration and storage lengths remained unchanged from the existing conditions at all of the intersections. The network was optimized only by making signal timing and phasing changes. The resulting delays and LOS are shown in Table 9, and the *Synchro* reports are included in Appendix C.

Table 9. 2030 Delays and LOS – Without Project

		Kolb Road/Grant Road and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	C	C	A	F	E	B	F	F	A	F	F	F	E
	Delay	32.1	29.9	4.9	96.9	64.6	16.5	91.4	113.7	8.5	116.9	137.6	137.6	73.2
PM	LOS	D	F	C	F	C	A	F	F	F	F	E	E	F
	Delay	46.8	201.1	21.9	322.0	34.1	4.9	80.5	131.5	598.8	182.0	57.8	57.8	170.9

		Camino Principal and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	A	A	A	F	A	E	B	B	D	D	E	F
	Delay	91.5	5.9	3.7	4.9	145.3	5.4	68.4	18.6	18.6	54.4	46.0	68.1	101.5
PM	LOS	D	F	A	D	A	A	E	D	D	E	D	C	E
	Delay	49.4	86.1	2.3	38.4	9.6	1.8	66.5	48.5	48.5	77.1	48.0	25.0	56.2

		Sabino Canyon Road and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	E	B	B	E	F	D	E	D	D	F	F	F	F
	Delay	73.8	10.5	10.5	78.7	83.0	47.9	67.7	47.5	47.5	158.8	160.6	180.2	100.0
PM	LOS	F	D	D	F	F	E	E	F	F	F	F	B	F
	Delay	320.3	42.4	42.4	178.1	126.5	64.5	66.1	144.2	144.2	168.8	175.5	15.0	136.4

		Paseo Rancho Esperanza and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	D	A	A	A	A	A	E	C	C	D	B	B	A
	Delay	53.8	9.5	4.7	1.4	6.6	1.2	58.0	29.4	29.4	54.4	14.7	14.7	9.8
PM	LOS	E	C	A	B	A	A	D	C	C	E	B	B	C
	Delay	71.0	26.3	6.2	10.1	9.5	4.7	50.1	23.2	23.2	57.0	12.1	12.1	22.3

		Dos Hombres Road/Camino Pio Decimo and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	D	B	A	B	D	D	E	C	A	D	C	C	D
	Delay	49.2	14.0	3.2	20.0	51.7	51.7	67.4	31.3	9.2	35.7	31.0	28.0	38.8
PM	LOS	E	B	A	C	B	B	E	D	A	D	D	A	B
	Delay	65.0	14.2	3.5	29.2	14.5	14.5	57.5	39.9	9.8	46.3	37.0	8.9	18.1

Table 9. 2030 Delays and LOS – Without Project (cont'd)

		Pantano Road and Wrightstown Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	E	C	A	C	F	B	F	C	C	B	E	E	E
	Delay	64.2	27.0	5.8	32.6	96.3	14.5	112.2	33.9	33.9	12.8	64.7	64.7	58.6
PM	LOS	C	C	B	D	D	A	D	D	D	B	C	C	C
	Delay	33.0	34.6	15.6	38.5	35.8	8.4	45.1	42.5	42.5	15.6	31.1	31.1	33.7

		Kolb Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	D	D	A	E	E	B	F	F	B	D	E	C	D
	Delay	49.1	35.9	5.5	69.0	57.0	14.0	94.0	82.5	17.7	48.9	57.8	33.3	54.6
PM	LOS	C	F	C	F	C	A	F	F	F	E	E	C	F
	Delay	25.7	141.6	34.0	118.9	20.1	2.8	126.5	118.6	163.0	79.8	69.1	24.1	97.0

		Prudence Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	A			F	F				E		E	E
	Delay	121.3	8.6			80.1	80.1				62.1		62.2	62.9
PM	LOS	A	A			B	B				E		C	A
	Delay	1.8	7.2			11.3	11.3				69.3		23.6	9.2

		Pantano Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	C	B	D	F	C	F	F	C	F	F	E	F
	Delay	275.9	30.8	14.7	42.2	133.1	21.2	231.6	80.9	32.0	86.6	142.9	74.6	111.7
PM	LOS	F	F	C	F	E	D	F	F	C	F	E	B	F
	Delay	81.3	179.9	31.4	101.8	69.8	42.5	141.7	95.4	32.5	176.6	67.4	18.1	112.8

As seen in the table, seven of the nine signalized intersections will operate at LOS E or F in at least one peak hour. The intersections of Sabino Canyon Road/Tanque Verde Road and Pantano Road/Speedway Boulevard will operate at LOS F in both the morning and evening peak hours. In addition, there are 50 movements that would operate at LOS F during the morning or evening peak period. Of those movements, 39 serve volumes greater than 200 vehicles per hour. This is compared to the 25 movements that operate at LOS F today (16 of which serve more than 200 vehicles per hour).

Further, several individual movements will operate with more than 3 minutes of delay per vehicle, including the eastbound throughs, westbound and southbound left turns, and the northbound right turns at the intersection of Grant Road/Kolb Road and Tanque Verde Road in the PM peak hour. (Refer to Figure 5 on Page 7 for the directions of travel at the Grant Road/Kolb Road/Tanque Verde Road intersection.) Also at the Grant Road/Kolb Road/Tanque Verde Road intersection, the southbound through and right turns will operate with more than 2 minutes of delay per vehicle in the AM peak hour.

At the intersection of Sabino Canyon Road and Tanque Verde Road, all of the southbound movements will operate with at least 155 seconds of delay per vehicle in both peak hours with the exception of the right turns in the PM peak hour, which will operate at LOS B.

Several movements at the intersections of Kolb Road/Speedway Boulevard and Pantano Road/Speedway Boulevard will also operate at LOS F in 2030 without the construction of the Kolb Road/Sabino Canyon Road connection. Overall, with only timing and phasing changes (no lane additions), the network will operate with considerably higher delays in 2030 than under existing conditions. Further, *SimTraffic* shows that queues from one intersection will often impact another, a scenario which is not considered in the *Synchro* analysis and which will increase the overall delays above what has been reported in Table 9. For example, *SimTraffic* shows that the westbound queue on Tanque Verde Road at Grant Road/Kolb Road will back up to Camino Principal, blocking the intersection.

4.2.2. Queues

In addition to evaluating the projected delays and LOS for the study area in 2030 without the project, the projected queue lengths were also evaluated. As with the delays, the queue lengths were taken from *Synchro*. The 95th percentile queues, those which are exceeded in only 5% of the peak hour signal cycles, are presented in Table 10. Note that the queues were only evaluated for the intersections of Grant Road/Kolb Road/Tanque Verde Road, Camino Principal/Tanque Verde Road, Sabino Canyon Road/Tanque Verde Road, and Kolb Road/Speedway Boulevard because the queues at other intersections in the project area will likely not be significantly affected by this project.

Highlighted cells indicate that the projected queue will exceed the storage currently available for the movement in question. As seen in the table, there are several movements with 95th percentile queues that significantly exceed the available storage. Those that are most likely to be affected by this project are the westbound left turn and northbound right turn queues at the intersection of Grant Road/Kolb Road and Tanque Verde Road, and the eastbound, westbound, and southbound left turn, and southbound right turn queues at the intersection of Sabino Canyon Road and Tanque Verde Road.

Table 10. 2030 95th Percentile Queues – Without Project

	Kolb Road/Grant Road and Tanque Verde Road											
	Eastbound			Westbound			Northbound			Southbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM	<100	279	<100	186	502	116	332	538	<100	344	445	445
PM	101	1,181	<100	584	306	<100	171	358	911	938	529	529
Storage	210		210	280		220	275		180	290		

	Camino Principal and Tanque Verde Road											
	Eastbound			Westbound			Northbound			Southbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM	320	216	5	4	1,460	<100	85	<100	<100	111	<100	306
PM	86	396	3	52	241	<100	66	<100	<100	208	<100	113
Storage	95		65	100		200	40			30		105

	Sabino Canyon Road and Tanque Verde Road											
	Eastbound			Westbound			Northbound			Southbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM	447	105	105	<100	1,069	953	<100	<100	<100	631	705	1,225
PM	1,148	489	489	212	632	649	108	265	265	770	871	278
Storage	515			135		470	130			210		820

	Kolb Road and Speedway Boulevard											
	Eastbound			Westbound			Northbound			Southbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM	<100	292	<100	144	699	201	377	515	120	<100	327	<100
PM	<100	947	447	327	128	<100	456	637	817	285	419	<100
Storage	340		385	340		575	370		290	295		250

Without the project in 2030, the 95th percentile southbound left turn queue in the PM peak hour at Grant Road/Kolb Road/Tanque Verde Road will be over 900 feet, with only 290 feet of available storage. The 95th percentile queue for the same movement will also exceed the storage in the AM peak hour, though only by approximately 55 feet. The westbound right turn queue at Grant Road/Kolb Road/Tanque Verde Road is not expected to exceed the available storage in either peak hour. However, the westbound through queue at the intersection will likely block the right turn lane in both peak hours, increasing westbound right turn delay. This phenomenon was observed in *SimTraffic*.

At the intersection of Sabino Canyon Road and Tanque Verde Road, the eastbound left turns are expected to have a 95th percentile queue of over 1,100 feet in the PM peak hour without the project in 2030, which means that the left turn queue will block the shopping center entrance and the turnout at Indian Ridge Road, and will block the inside through lane. The southbound left turn queue will continue to block the shopping center entrance (as it does today during the PM peak hour), and the southbound right turn queue will also exceed the 820 feet of available storage.

5. FUTURE CONDITIONS – WITH PROJECT (2030)

In order to evaluate traffic conditions with the project, it is necessary to make baseline assumptions regarding the cross-section of the proposed roadway and the improvements anticipated as part of this project at the intersections in the study area. Under those assumptions, traffic volumes were redistributed in the projected roadway network, and the operational performance (LOS and queues) was evaluated. Using the assumptions discussed in the following sections, an operational analysis was conducted for 2012, the projected opening year of the project. The memorandum for the 2012 analysis, which was developed to aid in noise analysis, pavement design, and signal warrant analysis, is included in Appendix E.

5.1. PROPOSED IMPROVEMENTS

5.1.1. Roadway Improvements

The proposed roadway is an extension of Sabino Canyon Road from Tanque Verde Road to Kolb Road. At the north end, the new roadway will become the new south leg of the intersection of Sabino Canyon Road and Tanque Verde Road. At the south end, the roadway will form a t-intersection with Kolb Road approximately 2,000 feet north of Speedway Boulevard.

This project is included in the Regional Transportation Authority's (RTA) plan, and is scheduled for construction during the first period (2007-2011). From the RTA plan, the roadway should be constructed as a four-lane divided roadway, with multi-use lanes and sidewalks. Section 5.1.4 discusses the types of pedestrian facilities that will be constructed with the project.

5.1.2. Intersection Improvements

The intersection geometry and lane configuration at the intersection of Sabino Canyon Road and Tanque Verde Road will be the most affected by the construction of the Kolb Road Connection to Sabino Canyon Road project. Because of the expected increase in westbound left turns at the intersection, a second westbound left turn lane will be added. The combination of a second westbound turn lane and the geometric restrictions at the intersection will require the east and westbound left turns to operate as protected only.

The west leg (for eastbound traffic) will remain unchanged. One additional southbound lane will be added, and the southbound lane configuration will be changed to provide two left turn lanes, two through lanes, and two right turn lanes. The new south leg (for northbound traffic) will have one left turn lane, two through lanes, and one right turn lane.

At the new intersection of Kolb Road and Sabino Canyon Road, Kolb Road will have a southbound left turn lane and a northbound right turn lane, in addition to the existing three through lanes in each direction. A northbound left turn lane will also be provided to allow u-turns at the intersection. The new roadway will have dual left turn lanes and a single right turn lane at the intersection. No changes in configuration are anticipated at any of the other intersections in the study area.

5.1.3. Signal Warrant Analysis

In order to evaluate the need for a traffic signal at the intersection of Sabino Canyon Road and Crestline Drive/Udall Park, a signal warrant analysis was conducted for the opening year of the Kolb Road Connection to Sabino Canyon Road project, expected to be 2012. The analysis was conducted using the 2009 *Manual on Uniform Traffic Control Devices (MUTCD)*, which includes nine (9) signal warrants, as listed below. Note that an intersection must meet at least one warrant for a traffic signal to be installed, but simply meeting one or more warrants does not dictate that a traffic signal must be installed.

1. Eight-Hour Vehicular Volume
2. Four-Hour Vehicular Volume
3. Peak Hour
4. Pedestrian Volume
5. School Crossing
6. Coordinated Signal System
7. Crash Experience
8. Roadway Network
9. Intersection Near a (railroad) Grade Crossing

Because there are no schools or railroad grade crossings near the intersection, Warrants #5 and #9 do not apply. Warrants #6 and #8 are concerned with creating better concentration of traffic to provide gaps for vehicles entering or exiting minor streets along the roadway. Given the proximity of this intersection to the signalized

intersection at Sabino Canyon Road and Tanque Verde Road, Warrants #6 and #8 are not relevant. Further, because the roadway will be completely redesigned and reconstructed, the crash experience warrant (#7) is not applicable.

The major roadway (Sabino Canyon Road, in this case) does not yet exist, so Warrants #1 and #2, which require traffic volume counts for several hours of the day, cannot be evaluated. Further, while there are expected to be more pedestrians at this crossing than a typical intersection (due to the Udall Park entrance), the minimum number of pedestrians to meet the warrant for a signal is 75 per hour for four hours of a day. It is not expected that this number will be met.

Therefore, the signal warrant analysis will be based on Warrant #3, Peak Hour. This warrant is typically evaluated for a location where a facility served by the minor street (in this case, Udall Park) attracts or discharges a large number of vehicles over a short period of time. The development of traffic volumes for 2012 (the projected opening year of the project) and the evaluation of the warrant are discussed in the following sections.

Existing Traffic Conditions

When evaluating the traffic signal warrant, volumes for the major street and the minor street are used as inputs. The minor street (Crestline Drive/Udall Park) volumes from Friday were used for the signal warrant analysis because the weekday volumes on the major street (Sabino Canyon Road) will be higher than the weekend volumes. Further, volumes for both the major and minor streets should be from the same time period. The PM peak hour volumes on Sabino Canyon Road are expected to be significantly higher than the AM peak hour volumes. The volumes exiting Udall Park in the AM and PM peak hours are comparable, but because the volumes on the major street are higher in the PM peak hour, the PM peak hour was used for the signal warrant evaluation.

Figure 12 shows the existing distribution of outbound trips from Udall Park's four access points. The westernmost driveway along Tanque Verde Road serves 46% of the outbound traffic in the PM peak hour under existing conditions, despite the fact that it only allows right turns for vehicles exiting the park. Some right turning vehicles from the driveway make a u-turn at Paseo Rancho Esperanza to travel west. Currently, the

driveway on the west side of the park along Sabino Canyon Road serves 27% of outbound traffic in the PM peak hour.

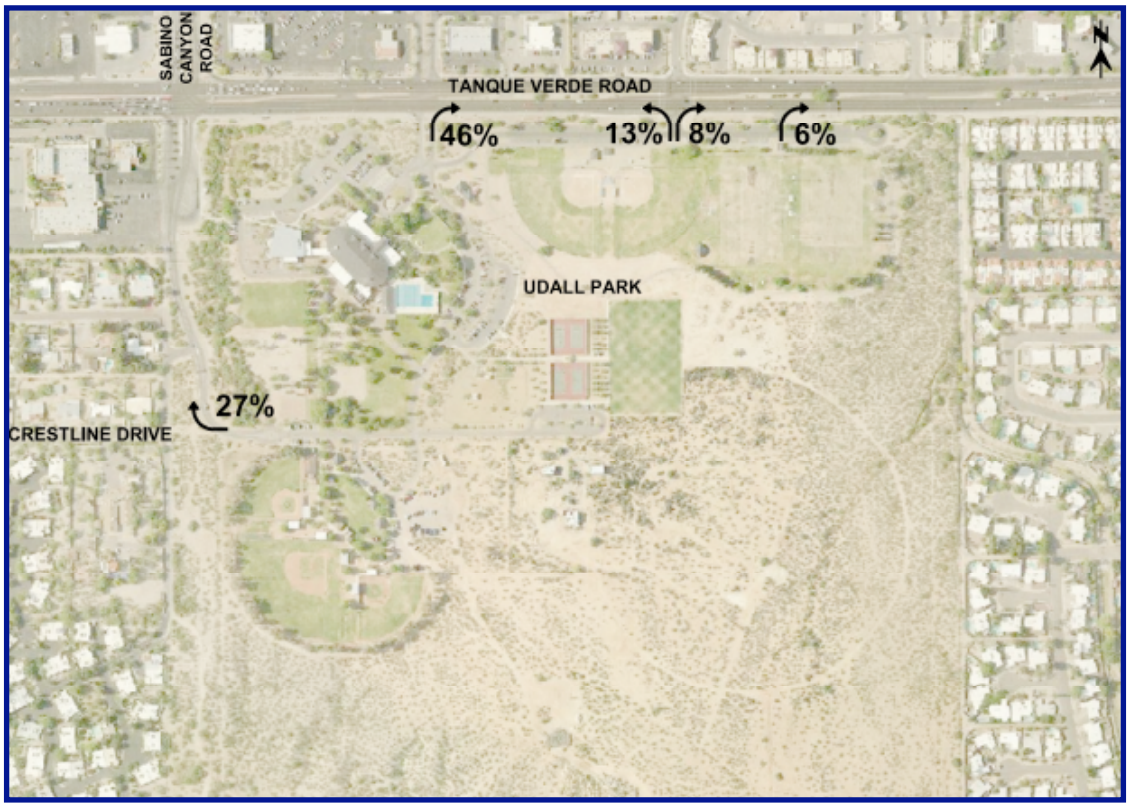


Figure 12. Existing Distribution of Udall Park Outbound Trips

<u>*Projected 2012 Traffic Volumes – Kolb Rd Connection to Sabino Canyon Rd Volumes*</u>

For the new segment of Sabino Canyon Road, the 2012 volumes were calculated based on the volumes shown in the *Preliminary Analysis of Opening Year (2012) Operations, Kolb/Sabino Canyon Road Extension Project* memo, dated April 7, 2010, and included in Appendix E. Volumes in the memo were calculated using the same assumptions in this traffic engineering report. Based on the information in the memo, there will be 1,557 vehicles per hour on Sabino Canyon Road near Crestline Drive/Udall Park in the PM peak hour in 2012.

<u>*Projected 2012 Traffic Volumes – Crestline Drive/Udall Park Volumes*</u>

Crestline Drive and the Udall Park driveway, which will make up the west and east legs of the intersection, respectively, were analyzed separately to determine the future volumes on each leg. Because the area is built out and drivers can currently access

Sabino Canyon Road from Crestline Drive, it was assumed that the future volumes from that leg will be similar to current volumes.

However, it is expected that the volumes to/from Udall Park will increase in the future. Although the Udall Park Master Plan is still under development, future additions to the park are expected to include a velodrome and an amphitheater (expected to seat 3,000 to 4,000 people) as well as additional sports fields. The plan may increase the developed area of the park from 75 acres to 130 acres, with 40 acres of the park still undeveloped after the expansion. Based on the existing volume exiting the park in the PM peak hour (205 vehicles) and the existing developed area of the park (75 acres), it was found that the park generates 2.73 outbound trips per acre in the PM peak hour. In addition, the park generates 3.31 inbound trips per acre in the PM peak hour.

Because there are not specific trip generation rates for an amphitheater or a velodrome, the existing trip generation rate was extrapolated to calculate the projected traffic volumes for the park. Using the trip generation rate and the proposed developed area of the park (130 acres), it was determined that the park will generate 355 outbound trips in the PM peak hour once the proposed elements are constructed. Table 11 shows the trip generation for both the inbound and outbound traffic volumes for the park in the PM peak hour. The outbound volume will be used for the traffic signal warrant analysis even though the inbound volume is higher because the outbound traffic represents the approach volume from the minor street.

Table 11. Udall Park Trip Generation (PM Peak Hour)

Weekday PM Peak Hour	Inbound	Outbound
Existing Udall Park Volume (veh/hr)	248	205
Existing Udall Park Size (acres)	75	75
Exiting Udall Park Trip Generation Rate (veh/hr/acre)	3.31	2.73
Projected Udall Park Size (acres)	130	130
Projected Udall Park Volume (veh/hr)	**430**	**355**

Trip Distribution

With construction of the Kolb Road Connection to Sabino Canyon Road project, the west entrance of Udall Park will provide the most convenient access from the south,

southwest, and southeast. Therefore, it is anticipated that a greater portion of the outbound volume from Udall Park will use this access after the roadway is constructed. As shown in Figure 13, an estimated 45% of the traffic from the park (when the new development is complete) will use the access along Sabino Canyon Road. Given the distribution and the trip generation, there will be 160 outbound trips from the park in the PM peak hour at the Sabino Canyon Road/Crestline Drive/Udall Park intersection if the park is developed as previously discussed, including 124 left turns and 36 right turns.

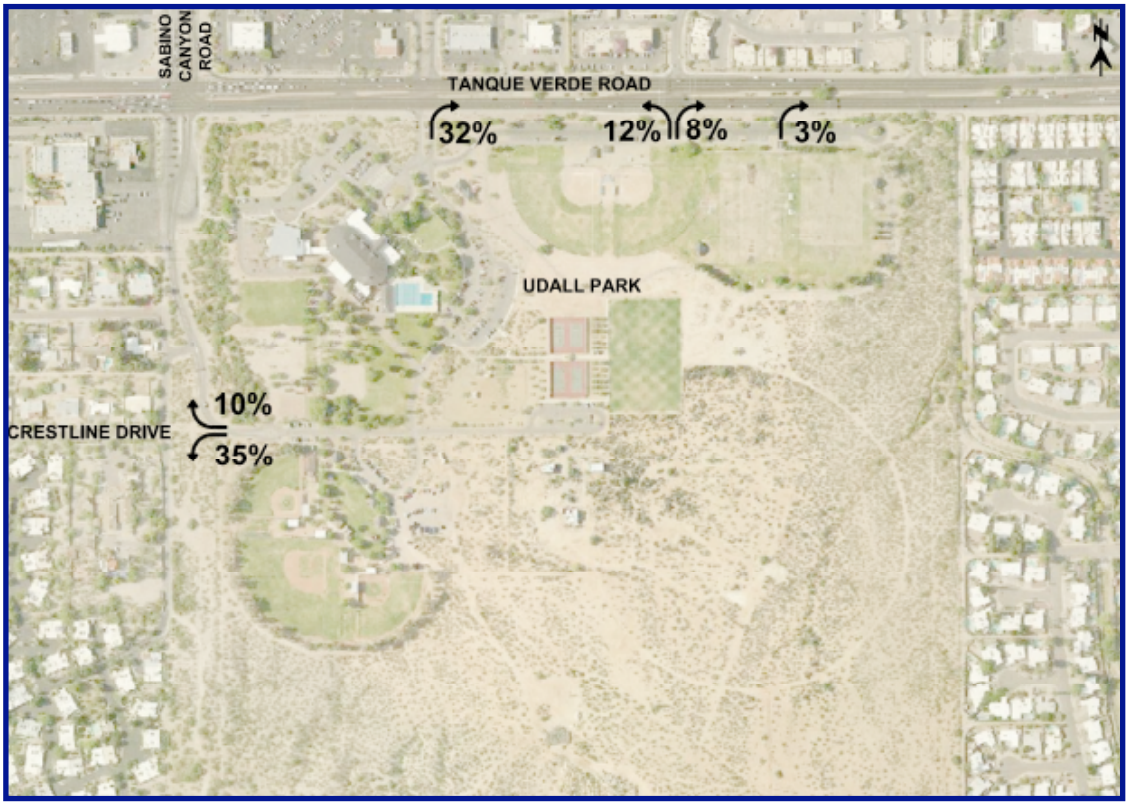
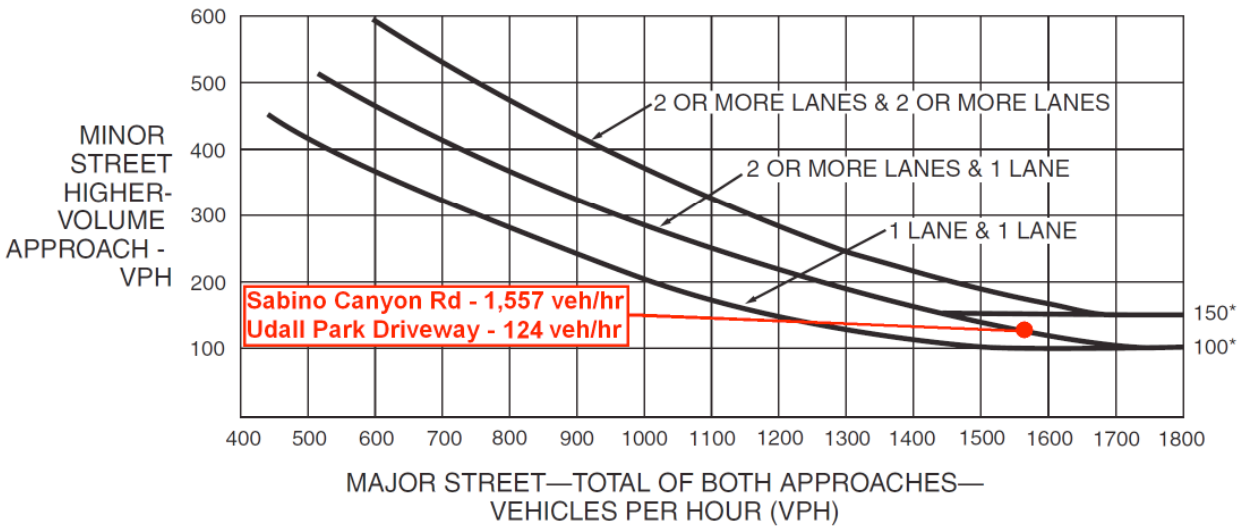


Figure 13. Projected Distribution of Udall Park Outbound Trips (2012)

Evaluation of Signal Warrant – Opening Year (2012)

As discussed earlier, the signal warrant analysis for the intersection of Sabino Canyon Road and Crestline Drive/Udall Park will be based on the Peak Hour warrant from the MUTCD (Warrant #3b). Because the volumes on Crestline Drive are not expected to increase with this project, the signal warrant was evaluated using the volumes approaching the intersection from the east (vehicles exiting Udall Park). Given the calculated volumes in the previous section, the evaluation of the warrant is shown in Figure 14.



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 14. Peak Hour Warrant Evaluation (2012)

The proposed configuration for the Sabino Canyon Road and Crestline Drive/Udall Park intersection consists of two through lanes per direction on the Sabino Canyon Road and two lanes exiting Udall Park (one left turn lane and one right turn lane). Because the right turns exiting the park will have an exclusive right turn lane, they will be able to turn right on red (if a signal is installed). Therefore, the right turn volume will not be included in the signal warrant analysis. As a result, the effective lanes include two lanes per direction on the major street and one lane (for left turns) on the minor street, so the middle curve of the warrant was used for the evaluation. As seen in the figure, the intersection will serve 1,557 vehicles per hour on the major street and 124 vehicles per hour on the minor street, which falls slightly above the warrant line. Therefore, the intersection will meet the warrant for signalization in the opening year of the Kolb Road Connection to Sabino Canyon Road project (2012) assuming Udall Park has been developed as previously outlined.

5.1.4. Alternative Modes

Pedestrians/Bicycles

The new segment of Sabino Canyon Road will have multi-use lanes along both sides of the roadway. There will also be pedestrian facilities located along the new roadway, including both sidewalks and shared-use paths. The pedestrian facilities will run along

the entire east and west sides of the roadway. On the east side of the roadway, the new sidewalk will tie into the future Pantano Wash path.

At the new intersection of Kolb Road and Sabino Canyon Road, pedestrians will be able to cross the north and east legs of the intersection, but no crosswalk will be provided on the south leg (see Figure 15). The porkchop for northbound right turns at the intersection will also act as a pedestrian refuge. Because the right turn will be an unsignalized movement for vehicles that pedestrians will have to cross, yield to pedestrian signs will be installed. A similar situation will exist for westbound right turns at Sabino Canyon Road and Tanque Verde Road, and it will be treated similarly, with signage. The sidewalk along both sides of the new Sabino Canyon Road will tie into the existing sidewalk along the east side of Kolb Road, as shown in the figure.

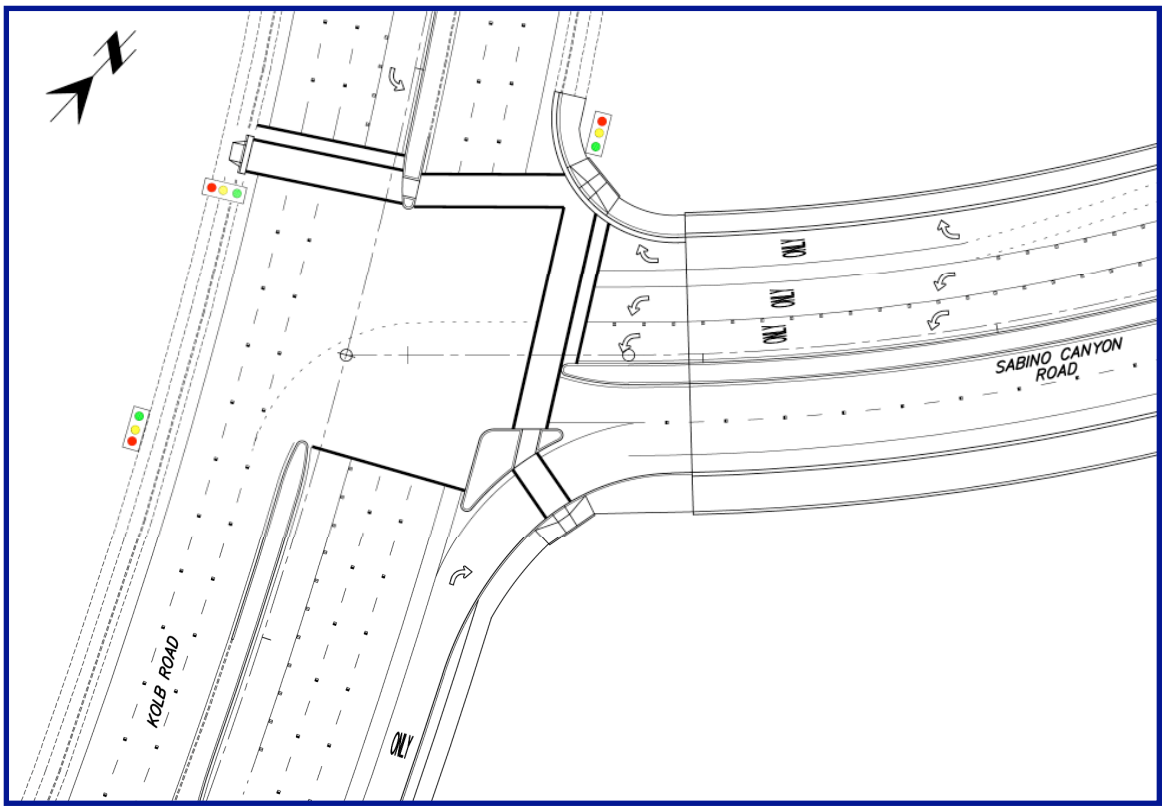


Figure 15. Kolb Road/Sabino Canyon Road Intersection Layout

In addition to the pedestrian facilities that will be constructed along the new roadway (south of Tanque Verde Road), a sidewalk will be constructed along the west side of Sabino Canyon Road north of Tanque Verde Road. The new sidewalk will extend from

the intersection at Tanque Verde Road to Camino Bacelar. Recall that there is an existing sidewalk on the east side of Sabino Canyon Road along the same segment.

Transit

Because of the location of the new roadway, there will be some significant changes to the existing bus pullout at Udall Park. Currently, buses turn south on Sabino Canyon Road and make a u-turn into the two-bay bus pullout. With the construction of the new roadway, the bus pullout will need to be relocated. After discussions with Udall Park and Sun Tran, the best location for the bus pullout with construction of this project is approximately 80 feet south of Redbud Road, approximately 415 feet south of its current location.

Because the new roadway will have a median, a directional median opening will be provided to allow southbound buses to make a u-turn into the bus pullout area. The new bus pullout will include the same facilities as the existing pullout (restrooms, benches), and will have room for two buses.

5.1.5. Access Management

One of the most efficient means of providing a high level of mobility and maintaining safety on major arterials is to manage access onto the roadway while still serving the needs of the adjacent land uses. Although existing access points are difficult to eliminate, left turn opportunities should be properly spaced to reduce the number of vehicular conflict points.

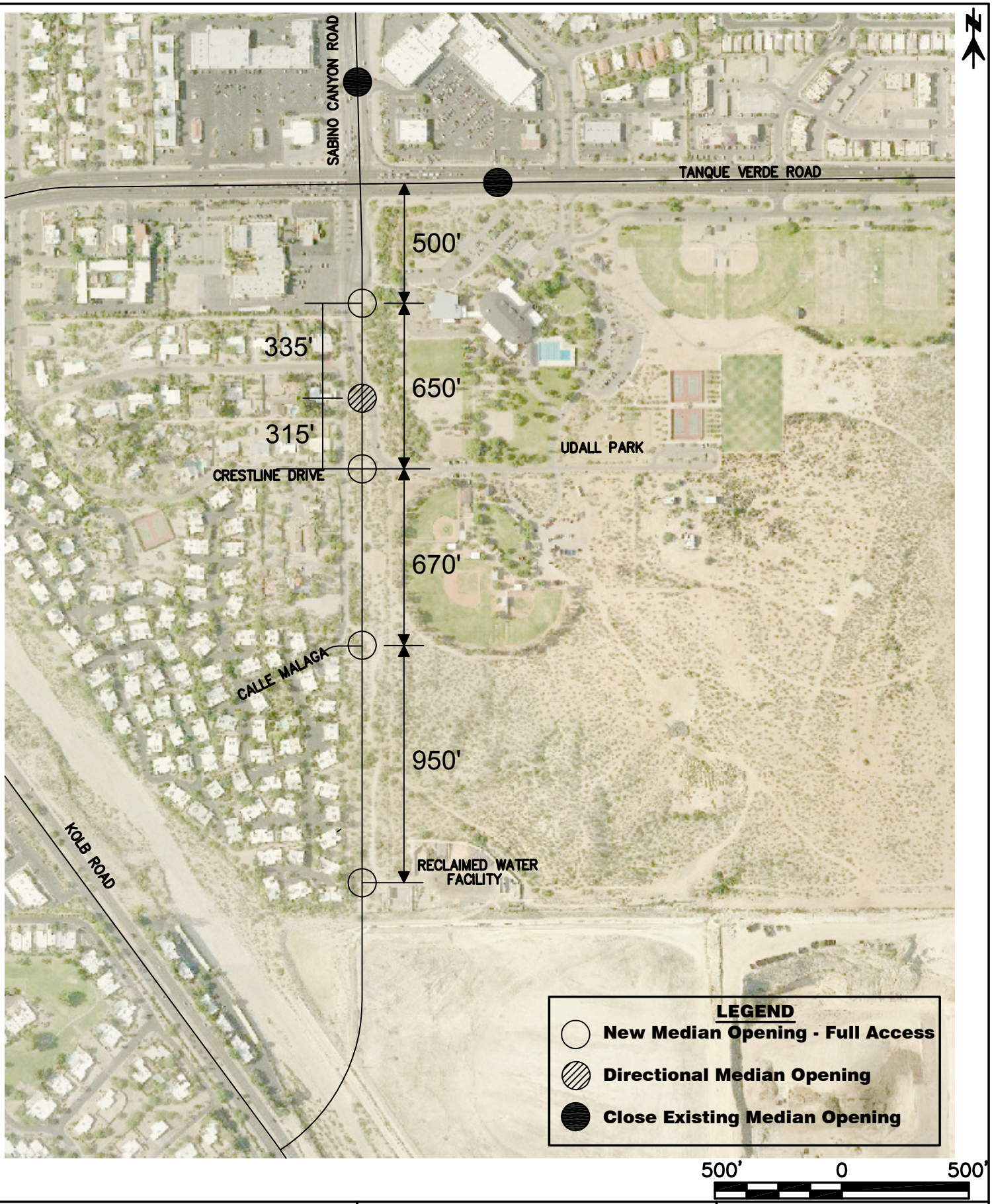
Sabino Canyon Road, Tanque Verde Road to Kolb Road

The *Transportation Access Management Guidelines for the City of Tucson, Arizona*[7] requires 660 feet for median openings on major arterials. In order to provide access to neighboring residential, commercial, and recreational areas, five median openings will be provided along the new roadway. The first will be located at the existing southernmost driveway of the shopping center located on the southwest corner of the Sabino Canyon Road/Tanque Verde Road intersection. The driveway is approximately 500 feet from the intersection, which does not meet the standard of 660 feet. However, because the median opening will only provide a northbound left turn lane and not a

southbound left turn lane, there will still be room to provide sufficient storage for the northbound left turn lane at Tanque Verde Road.

Approximately 330 feet south of the first median opening will be a directional median opening to allow southbound buses to access the relocated bus pullout, as discussed in the previous section. Buses will be able to make a u-turn into a bus pullout area, similar to the existing pullout located just south of Tanque Verde Road.

The third median opening (second full opening) will be located at Crestline Drive, and will allow all movements to and from all four legs of the intersection. The existing driveway that provides access to Udall Park will be realigned to tie in directly across from Crestline Drive. A fourth median opening will be provided approximately 670 feet south of Crestline Drive, where Calle Malaga will be realigned to tee in to the new roadway. The final median opening will be provided 950 feet south of Calle Malaga, and will provide access to the existing reclaimed water facility. Figure 16 shows the proposed median openings and the spacing between each along the new roadway.



KOLB ROAD CONNECTION TO SABINO CANYON ROAD TRAFFIC ENGINEERING REPORT	**FIGURE 16 PROPOSED MEDIAN OPENINGS**	**PSOMAS** **MARCH 2011**

Colonia Verde Shopping Center

As discussed in Section 2.3, the Colonia Verde driveway on Sabino Canyon Road limits the southbound left turn storage at the intersection of Sabino Canyon Road and Tanque Verde Road. It is recommended that the median opening be closed in order to provide additional storage for the southbound left turns at Tanque Verde Road. Right turns into and out of the driveway would still be permitted. Drivers that currently make a southbound left turn into the shopping center under existing conditions would continue south to the signal at Sabino Canyon Road and Tanque Verde Road, make a u-turn, then make a northbound right turn into the shopping center.

A second full access for Colonia Verde is located on Tanque Verde Road, approximately 450 feet east of Sabino Canyon Road. A safety analysis of the intersection was completed in October 2009, and recommended that the median opening be closed. The memorandum, *Safety Analysis at Colonia Verde Access on Tanque Verde Road*, is included in Appendix F. Closing the median opening would also allow more storage to be provided for westbound left turns at Sabino Canyon Road. The eastbound left turn bay storage at Camino Valle Verde could also be extended to account for a potential increase in u-turns by drivers wishing to access Colonia Verde. Figures 17 and 18 show how drivers can enter and exit the Colonia Verde shopping center if both access points are limited to right-in right-out only.

In addition, the City of Tucson should reconsider the prohibition of southbound left turns from Camino Valle Verde onto Tanque Verde Road. Allowing the left turn would allow drivers to immediately head east from the Colonia Verde shopping center and the adjacent residential areas instead of having to travel west to the signal at Sabino Canyon Road to make a u-turn. The signal at Paseo Rancho Esperanza, approximately 850 feet east of Camino Valle Verde, should help provide gaps for the southbound left turns.

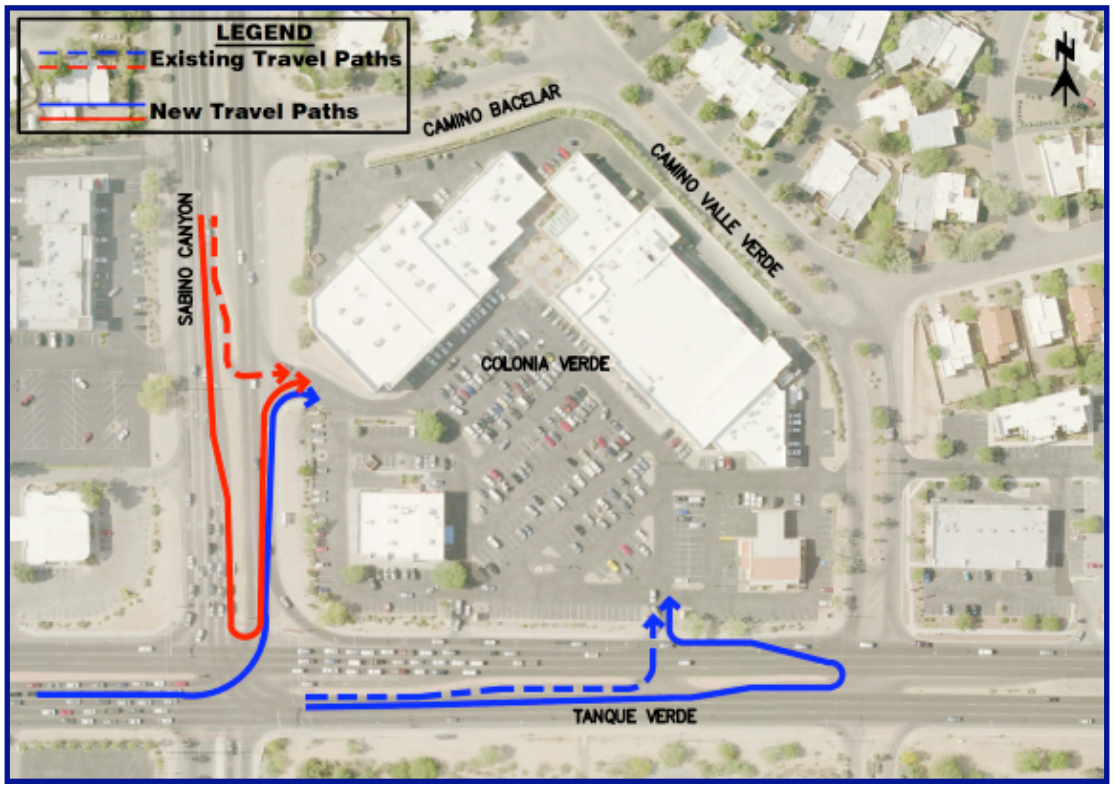


Figure 17. Projected Change in Ingress for Colonia Verde Shopping Center

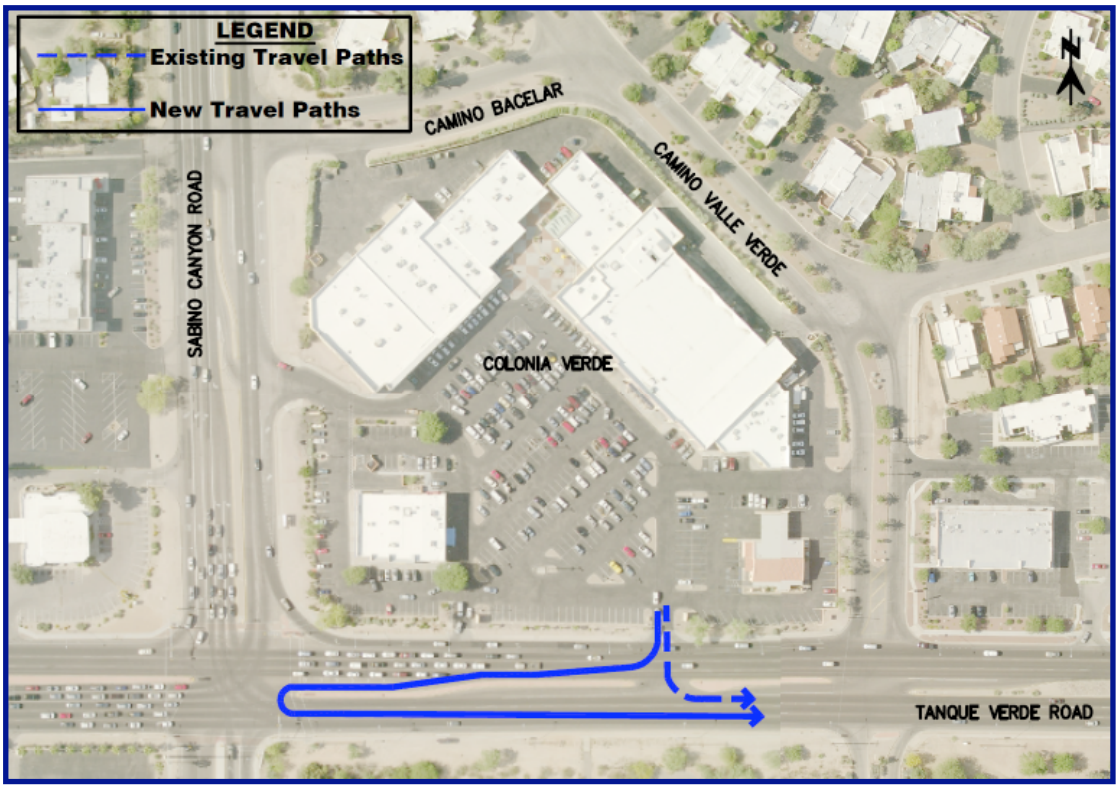


Figure 18. Projected Change in Egress for Colonia Verde Shopping Center

Residential Access

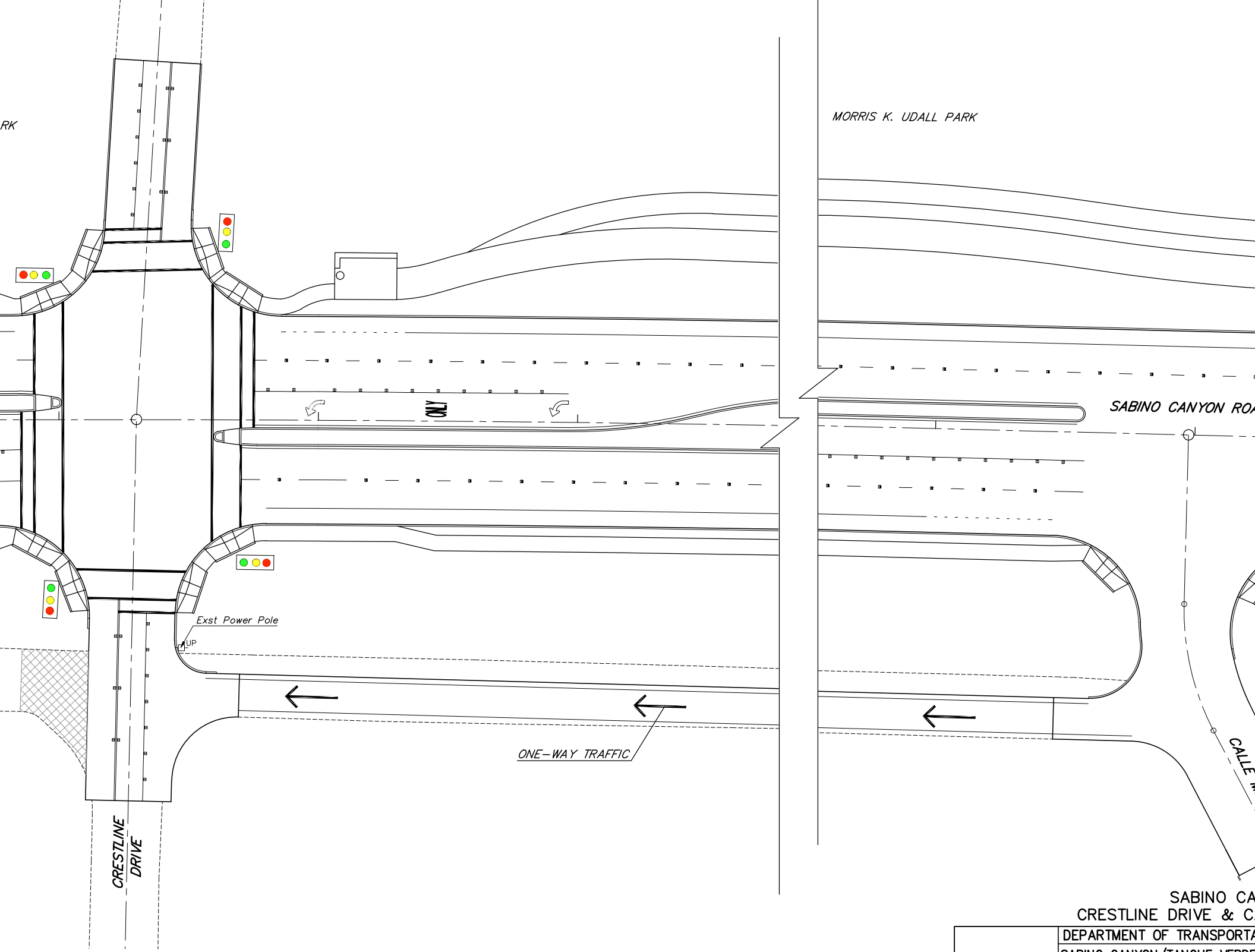
As mentioned previously, there will be median openings along the new roadway at Crestline Drive (which will be signalized) and at Calle Malaga, both of which will provide access to the residential areas to the west. There will also be a right-in right-out only access on Sabino Canyon Road at Redbud Road. Calle Malaga currently turns into Sabino Canyon Road, a two-way roadway along the east side of the residential area that provides access to/from Crestline Drive and Redbud Road.

With the construction of the new roadway, a one-way northbound frontage road will be created between Crestline Drive and Calle Malaga. This will allow residents south of Crestline Drive to access the traffic signal. However, by prohibiting southbound traffic, there will not be any drivers waiting to turn south onto Calle Malaga who might otherwise back up into the intersection on Sabino Canyon Road. The proposed design for the frontage road is shown in Figure 19.

5.2. TRAFFIC VOLUMES

The construction of a four-lane roadway from Tanque Verde Road to Kolb Road will likely change travel patterns at several intersections in the area. Traffic volumes were redistributed to the new roadway network using the anticipated origins and destinations and finding the shortest path between each origin and destination. Supporting information was obtained from the PAG regional travel demand model. Appendix G, from PAG, shows the destination of vehicles that make southbound left turns from Sabino Canyon Road onto Tanque Verde Road in the evening peak period.

Figure 20 shows the most significant changes in travel paths resulting from the construction of the project. As shown in the figure, the project will significantly reduce volumes at the Grant Road/Kolb Road/Tanque Verde Road intersection, which will help decrease delays at the intersection. In addition, some of the southbound left turns at the intersection of Sabino Canyon Road and Tanque Verde Road will now continue through in the southbound direction. Since through movements have higher capacities than left turn movements, delays at the Sabino Canyon Road/Tanque Verde Road intersection are also expected to improve with the project.



SABINO CA
CRESTLINE DRIVE &

	DEPARTMENT OF TRANSPORTA
	SABINO CANYON/TANQUE VERDE
	TANQUE VERDE ROAD

More specifically, the addition of the project was assumed to result in the following changes in travel patterns. At Sabino Canyon Road and Tanque Verde Road, southbound left turns are expected to decrease by 25% because vehicles will instead continue through onto the new roadway to reach Kolb Road. Southbound right turns are expected to decrease by 25% in the morning peak hour and 30% in the evening peak hour for the same reason. Eastbound left turns will also decrease by 20%, which will in turn decrease the northbound right turn volume at the intersection of Grant Road/Kolb Road and Tanque Verde Road.

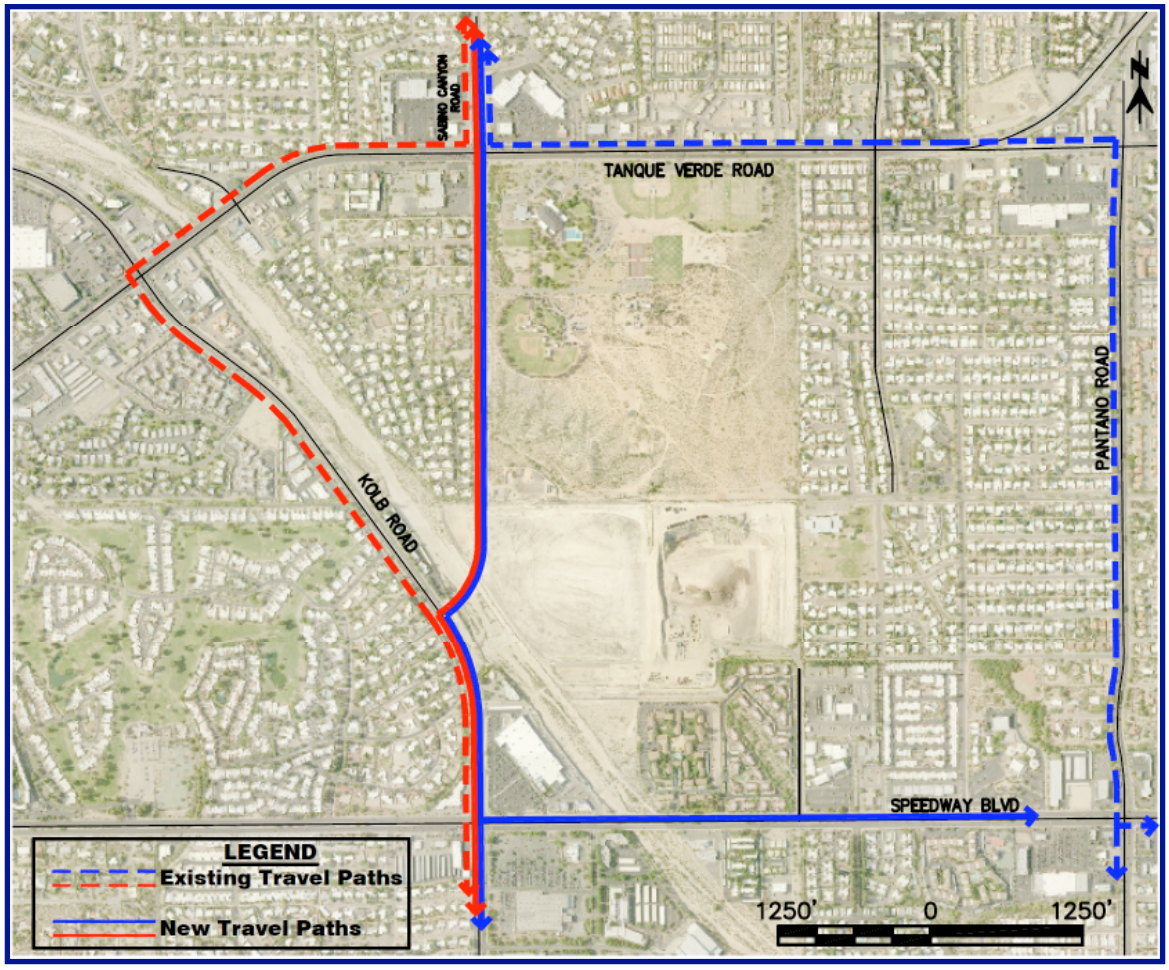


Figure 20. Changes in Travel Paths With Project

Because of the changes at the Sabino Canyon Road/Tanque Verde Road intersection, other movements at nearby intersections will be affected, similar to the expected decrease in the northbound right turn movement at the intersection of Grant Road/Kolb Road and Tanque Verde Road. For example, the southbound through and left turn volumes at the intersection of Kolb Road and Speedway Boulevard will increase, since

vehicles that previously used Pantano Road or Wilmot Road will use the new connection and will subsequently travel through the Kolb Road/Speedway Boulevard intersection.

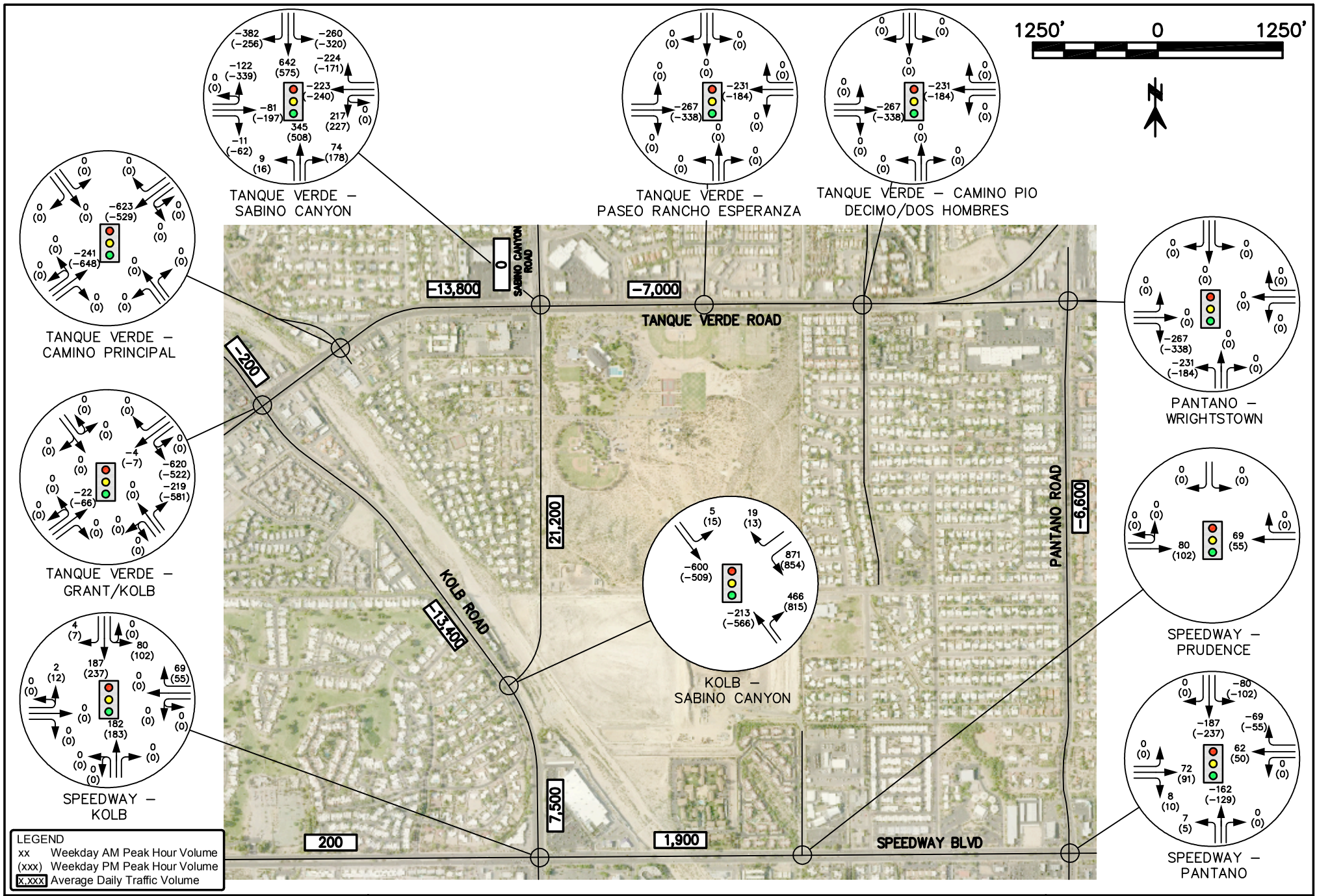
Once the redistribution was complete, the projected 2030 ADTs with the project were calculated, and the growth rate was again calculated. As seen in Table 12, the overall growth percentage is 1.1%, which matches the original growth rate calculated from the PAG data. Further, the individual growth rates are consistent with the PAG projections. Note that Tanque Verde Road east of Sabino Canyon Road will grow at a lower rate than the average because traffic from that segment is expected to use the new roadway. The higher than average growth on Kolb Road can be similarly explained in that traffic using the new roadway will travel on Kolb Road instead of Tanque Verde Road.

The ADT on the new roadway is expected to be 21,200 vehicles per day in 2030. From the *Florida Quality/Level of Service Tables*[8], the capacity of a two-lane roadway is 14,900 vehicles per day at LOS D. Therefore, the new roadway will need to be a four-lane divided roadway, which has a capacity of 33,000 vehicles per day at LOS D. Figure 21 shows the change in turning volumes with the project, and the projected 2030 volumes with the project are shown in Figure 22.

Table 12. Projected Growth Rate (2030 with Project)

Psomas Projections	2009*	2030	PAG Growth Rt	Calculated Growth Rt
Grant, N of Tanque Verde	40,100	50,300	0.8%	1.1%
Sabino Canyon, N of Tanque Verde	46,400	58,300	1.5%	1.1%
Tanque Verde, E of Sabino Canyon	52,500	59,000	0.6%	0.6%
Kolb, New Connection to Speedway	36,000	52,400	1.4%	1.8%
	Average Growth Rate		**1.1%**	**1.1%**

*ADTs estimated assuming k=0.08

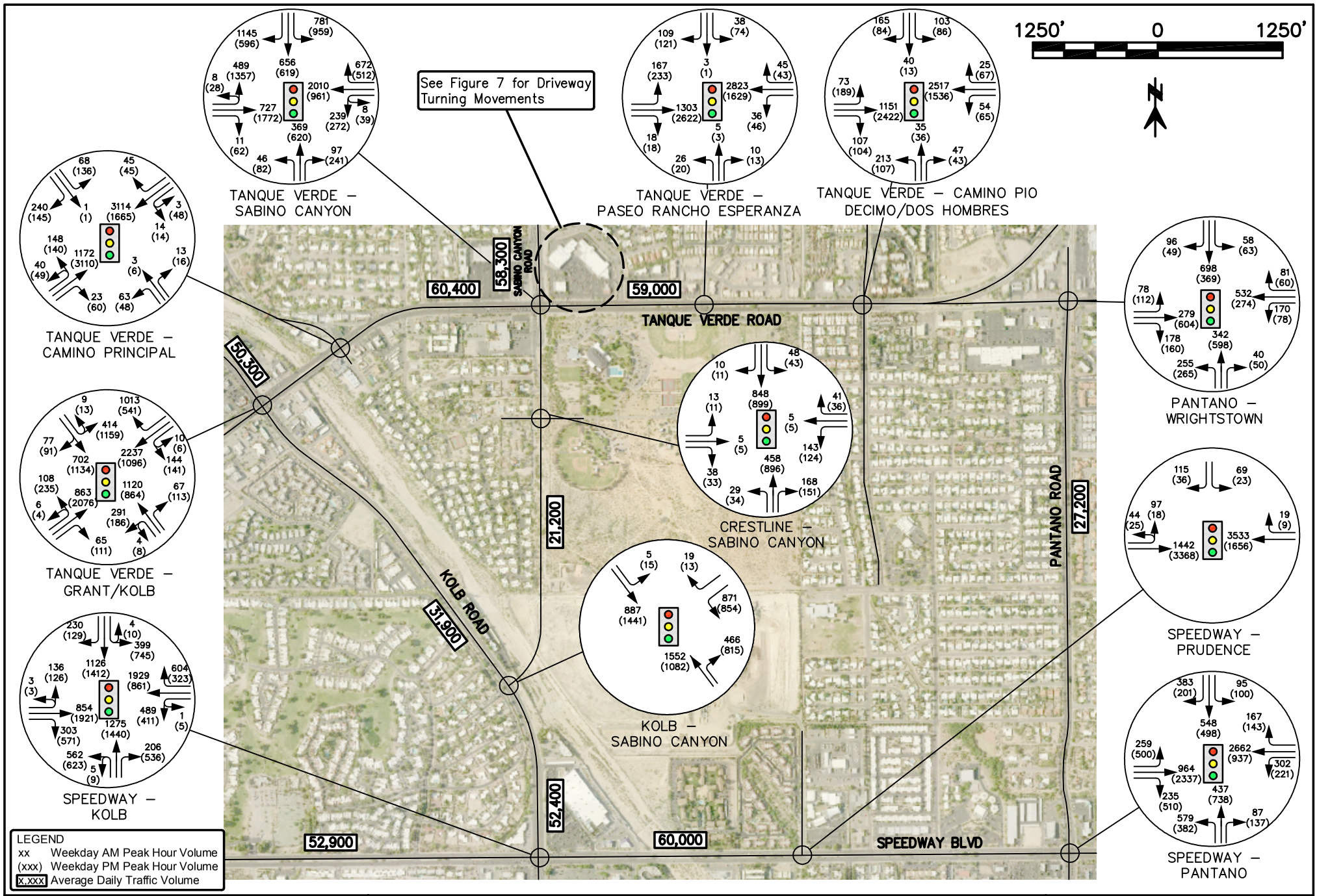


KOLB ROAD CONNECTION TO SABINO CANYON ROAD TRAFFIC ENGINEERING REPORT

FIGURE 21
CHANGE IN TRAFFIC VOLUMES WITH PROJECT (2030)

PSOMAS

MARCH 2011



KOLB ROAD CONNECTION TO SABINO CANYON ROAD TRAFFIC ENGINEERING REPORT

FIGURE 22
PROJECTED 2030 TRAFFIC VOLUMES WITH PROJECT

PSOMAS

MARCH 2011

5.3. OPERATIONAL ANALYSIS

5.3.1. Level of Service

The delays and LOS shown in Table 13 are based on the 2030 volumes shown in Figure 20 and the lane configurations discussed in the two previous sections. Again, the information was taken from *Synchro*. The *Synchro* reports are included in Appendix C.

Table 13. 2030 Delays and LOS – With Project

		Kolb Road/Grant Road and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	E	C	A	B	C	A	E	F	C	D	E	E	D
	Delay	60.2	26.2	4.3	11.8	26.0	4.4	79.9	97.5	26.7	48.6	62.8	62.8	42.0
PM	LOS	E	F	B	F	B	A	F	F	D	F	D	D	E
	Delay	74.1	88.8	15.8	102.2	18.8	1.8	84.6	127.2	48.5	159.0	49.4	49.4	79.9

		Camino Principal and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	A	A	A	C	A	E	B	B	E	D	E	C
	Delay	92.5	8.3	3.5	4.0	32.1	2.4	75.1	19.1	19.1	56.9	47.0	56.8	31.1
PM	LOS	E	B	A	D	A	A	E	D	D	E	D	D	B
	Delay	72.3	12.9	3.9	53.1	7.8	0.1	66.5	36.5	36.5	77.1	48.0	45.8	17.4

		Sabino Canyon Road and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	C	C	E	F	C	D	F	B	F	E	D	E
	Delay	103.5	31.1	31.0	69.8	93.0	31.1	41.0	109.2	12.6	105.8	56.8	40.2	69.8
PM	LOS	F	E	E	F	F	F	D	F	F	F	D	A	F
	Delay	162.7	68.9	68.9	116.2	147.1	110.7	36.8	180.9	89.1	217.0	54.5	7.2	118.6

		Paseo Rancho Esperanza and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	E	B	A	A	A	A	E	C	C	D	B	B	B
	Delay	58.4	13.7	6.7	1.5	5.2	0.7	58.0	29.4	29.4	54.4	18.3	18.3	10.6
PM	LOS	C	B	A	B	B	A	D	C	C	E	B	B	B
	Delay	32.8	12.9	4.8	13.8	13.1	4.1	50.1	23.2	23.2	57.0	12.1	12.1	14.7

		Dos Hombres Road/Camino Pio Decimo and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	C	B	A	B	D	D	E	C	A	D	C	B	C
	Delay	28.0	11.4	1.5	13.2	36.0	36.0	66.2	31.1	7.5	35.5	30.8	16.3	29.4
PM	LOS	D	B	A	C	B	B	E	D	A	D	D	A	B
	Delay	36.2	16.4	6.9	25.6	15.2	15.2	57.5	39.9	9.8	46.3	37.0	8.9	18.7

		Pantano Road and Wrightstown Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	E	C	A	C	E	B	D	C	C	B	D	D	D
	Delay	56.8	24.2	4.9	27.6	64.9	13.6	44.8	29.9	29.9	13.6	45.3	45.3	39.9
PM	LOS	C	C	A	C	C	A	C	C	C	B	C	C	C
	Delay	23.8	26.1	8.1	27.4	27.2	6.5	28.1	32.8	32.8	17.7	25.4	25.4	26.2

Table 13. 2030 Delays and LOS – With Project (cont'd)

		Sabino Canyon Road and Crestline Drive/Udall Park												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	B	A	A	C	A	A	A	A	A	A	A	A	A
	Delay	16.4	7.6	7.6	24.5	7.4	7.4	6.0	4.2	4.2	6.2	6.7	6.7	7.3
PM	LOS	B	A	A	C	A	A	A	A	A	A	A	A	A
	Delay	17.3	8.4	8.4	25.3	8.2	8.2	5.5	5.2	5.2	6.6	5.7	5.7	6.7

		Kolb Road and Sabino Canyon Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS				D		B		B	A	A	B		B
	Delay				51.4		11.0		12.8	0.5	9.4	10.2		19.5
PM	LOS				D		B		B	A	A	B		B
	Delay				50.0		11.8		10.9	1.4	9.4	12.3		17.4

		Kolb Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	E	D	A	E	E	B	F	E	B	D	D	D	D
	Delay	55.3	46.8	8.2	55.8	62.5	12.8	84.9	73.8	19.2	55.0	54.1	37.5	54.7
PM	LOS	C	F	D	F	C	A	F	F	F	F	E	B	F
	Delay	27.0	191.6	41.4	210.4	22.7	9.1	126.1	102.9	148.5	173.8	75.6	16.4	116.6

		Prudence Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	A			F	F				E		E	E
	Delay	123.2	2.9			89.9	89.9				61.1		64.3	67.7
PM	LOS	A	A			A	A				E		C	A
	Delay	4.0	9.2			5.3	5.3				69.3		27.1	8.4

		Pantano Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	F	C	A	D	F	B	F	E	C	D	F	F	F
	Delay	179.9	21.3	7.3	50.0	130.4	18.7	142.9	69.8	29.3	48.0	230.2	132.6	106.8
PM	LOS	E	F	C	F	E	D	E	F	D	E	F	B	F
	Delay	56.3	143.9	23.0	106.0	61.6	36.4	55.8	108.9	35.6	58.0	93.0	15.8	94.6

As seen in the table, the intersections of Sabino Canyon Road/Tanque Verde Road, Kolb Road/Speedway Boulevard, and Pantano Road/Speedway Boulevard will operate at LOS F in the PM peak hour. The intersection of Pantano Road and Speedway Boulevard will also operate at LOS F in the AM peak hour. However, even though those intersections will be operating at LOS F, the average delay per vehicle will be significantly less than it would be without the project. For example, the intersection of Sabino Canyon Road and Tanque Verde Road is expected to operate with 118.6 seconds of delay per vehicle with the project in the PM peak hour, but with 136.4 seconds of delay per vehicle without the project. The intersection of Kolb Road/Grant Road/Tanque Verde Road is expected to operate with delays of 42.0 sec/veh and 79.9 sec/veh in the AM and PM peak hours with the project, respectively, and with delays of

73.2 sec/veh and 170.9 sec/veh in the AM and PM peak hours without the project, respectively.

The other intersections will operate at LOS E or better in both peak hours, with a majority operating at LOS D or better in both peak hours. The latter group includes the new intersection of Sabino Canyon Road and Kolb Road, which will operate at LOS B in both peak hours. Further, if a traffic signal is installed, the intersection of Sabino Canyon Road and Crestline Drive/Udall Park will operate at LOS A in both peak hours in 2030. The project will slightly increase delays at the intersection of Kolb Road and Speedway Boulevard, but the LOS will be the same with or without the project (LOS D in the AM peak hour, LOS F in the PM peak hour).

In terms of individual movements, there are 37 movements that will operate at LOS F during the morning or evening peak period. Of those 37 movements, 32 serve volumes greater than 200 vehicles per hour. This is compared to the 50 movements that would operate at LOS F without the project (39 of them serving more than 200 veh/hr).

Figure 23 shows the overall intersection delays for both the AM and PM peak hours in 2030 with and without the project. The figure illustrates that in most cases, the intersection delays will be lower (often much lower) with the project than without in 2030. The exceptions are at the intersections of Kolb Road/Speedway Boulevard and Prudence Road/Speedway Boulevard in both peak hours. In addition, there will be a slight increase in the delay at Paseo Rancho Esperanza and Tanque Verde Road in the AM peak hour (9.8 sec/veh compared to 10.6 sec/veh), likely the result of signal timing at adjacent intersections and signal coordination changes along Tanque Verde Road.

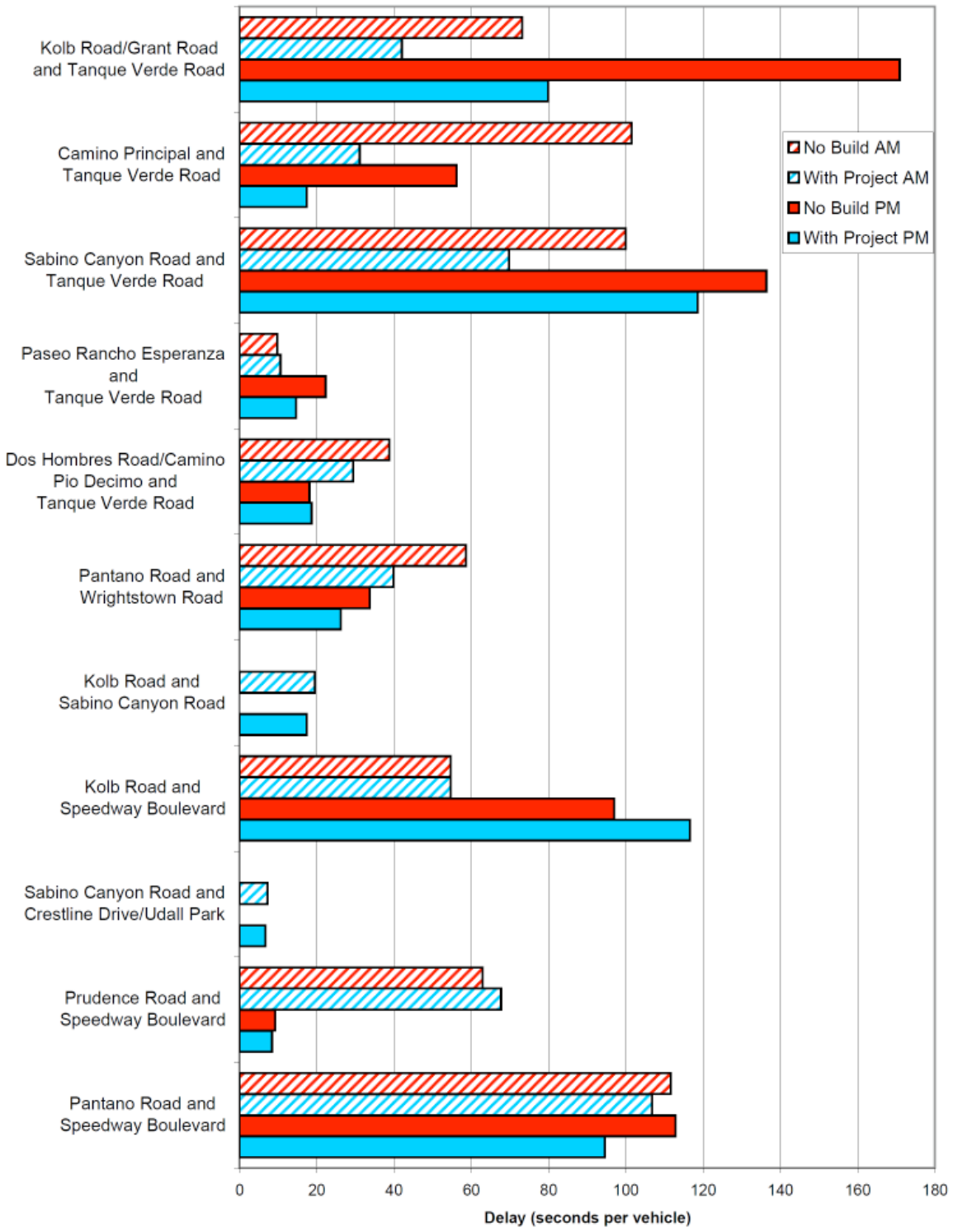


Figure 23. Intersection Delays With and Without Project (2030)

5.3.2. Queues

As with the 2030 conditions without the project, the 95th percentile queues with the project in 2030 were evaluated using *Synchro*. The results are shown in Table 14. The queues were only evaluated for the intersections of Grant Road/Kolb Road/Tanque Verde Road, Camino Principal/Tanque Verde Road, Sabino Canyon Road/Tanque Verde Road, Kolb Road/Speedway Boulevard, Sabino Canyon Road/Crestline Drive/Udall Park and Sabino Canyon Road/Kolb Road because the queues at other intersections in the project area will not be significantly affected by this project.

Table 14. 2030 95th Percentile Queues – With Project

	Kolb Road/Grant Road and Tanque Verde Road											
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
AM	<100	253	<100	<100	639	<100	455	652	<100	238	350	350
PM	134	1,001	<100	103	207	<100	319	487	152	922	497	497
Storage	210		210	280		220	275		180	290		

	Camino Principal and Tanque Verde Road											
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
AM	326	217	7	4	1,321	<100	85	<100	<100	111	<100	262
PM	75	434	13	43	478	<100	66	<100	<100	208	<100	166
Storage	95		65	100		200	40			30		105

	Sabino Canyon Road and Tanque Verde Road											
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
AM	402	220	220	169	970	545	<100	287	<100	497	374	740
PM	1,014	894	894	214	545	612	<100	511	226	713	346	130
Storage	515			180		470	140		210	345		740

	Sabino Canyon Road and Crestline Drive/Udall Park											
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
AM	15	21	21	91	22	22	<100	<100	<100	<100	127	127
PM	14	21	21	82	21	21	<100	118	118	<100	130	130

	Kolb Road and Sabino Canyon Road											
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
AM				471		<100		281	<100	<100	138	
PM				451		<100		175	<100	<100	253	

	Kolb Road and Speedway Boulevard											
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	LT	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**	**LT**	**TH**	**RT**
AM	<100	333	<100	140	563	158	365	563	136	219	478	255
PM	<100	1,010	475	352	311	222	456	698	855	613	683	<100
Storage	340		385	340		575	370		290	295		250

With the project, the westbound left turn and northbound right turn queues at the intersection of Grant Road/Kolb Road and Tanque Verde Road are not expected to exceed the available storage in either peak hour, and are therefore unlikely to spill back into and affect adjacent intersections. Recall that in 2030 without the project, the queues for those movements will exceed the available storages by at least 300 feet in the PM peak hour. The reduction in queue length (and corresponding reduction in delays) is a result of traffic using the new roadway and no longer traveling through the Grant Road/Kolb Road and Tanque Verde Road intersection. Figure 24 presents a comparison of 95th percentile queue lengths with and without the project in 2030 for turning movements with queues longer than 200 feet without the project and an anticipated queue length change of 25% or more with the project.

At the intersection of Sabino Canyon Road and Tanque Verde Road, the eastbound left turn queue is expected to exceed the available storage, but will be approximately 130 feet shorter with the project than without the project. With the project, the southbound left turn storage will be extended to approximately 345 feet (as discussed in Section 5.1.5). The 95th percentile southbound left turn queue is expected to exceed the new storage length in 2030 with or without the project (in the PM peak hour), as it exceeds the existing storage today. However, the queue with the project will be shorter than without the project. Further, there will only be two southbound left turn lanes with the project, where there will be dual left turn lanes and a shared through-left turn lane without the project.

As discussed in the previous section, the project will slightly increase delays at the intersection of Kolb Road and Speedway Boulevard, but the LOS will be the same with or without the project (LOS D in the AM peak hour, LOS F in the PM peak hour). Along with the slight increase in delays, it is expected that the southbound left turn queue will be longer than the existing storage. It may be possible to increase the left turn storage in the future if needed.

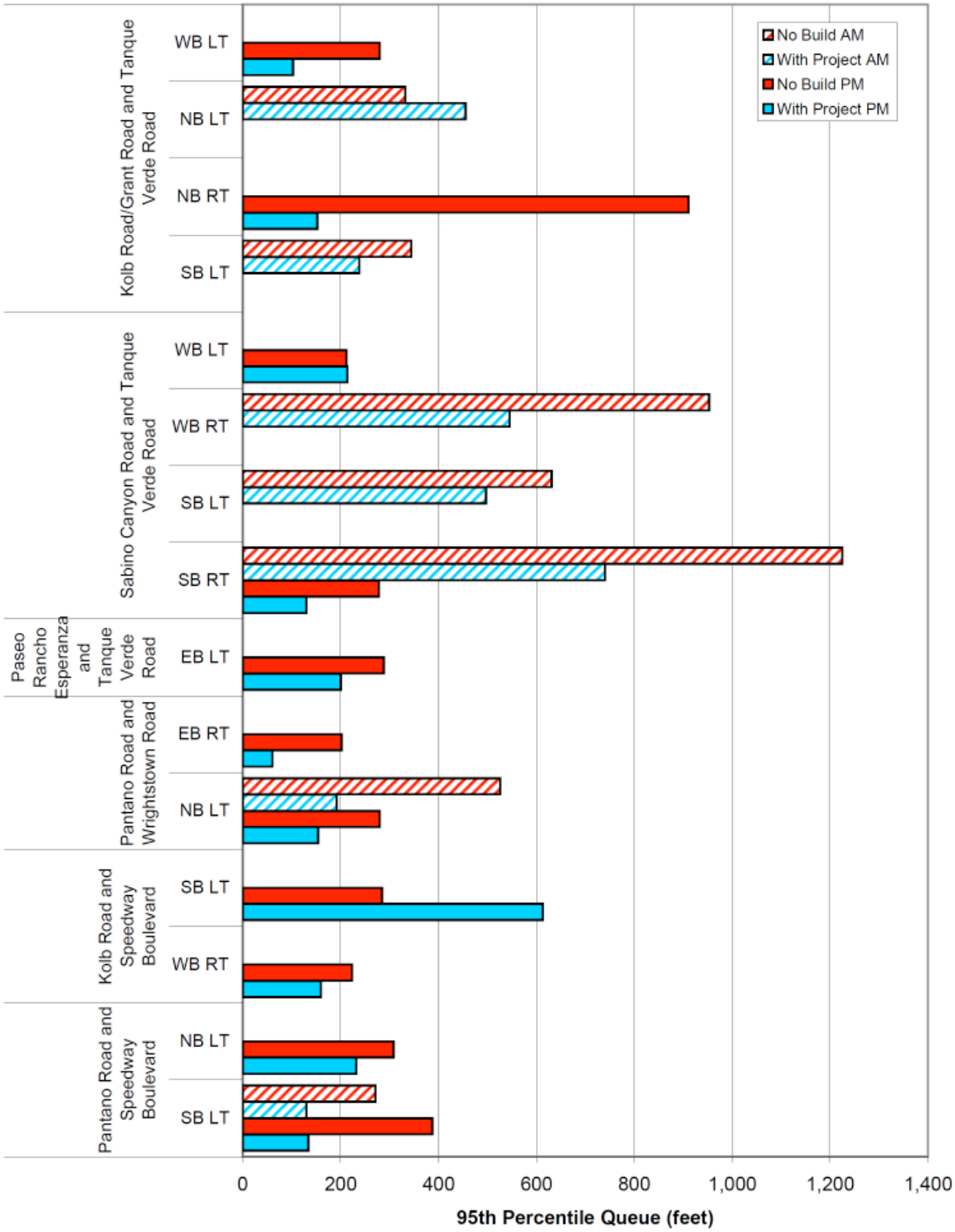


Figure 24. 95th Percentile Queue Lengths With and Without Project (2030)

6. RECOMMENDATIONS

The proposed project consists of constructing a new roadway to extend Sabino Canyon Road from Tanque Verde Road to Kolb Road. The new roadway will provide relief for the intersection of Grant Road/Kolb Road and Tanque Verde Road, since drivers will have a direct route to travel south on Kolb Road (or east/west on Speedway Boulevard) and will therefore no longer need to detour through the Grant Road/Kolb Road/Tanque Verde Road intersection.

Data from the Pima Association of Governments (PAG) was used to project future traffic volumes for the design year of 2030 and determine how traffic patterns in the study area might change with the construction of the project. Based on the traffic volume projections and redistribution presented in this analysis, it was found that the new roadway will carry approximately 21,200 vehicles per day. Therefore, it is recommended that the project consist of constructing a four-lane divided roadway with multi-use lanes, bus facilities, and sidewalks/shared-use paths. The recommended geometry is consistent with the roadway cross section included in the RTA plan.

In order to provide a high level of mobility and maintain safety along the new roadway while still providing access to the adjacent land uses, left turn opportunities (median openings) should be properly spaced to minimize the number of vehicular conflict points. To that end, there should be four full median openings and one directional median opening provided along the new roadway. The full median openings should be located at the southern driveway for the shopping center on the southwest corner of Sabino Canyon Road and Tanque Verde Road; at Crestline Drive; at the location where Calle Malaga will tee into the new roadway; and at the entrance to the existing reclaimed water facility. The partial median opening will be approximately 300 feet north of Crestline Drive, and will allow buses to make a southbound u-turn into the bus pullout that will be relocated with this project. Figure 15 (Section 5.1.5) shows the access points.

The only intersection improvements that will take place with this project are at the intersection of Sabino Canyon Road and Tanque Verde Road, the intersection of Sabino Canyon Road and Crestline Drive/Udall Park, and at the new intersection of Sabino Canyon Road and Kolb Road. Because of the increase in the westbound left turns at

Sabino Canyon Road and Tanque Verde Road, a second westbound left turn lane should be added. However, it is expected that in the opening year, the intersection will operate more efficiently if the second westbound left turn lane is striped out, allowing the dual eastbound left turns and single westbound left turns to operate with permissive/protected phasing. Therefore, it is recommended that the second westbound left turn lane be striped out when the project opens. The City should monitor the intersection to determine when the second left turn lane should be made available for use by westbound vehicles. In addition, it is recommended that a sixth southbound lane be added at the same intersection. The new southbound lane configuration should be two left turn lanes, two through lanes, and two right turn lanes. The eastbound lane configuration will not change. The configuration for the south leg (serving northbound traffic) should have one left turn lane, two through lanes, and one right turn lane.

The recommended turn lane storage lengths for the intersection of Sabino Canyon Road and Tanque Verde Road were determined from a combination of the desirable storage lengths (those which would accommodate the 2030 95th percentile queues) and existing geometry and right-of-way constraints. Table 15 presents the recommended turn lane storage lengths for both the intersection of Sabino Canyon Road and Tanque Verde Road and the new intersection on Kolb Road. The 95th percentile queue lengths are also included in the table for the turning movements as well as the through movements. The through lane queues are included to help ensure that access to the turn lanes will not be blocked by through vehicles at an intersection. For example, the 95th percentile northbound left turn queue at Sabino Canyon Road and Crestline Drive/Udall Park is expected to be less than 100 feet in 2030. However, the projected queue for the through lanes is 118 feet, so the recommended storage length is 120 feet to help ensure that the through queue does not prevent vehicles from entering the left turn lane.

As seen in the table, the 95th percentile queue lengths are not always able to be accommodated. Examples include the northbound right turns and southbound left turns at the intersection of Sabino Canyon Road and Tanque Verde Road. Further, because the west leg at the intersection will not be changed with the construction of the new roadway, the eastbound left turn storage will remain untouched. The same is true for the westbound right turn at the same intersection, since the only change to the east leg will be to construct dual westbound left turn lanes.

Table 15. Recommended Turn Lane Storage Lengths

		Existing (ft)	95th Percentile Queue Length (ft)	Thru Lane 95th Percentile Queue Length (ft)*	Recommended (ft)	Remarks
Sabino Canyon Road and Tanque Verde Road	EB LT	515	1,014	887	515	Storage is limited by shopping center access
	EB RT	**	**	887	**	
	WB LT	135	214	545	180	Storage is limited by Camino Valle Verde
	WB RT	470	612	545	470	Storage is limited by Camino Valle Verde
	NB LT	130	90	511	140	Storage is limited by shopping center access
	NB RT	**	226	511	210	Storage is limited by bus pullout
	SB LT	210	713	346	345	Storage is limited by Camino Bacelar
	SB RT	820	740	374	740	
Sabino Canyon Road and Crestline Drive/Udall Park	EB LT	N/A	<100	<100	110	
	WB LT	N/A	<100	<100	110	
	NB LT	N/A	<100	118	120	
	SB LT	N/A	<100	130	160	
Sabino Canyon Road and Kolb Road	WB LT	N/A	471	N/A	470	
	WB RT	N/A	***	N/A	***	
	NB RT	N/A	--	281	165	Movement is free; drivers yield only to pedestrians
	SB LT	N/A	<100	253	120	Movement is minimal

*Ideal storage length for turn lanes will be longer than 95th percentile queue for thru lanes to ensure the thru lane queue does not block access to the turn lanes.
**Shared lane
***Trap Lane

Pedestrian, bicycle, and transit facilities will be constructed with this project. The pedestrian facilities will run along the entire east and west sides of the new roadway, and should include a new sidewalk along the east side of Sabino Canyon Road from Tanque Verde Road north to Camino Bacelar. The pedestrian facilities should connect to the future Pantano Wash path to improve circulation and access for pedestrians and cyclists. Multi-use lanes should be provided along both sides of the roadway.

Because the existing two-bay bus pullout on the southeast corner of Sabino Canyon Road and Tanque Verde Road will be impacted by the new roadway, it is recommended that the pullout be relocated. The new facility should include two bus stalls, benches, and restroom facilities. In addition, access should be provided for buses traveling to/from any direction. It is recommended that a left turn bay be provided on the new roadway in order to allow buses to make a southbound u-turn to access the bus pullout, similar to existing conditions.

7. CONCLUSIONS

The construction of a new roadway extending Sabino Canyon Road from Tanque Verde Road to Kolb Road will result in decreased delays and improved Level of Service (LOS) at multiple intersections in the study area. For example, at the intersection of Grant Road/Kolb Road/Tanque Verde Road, the intersection delays will decrease from 73.2 seconds per vehicle and 170.9 sec/veh in the AM and PM peak hours (respectively) without the project to 42.0 sec/veh and 79.9 sec/veh in the AM and PM peak hours with the project, respectively. There is expected to be a slight increase in delays at Kolb Road and Speedway Boulevard because of the increased traffic expected to use that intersection. However, the intersection will operate at LOS D in the AM peak hour and LOS F in the PM peak hour both with and without the project in 2030. There will also be significant improvements in delays and LOS at the Sabino Canyon Road/Tanque Verde Road intersection, including a 49% decrease in the eastbound left turn delays in the PM peak hour compared to 2030 without the project, and a 41% decrease compared to existing conditions. Further, the new intersection of Sabino Canyon Road and Kolb Road is expected to operate at LOS B in both peak hours in 2030, with a majority of movements in both peak hours operating with fewer than 12 seconds of delay per vehicle.

Currently, the intersection of Grant Road/Kolb Road and Tanque Verde Road has the worst Level of Service (LOS) and the highest carbon monoxide concentration of all the intersections in the City of Tucson (*PAG 2007 Air Quality Report*[9]). The construction of the new roadway is expected to help mitigate the problem. Further, the new roadway will facilitate the flow of emergency vehicles in the area, and will likely reduce emergency response times.

The new roadway will also provide benefits to pedestrians, bicyclists, and transit users. There will be multi-use lanes along the new roadway as well as sidewalks and shared-use paths. Pedestrian facilities will be provided along the entire east and west sides of the new roadway. Further south, the shared-use path will have a connection to the future Pantano Wash path to facilitate bicycle and pedestrian connectivity in the area.

The existing two-bay bus pullout located on the southeast corner of Sabino Canyon Road and Tanque Verde Road will be relocated with this project. The new bus pullout will provide two bus bays and will include benches and restroom facilities. Southbound buses on the new roadway will access the pullout via a directional median opening, and will make a u-turn into the bus pullout area, similar to existing conditions.

Overall, the construction of a new roadway that extends Sabino Canyon Road from Tanque Verde Road to Kolb Road is expected to benefit all those who travel through the area, regardless of their mode of transportation. The project will provide facilities for alternative modes, improve circulation, safety, and air quality, and reduce delays at multiple intersections in the area.

8. REFERENCES

[1] Regional Transportation Authority Plan, 2006.

[2] Air Quality Report 2007. Pima Association of Governments, June 2007.

[3] City of Tucson, Major Streets and Routes Map, 2008.

[4] Tucson Metro Bike Map. City of Tucson, September 2006.

5 Highway Capacity Manual. Transportation Research Board, Washington D.C., 2002.

6 Pima Association of Governments Projected 2030 Traffic Volumes Map. Accessed July 2009. http://www.pagnet.org/RegionalData/TransportationTrendsandData/ProjectedTrafficVolumeMaps/tabid/865/Default.aspx.

7 Transportation Access Management Guidelines for City of Tucson, Arizona. City of Tucson, March 17, 2003.

[8] Florida Quality/Level of Service Tables. Florida Department of Transportation, September 4, 2009.

[9] Air Quality Report 2007. Pima Association of Governments, June 2007.

9. APPENDIX A – TRAFFIC COUNTS (2009)

Project: Kolb at Tanque Verde
Date: Tuesday, May 12, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Kolb					SB Grant					EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	0	14	138	41	18	1	65	94	8	0	0	12	75	8	5	3	79	356	107	24	211	168	100	569	1048	7:15 AM	
	7:30 AM	0	44	145	40	27	0	52	116	14	5	1	9	118	11	5	3	141	485	168	26	256	187	144	823	1410	7:30 AM	
	7:45 AM	0	45	229	15	24	0	70	151	12	2	1	17	155	11	4	0	159	490	145	37	313	235	188	831	1567	7:45 AM	
	8:00 AM	0	72	279	24	34	0	69	138	10	2	0	34	167	16	2	1	159	492	185	78	409	219	219	915	1762	8:00 AM	
	8:15 AM	1	64	194	29	31	1	108	140	15	1	4	16	225	5	1	3	138	414	165	51	319	265	251	771	1606	8:15 AM	
	8:30 AM	2	50	188	37	33	6	82	129	18	1	0	19	157	13	0	4	151	385	94	50	310	236	189	684	1419	8:30 AM	
	8:45 AM	3	45	169	43	25	4	84	124	23	3	1	32	166	9	3	2	133	454	104	45	285	238	211	738	1472	8:45 AM	
	9:00 AM	3	30	164	34	35	6	86	132	20	7	2	7	174	5	1	5	113	429	82	45	266	251	189	674	1380	9:00 AM	
7:00 AM	8:00 AM	0	175	791	120	103	1	256	499	44	9	2	72	515	46	16	7	538	1823	605	165	1189	809	651	3138	5787	7:00 AM	8:00 AM
7:15 AM	8:15 AM	1	225	847	108	116	1	299	545	51	10	6	76	665	43	12	7	597	1881	663	192	1297	906	802	3340	6345	7:15 AM	8:15 AM
7:30 AM	8:30 AM	3	231	890	105	122	7	329	558	55	6	5	86	704	45	7	8	607	1781	589	216	1351	955	847	3201	6354	7:30 AM	8:30 AM
7:45 AM	8:45 AM	6	231	830	133	123	11	343	531	66	7	5	101	715	43	6	10	581	1745	548	224	1323	958	870	3108	6259	7:45 AM	8:45 AM
8:00 AM	9:00 AM	9	189	715	143	124	17	360	525	76	12	7	74	722	32	5	14	535	1682	445	191	1180	990	840	2867	5877	8:00 AM	9:00 AM
7:00 AM	9:00 AM	9	364	1506	263	227	18	616	1024	120	21	9	146	1237	78	21	21	1073	3505	1050	356	2369	1799	1491	6005	11664	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Kolb					SB Grant					EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	1	43	191	87	33	3	201	275	22	1	1	34	361	8	3	2	106	202	63	34	355	502	407	407	1671	4:15 PM	
	4:30 PM	1	40	171	99	31	4	185	204	23	1	3	40	442	12	11	1	94	209	82	31	342	417	508	417	1684	4:30 PM	
	4:45 PM	3	36	183	105	38	7	257	245	18	1	2	46	345	8	11	2	112	201	63	32	365	528	412	410	1715	4:45 PM	
	5:00 PM	1	40	151	90	59	1	240	174	20	1	1	46	469	13	17	2	135	231	72	46	341	436	546	486	1809	5:00 PM	
	5:15 PM	0	34	164	92	48	1	220	222	18	0	0	54	435	17	9	0	117	221	61	46	338	461	515	445	1759	5:15 PM	
	5:30 PM	2	38	189	79	41	1	204	260	14	0	0	41	453	9	4	1	163	223	59	51	349	479	507	497	1832	5:30 PM	
	5:45 PM	2	32	152	96	41	1	185	210	25	1	2	38	409	10	7	1	133	229	62	41	323	422	466	466	1677	5:45 PM	
	6:00 PM	5	26	202	110	52	3	205	203	22	1	0	71	341	6	5	1	86	260	53	35	395	434	423	435	1687	6:00 PM	
4:00 PM	5:00 PM	6	159	696	381	161	15	883	898	83	4	7	166	1617	41	42	7	447	843	280	143	1403	1883	1873	1720	6879	4:00 PM	5:00 PM
4:15 PM	5:15 PM	5	150	669	386	176	13	902	845	79	3	6	186	1691	50	48	5	458	862	278	155	1386	1842	1981	1758	6967	4:15 PM	5:15 PM
4:30 PM	5:30 PM	6	148	687	366	186	10	921	901	70	2	3	187	1702	47	41	5	527	876	255	175	1393	1904	1980	1838	7115	4:30 PM	5:30 PM
4:45 PM	5:45 PM	5	144	656	357	189	4	849	866	77	2	3	179	1766	49	37	4	548	904	254	184	1351	1798	2034	1894	7077	4:45 PM	5:45 PM
5:00 PM	6:00 PM	9	130	707	377	182	6	814	895	79	2	2	204	1638	42	25	3	499	933	235	173	1405	1796	1911	1843	6955	5:00 PM	6:00 PM
4:00 PM	6:00 PM	15	289	1403	758	343	21	1697	1793	162	6	9	370	3255	83	67	10	946	1776	515	316	2808	3679	3784	3563	13834	4:00 PM	6:00 PM

Project: Camino Principal at Tanque Verde
Date: Wednesday, May 13, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Camino Principal				SB Camino Principal				EB Tanque Verde					WB Tanque Verde											
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	Left Turn	Left Turn	THRU	Right Turn	RTOR	TOTALS NB	SB	EB	WB	Total	END Time	
	7:15 AM	8	0	0	1	3	0	11	32	2	14	188	2	0	1	1	647	5	1	9	46	206	655	916	7:15 AM	
	7:30 AM	12	0	0	0	8	0	22	24	3	15	183	5	0	0	1	779	2	1	12	54	206	783	1055	7:30 AM	
	7:45 AM	12	0	0	1	7	0	31	31	5	20	267	3	0	0	3	780	4	3	13	69	295	790	1167	7:45 AM	
	8:00 AM	14	0	0	2	13	0	18	9	8	25	250	4	0	0	3	821	7	1	16	40	287	832	1175	8:00 AM	
	8:15 AM	13	0	1	0	12	1	18	21	9	30	329	6	0	0	2	743	11	1	14	52	374	757	1197	8:15 AM	
	8:30 AM	11	2	2	4	22	0	13	50	10	43	277	2	3	2	3	626	8	1	19	85	335	640	1079	8:30 AM	
	8:45 AM	12	0	1	0	16	0	15	26	5	26	284	0	1	0	0	630	9	1	13	57	316	640	1026	8:45 AM	
	9:00 AM	13	0	0	1	19	0	9	25	11	33	269	2	2	1	3	601	8	2	14	53	317	615	999	9:00 AM	
7:00 AM	8:00 AM	46	0	0	4	31	0	82	96	18	74	888	14	0	1	8	3027	18	6	50	209	994	3060	4313	7:00 AM	8:00 AM
7:15 AM	8:15 AM	51	0	1	3	40	1	89	85	25	90	1029	18	0	0	9	3123	24	6	55	215	1162	3162	4594	7:15 AM	8:15 AM
7:30 AM	8:30 AM	50	2	3	7	54	1	80	111	32	118	1123	15	3	2	11	2970	30	6	62	246	1291	3019	4618	7:30 AM	8:30 AM
7:45 AM	8:45 AM	50	2	4	6	63	1	64	106	32	124	1140	12	4	2	8	2820	35	4	62	234	1312	2869	4477	7:45 AM	8:45 AM
8:00 AM	9:00 AM	49	2	4	5	69	1	55	122	35	132	1159	10	6	3	8	2600	36	5	60	247	1342	2652	4301	8:00 AM	9:00 AM
7:00 AM	9:00 AM	95	2	4	9	100	1	137	218	53	206	2047	24	6	4	16	5627	54	11	110	456	2336	5712	8614	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Camino Principal				SB Camino Principal				EB Tanque Verde					WB Tanque Verde											
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	TOTALS NB	SB	EB	WB	Total	END Time	
	4:15 PM	8	1	1	0	12	0	1	20	3	50	627	3	1	10	3	389	10	5	10	33	684	417	1144	4:15 PM	
	4:30 PM	6	0	0	3	12	2	7	19	8	31	711	6	1	18	2	380	5	0	9	40	757	405	1211	4:30 PM	
	4:45 PM	5	2	0	1	21	0	6	22	11	30	718	7	0	10	1	411	4	5	8	49	766	431	1254	4:45 PM	
	5:00 PM	9	2	3	2	20	0	3	22	10	32	797	19	1	14	5	436	9	0	16	45	859	464	1384	5:00 PM	
	5:15 PM	16	1	3	2	44	0	3	25	8	20	754	10	2	10	2	461	4	4	22	72	794	481	1369	5:15 PM	
	5:30 PM	8	0	1	1	23	1	3	31	10	29	717	8	1	4	3	435	7	3	10	58	765	452	1285	5:30 PM	
	5:45 PM	7	0	2	7	16	0	5	21	13	30	684	4	1	11	7	353	5	1	16	42	732	377	1167	5:45 PM	
	6:00 PM	7	3	1	1	18	0	2	15	7	31	670	7	2	5	4	427	8	3	12	35	717	447	1211	6:00 PM	
4:00 PM	5:00 PM	28	5	4	6	65	2	17	83	32	143	2853	35	3	52	11	1616	28	10	43	167	3066	1717	4993	4:00 PM	5:00 PM
4:15 PM	5:15 PM	36	5	6	8	97	2	19	88	37	113	2980	42	4	52	10	1688	22	9	55	206	3176	1781	5218	4:15 PM	5:15 PM
4:30 PM	5:30 PM	38	5	7	6	108	1	15	100	39	111	2986	44	4	38	11	1743	24	12	56	224	3184	1828	5292	4:30 PM	5:30 PM
4:45 PM	5:45 PM	40	3	9	12	103	1	14	99	41	111	2952	41	5	39	17	1685	25	8	64	217	3150	1774	5205	4:45 PM	5:45 PM
5:00 PM	6:00 PM	38	4	7	11	101	1	13	92	38	110	2825	29	6	30	16	1676	24	11	60	207	3008	1757	5032	5:00 PM	6:00 PM
4:00 PM	6:00 PM	66	9	11	17	166	3	30	175	70	253	5678	64	9	82	27	3292	52	21	103	374	6074	3474	10025	4:00 PM	6:00 PM

Project: Sabino Canyon at Tanque Verde
Date: Tuesday, May 12, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Sabino Canyon				SB Sabino Canyon				EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	8	1	4	0	150	8	76	141	1	59	130	4	2	1	2	375	80	57	13	375	196	515	1099	7:15 AM	
	7:30 AM	7	6	2	0	195	2	66	221	0	65	127	0	0	2	2	495	77	71	15	484	192	647	1338	7:30 AM	
	7:45 AM	10	4	8	0	194	1	68	192	2	99	135	4	3	2	3	499	111	88	22	455	243	703	1423	7:45 AM	
	8:00 AM	10	5	3	1	206	6	72	320	2	122	140	1	3	1	8	470	93	81	19	604	268	653	1544	8:00 AM	
	8:15 AM	6	7	3	0	168	1	62	271	1	131	201	4	1	1	4	411	75	80	16	502	338	571	1427	8:15 AM	
	8:30 AM	3	3	2	1	260	3	49	179	1	134	166	1	0	2	3	395	120	64	9	491	302	584	1386	8:30 AM	
	8:45 AM	7	4	0	0	109	7	92	199	0	118	162	3	3	2	2	442	36	62	11	407	286	544	1248	8:45 AM	
	9:00 AM	8	7	2	0	171	14	89	209	0	140	151	3	2	2	9	330	176	96	17	483	296	613	1409	9:00 AM	
7:00 AM	8:00 AM	35	16	17	1	745	17	282	874	5	345	532	9	8	6	15	1839	361	297	69	1918	899	2518	5404	7:00 AM	8:00 AM
7:15 AM	8:15 AM	33	22	16	1	763	10	268	1004	5	417	603	9	7	6	17	1875	356	320	72	2045	1041	2574	5732	7:15 AM	8:15 AM
7:30 AM	8:30 AM	29	19	16	2	828	11	251	962	6	486	642	10	7	6	18	1775	399	313	66	2052	1151	2511	5780	7:30 AM	8:30 AM
7:45 AM	8:45 AM	26	19	8	2	743	17	275	969	4	505	669	9	7	6	17	1718	324	287	55	2004	1194	2352	5605	7:45 AM	8:45 AM
8:00 AM	9:00 AM	24	21	7	1	708	25	292	858	2	523	680	11	6	7	18	1578	407	302	53	1883	1222	2312	5470	8:00 AM	9:00 AM
7:00 AM	9:00 AM	59	37	24	2	1453	42	574	1732	7	868	1212	20	14	13	33	3417	768	599	122	3801	2121	4830	10874	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Sabino Canyon				SB Sabino Canyon				EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	15	25	7	0	234	11	40	100	3	301	316	12	4	12	9	233	29	77	47	385	636	360	1428	4:15 PM	
	4:30 PM	7	17	11	0	218	8	33	93	1	302	411	8	3	7	6	265	22	78	35	352	725	378	1490	4:30 PM	
	4:45 PM	11	12	13	0	224	14	42	119	2	358	349	21	4	9	12	199	32	104	36	399	734	356	1525	4:45 PM	
	5:00 PM	14	18	7	0	219	8	47	143	3	341	438	15	5	8	5	247	47	62	39	417	802	369	1627	5:00 PM	
	5:15 PM	16	29	20	0	245	9	31	113	8	322	425	22	2	6	6	250	48	94	65	398	779	404	1646	5:15 PM	
	5:30 PM	11	30	9	1	328	4	33	149	9	327	353	25	5	8	13	259	47	109	51	514	719	436	1720	5:30 PM	
	5:45 PM	13	36	6	0	237	16	36	118	1	225	445	17	2	11	2	243	52	93	55	407	690	401	1553	5:45 PM	
	6:00 PM	5	30	6	0	239	8	31	107	2	262	385	10	2	7	4	288	47	91	41	385	661	437	1524	6:00 PM	
4:00 PM	5:00 PM	47	72	38	0	895	41	162	455	9	1302	1514	56	16	36	32	944	130	321	157	1553	2897	1463	6070	4:00 PM	5:00 PM
4:15 PM	5:15 PM	48	76	51	0	906	39	153	468	14	1323	1623	66	14	30	29	961	149	338	175	1566	3040	1507	6288	4:15 PM	5:15 PM
4:30 PM	5:30 PM	52	89	49	1	1016	35	153	524	22	1348	1565	83	16	31	36	955	174	369	191	1728	3034	1565	6518	4:30 PM	5:30 PM
4:45 PM	5:45 PM	54	113	42	1	1029	37	147	523	21	1215	1661	79	14	33	26	999	194	358	210	1736	2990	1610	6546	4:45 PM	5:45 PM
5:00 PM	6:00 PM	45	125	41	1	1049	37	131	487	20	1136	1608	74	11	32	25	1040	194	387	212	1704	2849	1678	6443	5:00 PM	6:00 PM
4:00 PM	6:00 PM	92	197	79	1	1944	78	293	942	29	2438	3122	130	27	68	57	1984	324	708	369	3257	5746	3141	12513	4:00 PM	6:00 PM

Project: Camino Rancho Esparanza at Tanque Verde
Date: Wednesday, May 13, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Park Driveway				SB Rancho Esparanza				EB Tanque Verde				WB Tanque Verde				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	4	0	2	1	7	1	6	12	13	277	2	0	9	481	0	0	7	26	292	490	815	7:15 AM	
	7:30 AM	6	2	3	3	10	3	20	6	24	286	2	1	4	631	3	1	14	39	313	639	1005	7:30 AM	
	7:45 AM	4	0	0	1	9	0	12	11	27	307	2	0	7	677	7	0	5	32	336	691	1064	7:45 AM	
	8:00 AM	3	2	0	0	7	1	14	12	30	304	4	1	7	635	12	0	5	34	339	654	1032	8:00 AM	
	8:15 AM	7	1	1	2	6	0	5	9	36	338	3	0	8	555	6	0	11	20	377	569	977	8:15 AM	
	8:30 AM	7	1	1	3	8	1	6	18	40	299	4	0	7	560	9	2	12	33	343	578	966	8:30 AM	
	8:45 AM	8	0	1	3	3	0	11	15	29	323	2	0	7	534	8	0	12	29	354	549	944	8:45 AM	
	9:00 AM	8	0	0	1	2	0	10	16	34	306	3	1	5	545	8	0	9	28	344	558	939	9:00 AM	
7:00 AM	8:00 AM	17	4	5	5	33	5	52	41	94	1174	10	2	27	2424	22	1	31	131	1280	2474	3916	7:00 AM	8:00 AM
7:15 AM	8:15 AM	20	5	4	6	32	4	51	38	117	1235	11	2	26	2498	28	1	35	125	1365	2553	4078	7:15 AM	8:15 AM
7:30 AM	8:30 AM	21	4	2	6	30	2	37	50	133	1248	13	1	29	2427	34	2	33	119	1395	2492	4039	7:30 AM	8:30 AM
7:45 AM	8:45 AM	25	4	3	8	24	2	36	54	135	1264	13	1	29	2284	35	2	40	116	1413	2350	3919	7:45 AM	8:45 AM
8:00 AM	9:00 AM	30	2	3	9	19	1	32	58	139	1266	12	1	27	2194	31	2	44	110	1418	2254	3826	8:00 AM	9:00 AM
7:00 AM	9:00 AM	47	6	8	14	52	6	84	99	233	2440	22	3	54	4618	53	3	75	241	2698	4728	7742	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Park Driveway				SB Rancho Esparanza				EB Tanque Verde				WB Tanque Verde				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	9	0	1	5	16	0	6	7	40	521	0	0	5	339	6	3	15	29	561	353	958	4:15 PM	
	4:30 PM	4	0	2	1	13	0	4	13	45	540	1	0	2	369	5	2	7	30	586	378	1001	4:30 PM	
	4:45 PM	2	0	0	5	10	1	7	18	47	539	0	0	5	330	2	1	7	36	586	338	967	4:45 PM	
	5:00 PM	5	0	1	2	13	0	7	15	48	582	2	0	5	355	8	0	8	35	632	368	1043	5:00 PM	
	5:15 PM	1	1	1	1	21	0	12	23	42	603	4	0	8	368	8	0	4	56	649	384	1093	5:15 PM	
	5:30 PM	8	1	0	0	15	0	6	8	48	629	8	0	20	388	13	2	9	29	685	423	1146	5:30 PM	
	5:45 PM	3	2	1	5	8	0	5	14	48	609	13	0	33	382	2	0	11	27	670	417	1125	5:45 PM	
	6:00 PM	15	0	3	1	13	1	3	17	43	555	16	0	37	405	4	2	19	34	614	448	1115	6:00 PM	
4:00 PM	5:00 PM	20	0	4	13	52	1	24	53	180	2182	3	0	17	1393	21	6	37	130	2365	1437	3969	4:00 PM	5:00 PM
4:15 PM	5:15 PM	12	1	4	9	57	1	30	69	182	2264	7	0	20	1422	23	3	26	157	2453	1468	4104	4:15 PM	5:15 PM
4:30 PM	5:30 PM	16	2	2	8	59	1	32	64	185	2353	14	0	38	1441	31	3	28	156	2552	1513	4249	4:30 PM	5:30 PM
4:45 PM	5:45 PM	17	4	3	8	57	0	30	60	186	2423	27	0	66	1493	31	2	32	147	2636	1592	4407	4:45 PM	5:45 PM
5:00 PM	6:00 PM	27	4	5	7	57	1	26	62	181	2396	41	0	98	1543	27	4	43	146	2618	1672	4479	5:00 PM	6:00 PM
4:00 PM	6:00 PM	47	4	9	20	109	2	50	115	361	4578	44	0	115	2936	48	10	80	276	4983	3109	8448	4:00 PM	6:00 PM

Project: Dos Hombres at Tanque Verde
Date: Wednesday, May 13, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Dos Hombres				SB Dos Hombres				EB Tanque Verde				WB Tanque Verde				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	23	4	1	3	30	6	6	22	9	270	6	1	11	442	2	2	31	64	286	457	838	7:15 AM	
	7:30 AM	34	2	3	6	28	11	32	21	8	280	11	1	16	549	3	0	45	92	300	568	1005	7:30 AM	
	7:45 AM	45	5	4	5	20	9	27	18	13	288	13	1	9	599	5	2	59	74	315	615	1063	7:45 AM	
	8:00 AM	66	16	5	6	27	13	21	6	11	269	29	5	11	558	4	1	93	67	314	574	1048	8:00 AM	
	8:15 AM	37	5	3	7	17	5	13	19	19	299	18	2	13	496	5	0	52	54	338	514	958	8:15 AM	
	8:30 AM	21	2	3	4	18	5	13	14	15	271	16	1	10	531	3	0	30	50	303	544	927	8:30 AM	
	8:45 AM	29	2	1	5	17	2	15	12	15	303	13	1	6	493	6	0	37	46	332	505	920	8:45 AM	
	9:00 AM	30	0	3	2	17	3	13	16	18	276	9	1	11	498	9	1	35	49	304	519	907	9:00 AM	
7:00 AM	8:00 AM	168	27	13	20	105	39	86	67	41	1107	59	8	47	2148	14	5	228	297	1215	2214	3954	7:00 AM	8:00 AM
7:15 AM	8:15 AM	182	28	15	24	92	38	93	64	51	1136	71	9	49	2202	17	3	249	287	1267	2271	4074	7:15 AM	8:15 AM
7:30 AM	8:30 AM	169	28	15	22	82	32	74	57	58	1127	76	9	43	2184	17	3	234	245	1270	2247	3996	7:30 AM	8:30 AM
7:45 AM	8:45 AM	153	25	12	22	79	25	62	51	60	1142	76	9	40	2078	18	1	212	217	1287	2137	3853	7:45 AM	8:45 AM
8:00 AM	9:00 AM	117	9	10	18	69	15	54	61	67	1149	56	5	40	2018	23	1	154	199	1277	2082	3712	8:00 AM	9:00 AM
7:00 AM	9:00 AM	285	36	23	38	174	54	140	128	108	2256	115	13	87	4166	37	6	382	496	2492	4296	7666	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Dos Hombres				SB Dos Hombres				EB Tanque Verde				WB Tanque Verde				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	16	9	1	6	16	1	5	14	39	485	21	2	15	319	6	1	32	36	547	341	956	4:15 PM	
	4:30 PM	20	13	1	7	10	3	4	14	33	501	25	0	7	342	10	0	41	31	559	359	990	4:30 PM	
	4:45 PM	21	10	4	6	13	1	0	11	27	509	15	1	8	308	13	0	41	25	552	329	947	4:45 PM	
	5:00 PM	19	1	5	6	13	4	0	19	32	540	21	1	20	335	11	1	31	36	594	367	1028	5:00 PM	
	5:15 PM	21	7	2	3	18	3	2	9	46	561	24	0	9	354	15	1	33	32	631	379	1075	5:15 PM	
	5:30 PM	24	11	1	7	24	2	5	21	45	584	21	0	15	370	12	0	43	52	650	397	1142	5:30 PM	
	5:45 PM	18	17	3	3	10	4	4	11	53	546	24	0	21	383	13	0	41	29	623	417	1110	5:45 PM	
	6:00 PM	19	5	4	6	27	6	4	14	22	528	23	0	15	409	10	1	34	51	573	435	1093	6:00 PM	
4:00 PM	5:00 PM	76	33	11	25	52	9	9	58	131	2035	82	4	50	1304	40	2	145	128	2252	1396	3921	4:00 PM	5:00 PM
4:15 PM	5:15 PM	81	31	12	22	54	11	6	53	138	2111	85	2	44	1339	49	2	146	124	2336	1434	4040	4:15 PM	5:15 PM
4:30 PM	5:30 PM	85	29	12	22	68	10	7	60	150	2194	81	2	52	1367	51	2	148	145	2427	1472	4192	4:30 PM	5:30 PM
4:45 PM	5:45 PM	82	36	11	19	65	13	11	60	176	2231	90	1	65	1442	51	2	148	149	2498	1560	4355	4:45 PM	5:45 PM
5:00 PM	6:00 PM	82	40	10	19	79	15	15	55	166	2219	92	0	60	1516	50	2	151	164	2477	1628	4420	5:00 PM	6:00 PM
4:00 PM	6:00 PM	158	73	21	44	131	24	24	113	297	4254	174	4	110	2820	90	4	296	292	4729	3024	8341	4:00 PM	6:00 PM

Project: Pantano at Wrightstown
Date: Wednesday, May 13, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Pantano				SB Pantano				EB Wrightstown				WB Wrightstown				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	52	58	5	1	4	118	5	1	8	36	29	14	12	75	10	1	116	128	87	98	429	7:15 AM	
	7:30 AM	68	79	8	0	10	154	8	2	13	60	75	18	28	77	11	2	155	174	166	118	613	7:30 AM	
	7:45 AM	101	57	5	1	19	189	15	1	9	54	81	23	25	104	13	4	164	224	167	146	701	7:45 AM	
	8:00 AM	108	81	10	0	13	146	11	3	22	61	71	15	48	111	8	6	199	173	169	173	714	8:00 AM	
	8:15 AM	90	63	7	0	7	103	25	1	13	62	75	13	34	122	15	6	160	136	163	177	636	8:15 AM	
	8:30 AM	87	71	7	2	7	117	20	0	18	45	58	18	28	86	5	7	167	144	139	126	576	8:30 AM	
	8:45 AM	99	58	7	1	6	104	14	1	13	48	58	25	16	101	7	9	165	125	144	133	567	8:45 AM	
	9:00 AM	74	81	6	2	15	111	25	4	21	38	56	22	20	85	5	5	163	155	137	115	570	9:00 AM	
7:00 AM	8:00 AM	329	275	28	2	46	607	39	7	52	211	256	70	113	367	42	13	634	699	589	535	2457	7:00 AM	8:00 AM
7:15 AM	8:15 AM	367	280	30	1	49	592	59	7	57	237	302	69	135	414	47	18	678	707	665	614	2664	7:15 AM	8:15 AM
7:30 AM	8:30 AM	386	272	29	3	46	555	71	5	62	222	285	69	135	423	41	23	690	677	638	622	2627	7:30 AM	8:30 AM
7:45 AM	8:45 AM	384	273	31	3	33	470	70	5	66	216	262	71	126	420	35	28	691	578	615	609	2493	7:45 AM	8:45 AM
8:00 AM	9:00 AM	350	273	27	5	35	435	84	6	65	193	247	78	98	394	32	27	655	560	583	551	2349	8:00 AM	9:00 AM
7:00 AM	9:00 AM	679	548	55	7	81	1042	123	13	117	404	503	148	211	761	74	40	1289	1259	1172	1086	4806	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Pantano				SB Pantano				EB Wrightstown				WB Wrightstown				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	75	84	6	4	12	61	11	0	35	118	63	32	12	56	7	0	169	84	248	75	576	4:15 PM	
	4:30 PM	86	112	11	1	7	58	6	1	26	89	65	31	18	63	4	2	210	72	211	87	580	4:30 PM	
	4:45 PM	65	127	7	1	11	70	8	1	26	99	69	13	14	59	16	3	200	90	207	92	589	4:45 PM	
	5:00 PM	91	120	8	1	8	61	6	4	23	106	63	22	16	54	6	7	220	79	214	83	596	5:00 PM	
	5:15 PM	95	118	10	2	10	82	9	1	21	116	78	34	19	43	12	2	225	102	249	76	652	5:15 PM	
	5:30 PM	106	110	11	0	21	80	9	1	19	159	71	46	13	62	2	0	227	111	295	77	710	5:30 PM	
	5:45 PM	89	86	21	1	13	62	10	4	29	147	52	39	17	58	11	0	197	89	267	86	639	5:45 PM	
	6:00 PM	109	90	25	1	17	71	17	6	23	159	69	55	21	78	6	1	225	111	306	106	748	6:00 PM	
4:00 PM	5:00 PM	317	443	32	7	38	250	31	6	110	412	260	98	60	232	33	12	799	325	880	337	2341	4:00 PM	5:00 PM
4:15 PM	5:15 PM	337	477	36	5	36	271	29	7	96	410	275	100	67	219	38	14	855	343	881	338	2417	4:15 PM	5:15 PM
4:30 PM	5:30 PM	357	475	36	4	50	293	32	7	89	480	281	115	62	218	36	12	872	382	965	328	2547	4:30 PM	5:30 PM
4:45 PM	5:45 PM	381	434	50	4	52	285	34	10	92	528	264	141	65	217	31	9	869	381	1025	322	2597	4:45 PM	5:45 PM
5:00 PM	6:00 PM	399	404	67	4	61	295	45	12	92	581	270	174	70	241	31	3	874	413	1117	345	2749	5:00 PM	6:00 PM
4:00 PM	6:00 PM	716	847	99	11	99	545	76	18	202	993	530	272	130	473	64	15	1673	738	1997	682	5090	4:00 PM	6:00 PM

Project: Kolb at Speedway
Date: Tuesday, May 12, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Kolb					SB Kolb					EB Speedway					WB Speedway					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	0	60	144	20	15	1	38	139	3	3	0	16	77	16	19	0	76	331	45	24	239	184	128	476	1027	7:15 AM	
	7:30 AM	0	99	175	14	18	2	48	188	12	10	0	12	132	22	19	0	84	403	72	26	306	260	185	585	1336	7:30 AM	
	7:45 AM	1	94	198	12	27	0	65	214	22	12	1	15	187	20	35	0	106	414	75	36	332	313	258	631	1534	7:45 AM	
	8:00 AM	0	115	232	20	31	2	70	188	35	21	0	36	179	28	34	0	104	460	77	48	398	316	277	689	1680	8:00 AM	
	8:15 AM	2	128	223	20	19	1	59	169	21	12	0	27	160	29	31	1	100	345	64	35	392	262	247	545	1446	8:15 AM	
	8:30 AM	1	110	216	17	18	0	59	175	35	22	1	28	153	32	32	0	79	314	57	33	362	291	246	483	1382	8:30 AM	
	8:45 AM	0	106	216	20	20	0	56	153	29	10	0	25	149	41	43	1	65	301	47	37	362	248	258	451	1319	8:45 AM	
	9:00 AM	2	138	193	22	26	2	75	144	18	12	1	17	178	33	35	0	75	273	42	33	381	251	264	423	1319	9:00 AM	
7:00 AM	8:00 AM	1	368	749	66	91	5	221	729	72	46	1	79	575	86	107	0	370	1608	269	134	1275	1073	848	2381	5577	7:00 AM	8:00 AM
7:15 AM	8:15 AM	3	436	828	66	95	5	242	759	90	55	1	90	658	99	119	1	394	1622	288	145	1428	1151	967	2450	5996	7:15 AM	8:15 AM
7:30 AM	8:30 AM	4	447	869	69	95	3	253	746	113	67	2	106	679	109	132	1	389	1533	273	152	1484	1182	1028	2348	6042	7:30 AM	8:30 AM
7:45 AM	8:45 AM	3	459	887	77	88	3	244	685	120	65	1	116	641	130	140	2	348	1420	245	153	1514	1117	1028	2168	5827	7:45 AM	8:45 AM
8:00 AM	9:00 AM	5	482	848	79	83	3	249	641	103	56	2	97	640	135	141	2	319	1233	210	138	1497	1052	1015	1902	5466	8:00 AM	9:00 AM
7:00 AM	9:00 AM	6	850	1597	145	174	8	470	1370	175	102	3	176	1215	221	248	2	689	2841	479	272	2772	2125	1863	4283	11043	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Kolb					SB Kolb					EB Speedway					WB Speedway					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	1	125	225	50	28	1	131	215	15	9	1	39	365	54	37	1	83	189	31	30	429	371	496	334	1630	4:15 PM	
	4:30 PM	0	131	235	48	35	0	121	190	2	11	0	33	358	58	28	0	76	158	17	30	449	324	477	281	1531	4:30 PM	
	4:45 PM	2	124	255	72	38	1	124	208	15	13	0	22	355	61	37	1	84	183	29	33	491	361	475	330	1657	4:45 PM	
	5:00 PM	2	144	245	71	29	2	123	208	10	11	1	22	380	58	47	2	93	151	26	27	491	354	508	299	1652	5:00 PM	
	5:15 PM	2	115	250	75	36	2	127	246	7	18	0	20	385	73	50	1	82	156	17	23	478	400	528	279	1685	5:15 PM	
	5:30 PM	1	112	249	69	36	3	137	272	8	15	1	26	407	81	47	0	68	194	25	33	467	435	562	320	1784	5:30 PM	
	5:45 PM	2	94	219	52	34	2	124	203	7	16	0	20	430	89	31	0	63	175	23	34	401	352	570	295	1618	5:45 PM	
	6:00 PM	3	114	275	70	36	3	106	190	2	8	2	26	319	45	42	1	60	159	25	34	498	309	434	279	1520	6:00 PM	
4:00 PM	5:00 PM	5	524	960	241	130	4	499	821	42	44	2	116	1458	231	149	4	336	681	103	120	1860	1410	1956	1244	6470	4:00 PM	5:00 PM
4:15 PM	5:15 PM	6	514	985	266	138	5	495	852	34	53	1	97	1478	250	162	4	335	648	89	113	1909	1439	1988	1189	6525	4:15 PM	5:15 PM
4:30 PM	5:30 PM	7	495	999	287	139	8	511	934	40	57	2	90	1527	273	181	4	327	684	97	116	1927	1550	2073	1228	6778	4:30 PM	5:30 PM
4:45 PM	5:45 PM	7	465	963	267	135	9	511	929	32	60	2	88	1602	301	175	3	306	676	91	117	1837	1541	2168	1193	6739	4:45 PM	5:45 PM
5:00 PM	6:00 PM	8	435	993	266	142	10	494	911	24	57	3	92	1541	288	170	2	273	684	90	124	1844	1496	2094	1173	6607	5:00 PM	6:00 PM
4:00 PM	6:00 PM	13	959	1953	507	272	14	993	1732	66	101	5	208	2999	519	319	6	609	1365	193	244	3704	2906	4050	2417	13077	4:00 PM	6:00 PM

Project: Prudence at Speedway
Date: Thursday, May 14, 2009

Count period: 0:15

Count Starts at

	7:00 AM	SB Prudence			EB Speedway			WB Speedway			TOTALS				END	
	END Time	Left Turn	Right Turn	RTOR	U-Turn	Left Turn	THRU	THRU	Right Turn	RTOR	SB	EB	WB	Total	Time	
	7:15 AM	3	2	7	8	13	166	434	1	0	12	187	435	634	7:15 AM	
	7:30 AM	7	3	9	5	8	178	579	1	0	19	191	580	790	7:30 AM	
	7:45 AM	6	8	15	7	23	249	721	4	2	29	279	727	1035	7:45 AM	
	8:00 AM	36	20	21	10	38	332	895	2	1	77	380	898	1355	8:00 AM	
	8:15 AM	4	5	12	7	12	240	581	2	1	21	259	584	864	8:15 AM	
	8:30 AM	9	3	7	11	4	261	556	0	3	19	276	559	854	8:30 AM	
	8:45 AM	9	1	8	3	6	247	506	3	2	18	256	511	785	8:45 AM	
	9:00 AM	5	3	4	6	5	287	421	6	0	12	298	427	737	9:00 AM	
7:00 AM	8:00 AM	52	33	52	30	82	925	2629	8	3	137	1037	2640	3814	7:00 AM	8:00 AM
7:15 AM	8:15 AM	53	36	57	29	81	999	2776	9	4	146	1109	2789	4044	7:15 AM	8:15 AM
7:30 AM	8:30 AM	55	36	55	35	77	1082	2753	8	7	146	1194	2768	4108	7:30 AM	8:30 AM
7:45 AM	8:45 AM	58	29	48	31	60	1080	2538	7	7	135	1171	2552	3858	7:45 AM	8:45 AM
8:00 AM	9:00 AM	27	12	31	27	27	1035	2064	11	6	70	1089	2081	3240	8:00 AM	9:00 AM
7:00 AM	9:00 AM	79	45	83	57	109	1960	4693	19	9	207	2126	4721	7054	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	SB Prudence			EB Speedway			WB Speedway			TOTALS				END	
	END Time	Left Turn	Right Turn	RTOR	U-Turn	Left Turn	THRU	THRU	Right Turn	RTOR	SB	EB	WB	Total	Time	
	4:15 PM	6	1	4	6	9	571	287	0	0	11	586	287	884	4:15 PM	
	4:30 PM	7	7	5	2	6	585	292	7	0	19	593	299	911	4:30 PM	
	4:45 PM	7	2	12	9	4	549	333	1	0	21	562	334	917	4:45 PM	
	5:00 PM	4	0	5	5	1	674	304	1	0	9	680	305	994	5:00 PM	
	5:15 PM	4	1	4	3	5	672	299	2	1	9	680	302	991	5:15 PM	
	5:30 PM	3	1	4	3	4	701	336	2	0	8	708	338	1054	5:30 PM	
	5:45 PM	5	1	3	6	2	661	312	3	0	9	669	315	993	5:45 PM	
	6:00 PM	7	1	4	3	7	606	218	34	1	12	616	253	881	6:00 PM	
4:00 PM	5:00 PM	24	10	26	22	20	2379	1216	9	0	60	2421	1225	3706	4:00 PM	5:00 PM
4:15 PM	5:15 PM	22	10	26	19	16	2480	1228	11	1	58	2515	1240	3813	4:15 PM	5:15 PM
4:30 PM	5:30 PM	18	4	25	20	14	2596	1272	6	1	47	2630	1279	3956	4:30 PM	5:30 PM
4:45 PM	5:45 PM	16	3	16	17	12	2708	1251	8	1	35	2737	1260	4032	4:45 PM	5:45 PM
5:00 PM	6:00 PM	19	4	15	15	18	2640	1165	41	2	38	2673	1208	3919	5:00 PM	6:00 PM
4:00 PM	6:00 PM	43	14	41	37	38	5019	2381	50	2	98	5094	2433	7625	4:00 PM	6:00 PM

Project: Pantano at Speedway
Date: Thursday, May 14, 2009

Count period: 0:15

Count Starts at

	7:00 AM	NB Pantano				SB Pantano				EB Speedway				WB Speedway				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	83	80	0	17	24	111	22	25	35	92	17	17	39	318	14	19	180	182	161	390	913	7:15 AM	
	7:30 AM	110	113	0	18	45	157	36	29	26	114	16	11	50	432	5	20	241	267	167	507	1182	7:30 AM	
	7:45 AM	125	122	2	18	50	137	48	35	41	158	28	11	74	517	25	18	267	270	238	634	1409	7:45 AM	
	8:00 AM	131	130	0	19	37	162	55	42	65	231	38	16	47	715	26	33	280	296	350	821	1747	8:00 AM	
	8:15 AM	104	109	5	18	25	126	27	39	44	140	34	17	58	418	20	22	236	217	235	518	1206	8:15 AM	
	8:30 AM	95	115	0	7	27	159	26	32	56	180	24	12	61	416	22	22	217	244	272	521	1254	8:30 AM	
	8:45 AM	85	109	0	15	22	139	23	34	41	158	37	15	50	351	16	14	209	218	251	431	1109	8:45 AM	
	9:00 AM	69	110	0	11	22	121	38	25	46	179	43	17	40	301	12	18	190	206	285	371	1052	9:00 AM	
7:00 AM	8:00 AM	449	445	2	72	156	567	161	131	167	595	99	55	210	1982	70	90	968	1015	916	2352	5251	7:00 AM	8:00 AM
7:15 AM	8:15 AM	470	474	7	73	157	582	166	145	176	643	116	55	229	2082	76	93	1024	1050	990	2480	5544	7:15 AM	8:15 AM
7:30 AM	8:30 AM	455	476	7	62	139	584	156	148	206	709	124	56	240	2066	93	95	1000	1027	1095	2494	5616	7:30 AM	8:30 AM
7:45 AM	8:45 AM	415	463	5	59	111	586	131	147	206	709	133	60	216	1900	84	91	942	975	1108	2291	5316	7:45 AM	8:45 AM
8:00 AM	9:00 AM	353	443	5	51	96	545	114	130	187	657	138	61	209	1486	70	76	852	885	1043	1841	4621	8:00 AM	9:00 AM
7:00 AM	9:00 AM	802	888	7	123	252	1112	275	261	354	1252	237	116	419	3468	140	166	1820	1900	1959	4193	9872	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Pantano				SB Pantano				EB Speedway				WB Speedway				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	66	127	6	33	41	139	9	30	92	421	44	25	48	155	15	16	232	219	582	234	1267	4:15 PM	
	4:30 PM	75	123	6	25	36	109	12	22	98	428	43	31	41	171	19	13	229	179	600	244	1252	4:30 PM	
	4:45 PM	76	180	0	21	37	145	13	31	86	391	48	29	35	184	14	15	277	226	554	248	1305	4:45 PM	
	5:00 PM	75	163	0	27	46	136	14	29	114	451	70	26	47	158	16	26	265	225	661	247	1398	5:00 PM	
	5:15 PM	68	189	0	25	37	143	11	26	92	471	79	38	53	175	31	19	282	217	680	278	1457	5:15 PM	
	5:30 PM	80	157	0	36	40	160	12	24	105	472	72	35	41	188	18	19	273	236	684	266	1459	5:30 PM	
	5:45 PM	71	146	9	30	34	146	15	23	98	471	70	38	39	178	19	15	256	218	677	251	1402	5:45 PM	
	6:00 PM	63	147	3	20	25	131	8	27	104	399	63	29	52	136	12	14	233	191	595	214	1233	6:00 PM	
4:00 PM	5:00 PM	292	593	12	106	160	529	48	112	390	1691	205	111	171	668	64	70	1003	849	2397	973	5222	4:00 PM	5:00 PM
4:15 PM	5:15 PM	294	655	6	98	156	533	50	108	390	1741	240	124	176	688	80	73	1053	847	2495	1017	5412	4:15 PM	5:15 PM
4:30 PM	5:30 PM	299	689	0	109	160	584	50	110	397	1785	269	128	176	705	79	79	1097	904	2579	1039	5619	4:30 PM	5:30 PM
4:45 PM	5:45 PM	294	655	9	118	157	585	52	102	409	1865	291	137	180	699	84	79	1076	896	2702	1042	5716	4:45 PM	5:45 PM
5:00 PM	6:00 PM	282	639	12	111	136	580	46	100	399	1813	284	140	185	677	80	67	1044	862	2636	1009	5551	5:00 PM	6:00 PM
4:00 PM	6:00 PM	574	1232	24	217	296	1109	94	212	789	3504	489	251	356	1345	144	137	2047	1711	5033	1982	10773	4:00 PM	6:00 PM

Project: Sabino Canyon at Camino Bacelar

Date: Thursday, May 07, 2009

Count period: 0:15

Count Starts at

	4:00 PM	NB Sabino Canyon		SB Sabino Canyon		EB North Driveway			WB Camino Bacelar			TOTALS					END	
	END Time	Left Turn	Right Turn	Left Turn	Right Turn	Left Turn	THRU	Right Turn	Left Turn	THRU	Right Turn	NB	SB	EB	WB	Total	Time	
	4:15 PM	2	4	8	5	1	0	14	1	0	6	6	13	15	7	41	4:15 PM	
	4:30 PM	2	5	6	4	4	1	11	0	0	4	7	10	16	4	37	4:30 PM	
	4:45 PM	1	8	3	5	5	0	10	1	0	2	9	8	15	3	35	4:45 PM	
	5:00 PM	5	1	4	8	1	0	10	0	0	1	6	12	11	1	30	5:00 PM	
	5:15 PM	3	4	8	4	6	0	11	0	0	2	7	12	17	2	38	5:15 PM	
	5:30 PM	3	3	6	4	3	0	10	0	0	4	6	10	13	4	33	5:30 PM	
	5:45 PM	5	3	5	5	10	0	12	0	0	8	8	10	22	8	48	5:45 PM	
	6:00 PM	6	7	2	8	6	0	11	0	0	6	13	10	17	6	46	6:00 PM	
4:00 PM	5:00 PM	10	18	21	22	11	1	45	2	0	13	28	43	57	15	143	4:00 PM	5:00 PM
4:15 PM	5:15 PM	11	18	21	21	16	1	42	1	0	9	29	42	59	10	140	4:15 PM	5:15 PM
4:30 PM	5:30 PM	12	16	21	21	15	0	41	1	0	9	28	42	56	10	136	4:30 PM	5:30 PM
4:45 PM	5:45 PM	16	11	23	21	20	0	43	0	0	15	27	44	63	15	149	4:45 PM	5:45 PM
5:00 PM	6:00 PM	17	17	21	21	25	0	44	0	0	20	34	42	69	20	165	5:00 PM	6:00 PM
4:00 PM	6:00 PM	27	35	42	43	36	1	89	2	0	33	62	85	126	35	308	4:00 PM	6:00 PM

Project: Sabino Canyon at South Driveway
Date: Thursday, May 07, 2009

Count period: 0:15

Count Starts at

	4:00 PM	NB Sabino Canyon	SB Sabino Canyon		EB Driveway	WB Driveway	TOTALS					END	
	END Time	Right Turn	Left Turn	Right Turn	Right Turn	Right Turn	NB	SB	EB	WB	Total	Time	
	4:15 PM	21	16	12	1	39	21	28	1	39	89	4:15 PM	
	4:30 PM	29	26	13	4	45	29	39	4	45	117	4:30 PM	
	4:45 PM	26	14	9	2	52	26	23	2	52	103	4:45 PM	
	5:00 PM	29	16	11	2	56	29	27	2	56	114	5:00 PM	
	5:15 PM	29	13	9	3	38	29	22	3	38	92	5:15 PM	
	5:30 PM	23	11	14	5	53	23	25	5	53	106	5:30 PM	
	5:45 PM	29	20	10	2	60	29	30	2	60	121	5:45 PM	
	6:00 PM	24	16	12	5	54	24	28	5	54	111	6:00 PM	
4:00 PM	5:00 PM	105	72	45	9	192	105	117	9	192	423	4:00 PM	5:00 PM
4:15 PM	5:15 PM	113	69	42	11	191	113	111	11	191	426	4:15 PM	5:15 PM
4:30 PM	5:30 PM	107	54	43	12	199	107	97	12	199	415	4:30 PM	5:30 PM
4:45 PM	5:45 PM	110	60	44	12	207	110	104	12	207	433	4:45 PM	5:45 PM
5:00 PM	6:00 PM	105	60	45	15	205	105	105	15	205	430	5:00 PM	6:00 PM
4:00 PM	6:00 PM	210	132	90	24	397	210	222	24	397	853	4:00 PM	6:00 PM

Project: Tanque Verde at Safeway West Driveway

Date: Thursday, May 07, 2009

Count period: 0:15

Count Starts at

	4:00 PM	SB Driveway		EB Tanque Verde		WB Tanque Verde		TOTALS				END	
	END Time	Left Turn	Right Turn	U-Turn	Left Turn	U-Turn	Right Turn	SB	EB	WB	Total	Time	
	4:15 PM	10	8	2	8	0	17	18	10	17	45	4:15 PM	
	4:30 PM	11	2	2	9	0	22	13	11	22	46	4:30 PM	
	4:45 PM	21	5	0	18	0	13	26	18	13	57	4:45 PM	
	5:00 PM	19	5	1	10	0	12	24	11	12	47	5:00 PM	
	5:15 PM	15	5	1	9	0	18	20	10	18	48	5:15 PM	
	5:30 PM	12	4	5	11	0	21	16	16	21	53	5:30 PM	
	5:45 PM	10	4	9	23	0	11	14	32	11	57	5:45 PM	
	6:00 PM	15	7	5	11	0	13	22	16	13	51	6:00 PM	
4:00 PM	5:00 PM	61	20	5	45	0	64	81	50	64	195	4:00 PM	5:00 PM
4:15 PM	5:15 PM	66	17	4	46	0	65	83	50	65	198	4:15 PM	5:15 PM
4:30 PM	5:30 PM	67	19	7	48	0	64	86	55	64	205	4:30 PM	5:30 PM
4:45 PM	5:45 PM	56	18	16	53	0	62	74	69	62	205	4:45 PM	5:45 PM
5:00 PM	6:00 PM	52	20	20	54	0	63	72	74	63	209	5:00 PM	6:00 PM
4:00 PM	6:00 PM	113	40	25	99	0	127	153	124	127	404	4:00 PM	6:00 PM

Project: Tanque Verde at Camino Valle Verde

Date: Thursday, May 07, 2009

Count period: 0:15

Count Starts at

	4:00 PM	NB Park Exit	SB Camino Valle Verde		EB Tanque Verde		WB Tanque Verde		TOTALS					END	
	END Time	Right Turn	Left Turn	Right Turn	Left Turn	Right Turn	Left Turn	Right Turn	NB	SB	EB	WB	Total	Time	
	4:15 PM	11	1	12	6	8	5	7	11	13	14	12	50	4:15 PM	
	4:30 PM	20	0	14	4	13	2	4	20	14	17	6	57	4:30 PM	
	4:45 PM	4	1	6	3	7	4	6	4	7	10	10	31	4:45 PM	
	5:00 PM	15	2	14	5	13	10	13	15	16	18	23	72	5:00 PM	
	5:15 PM	11	1	13	9	14	5	10	11	14	23	15	63	5:15 PM	
	5:30 PM	19	0	17	4	13	7	9	19	17	17	16	69	5:30 PM	
	5:45 PM	12	0	15	14	11	8	7	12	15	25	15	67	5:45 PM	
	6:00 PM	7	1	11	5	13	11	11	7	12	18	22	59	6:00 PM	
4:00 PM	5:00 PM	50	4	46	18	41	21	30	50	50	59	51	210	4:00 PM	5:00 PM
4:15 PM	5:15 PM	50	4	47	21	47	21	33	50	51	68	54	223	4:15 PM	5:15 PM
4:30 PM	5:30 PM	49	4	50	21	47	26	38	49	54	68	64	235	4:30 PM	5:30 PM
4:45 PM	5:45 PM	57	3	59	32	51	30	39	57	62	83	69	271	4:45 PM	5:45 PM
5:00 PM	6:00 PM	49	2	56	32	51	31	37	49	58	83	68	258	5:00 PM	6:00 PM
4:00 PM	6:00 PM	99	6	102	50	92	52	67	99	108	142	119	468	4:00 PM	6:00 PM

10. APPENDIX B – TRAFFIC COUNTS (2010)

Project: Kolb at Tanque Verde
Date: Wednesday, April 21, 2010

Count period: 0:15

Count Starts at

	7:00 AM	NB Kolb					SB Grant					EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	1	29	188	12	22	2	46	117	12	7	1	9	116	10	3	3	87	320	185	26	252	184	139	621	1196	7:15 AM	
	7:30 AM	0	23	317	20	23	1	69	121	14	11	1	13	121	5	4	3	98	423	197	56	383	216	144	777	1520	7:30 AM	
	7:45 AM	1	54	332	25	40	1	75	166	19	5	1	18	194	5	5	4	156	455	172	50	452	266	223	837	1778	7:45 AM	
	8:00 AM	0	57	304	38	45	2	89	174	24	5	3	37	175	5	5	5	132	406	188	57	444	294	225	788	1751	8:00 AM	
	8:15 AM	0	64	333	30	44	3	105	156	25	5	4	16	161	10	10	6	123	391	156	60	471	294	201	736	1702	8:15 AM	
	8:30 AM	1	58	324	46	58	7	112	163	22	16	5	18	201	14	12	8	104	387	119	92	487	320	250	710	1767	8:30 AM	
	8:45 AM	2	41	301	54	45	5	96	157	26	10	3	46	153	9	10	6	88	363	122	80	443	294	221	659	1617	8:45 AM	
	9:00 AM	4	45	330	23	36	7	73	181	31	3	2	51	152	6	4	4	114	393	111	89	438	295	215	711	1659	9:00 AM	
7:00 AM	8:00 AM	2	163	1141	95	130	6	279	578	69	28	6	77	606	25	17	15	473	1604	742	189	1531	960	731	3023	6245	7:00 AM	8:00 AM
7:15 AM	8:15 AM	1	198	1286	113	152	7	338	617	82	26	9	84	651	25	24	18	509	1675	713	223	1750	1070	793	3138	6751	7:15 AM	8:15 AM
7:30 AM	8:30 AM	2	233	1293	139	187	13	381	659	90	31	13	89	731	34	32	23	515	1639	635	259	1854	1174	899	3071	6998	7:30 AM	8:30 AM
7:45 AM	8:45 AM	3	220	1262	168	192	17	402	650	97	36	15	117	690	38	37	25	447	1547	585	289	1845	1202	897	2893	6837	7:45 AM	8:45 AM
8:00 AM	9:00 AM	7	208	1288	153	183	22	386	657	104	34	14	131	667	39	36	24	429	1534	508	321	1839	1203	887	2816	6745	8:00 AM	9:00 AM
7:00 AM	9:00 AM	9	371	2429	248	313	28	665	1235	173	62	20	208	1273	64	53	39	902	3138	1250	510	3370	2163	1618	5839	12990	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Kolb					SB Grant					EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	3	35	283	99	46	3	210	266	25	6	1	46	361	9	13	5	73	288	67	53	466	510	430	486	1892	4:15 PM	
	4:30 PM	2	42	244	68	41	4	201	250	42	3	3	32	468	19	18	8	106	284	64	42	397	500	540	504	1941	4:30 PM	
	4:45 PM	4	45	290	99	45	7	209	257	28	3	2	35	352	13	27	12	91	234	64	54	483	504	429	455	1871	4:45 PM	
	5:00 PM	5	31	275	97	28	5	217	285	16	1	5	41	427	12	35	9	71	263	102	55	436	524	520	500	1980	5:00 PM	
	5:15 PM	6	35	299	115	37	8	215	275	21	0	8	58	438	30	23	6	99	260	58	55	492	519	557	478	2046	5:15 PM	
	5:30 PM	4	45	226	124	35	7	213	280	33	2	11	57	405	25	20	9	118	257	55	33	434	535	518	472	1959	5:30 PM	
	5:45 PM	4	53	264	115	37	6	210	258	28	2	9	51	458	20	17	12	101	276	62	40	473	504	555	491	2023	5:45 PM	
	6:00 PM	6	35	293	109	57	5	201	187	36	6	6	43	404	17	19	8	109	246	60	39	500	435	489	462	1886	6:00 PM	
4:00 PM	5:00 PM	14	153	1092	363	160	19	837	1058	111	13	11	154	1608	53	93	34	341	1069	297	204	1782	2038	1919	1945	7684	4:00 PM	5:00 PM
4:15 PM	5:15 PM	17	153	1108	379	151	24	842	1067	107	7	18	166	1685	74	103	35	367	1041	288	206	1808	2047	2046	1937	7838	4:15 PM	5:15 PM
4:30 PM	5:30 PM	19	156	1090	435	145	27	854	1097	98	6	26	191	1622	80	105	36	379	1014	279	197	1845	2082	2024	1905	7856	4:30 PM	5:30 PM
4:45 PM	5:45 PM	19	164	1064	451	137	26	855	1098	98	5	33	207	1728	87	95	36	389	1056	277	183	1835	2082	2150	1941	8008	4:45 PM	5:45 PM
5:00 PM	6:00 PM	20	168	1082	463	166	26	839	1000	118	10	34	209	1705	92	79	35	427	1039	235	167	1899	1993	2119	1903	7914	5:00 PM	6:00 PM
4:00 PM	6:00 PM	34	321	2174	826	326	45	1676	2058	229	23	45	363	3313	145	172	69	768	2108	532	371	3681	4031	4038	3848	15598	4:00 PM	6:00 PM

Project: Sabino Canyon at Tanque Verde
Date: Wednesday, April 21, 2010

Count period: 0:15

Count Starts at

	7:00 AM	NB Sabino Canyon					SB Sabino Canyon					EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	0	13	3	3	1	0	113	0	63	117	0	64	122	2	3	2	2	384	81	58	20	293	191	527	1031	7:15 AM	
	7:30 AM	0	12	5	2	0	0	204	7	62	209	0	86	117	2	2	1	3	468	107	98	19	482	207	677	1385	7:30 AM	
	7:45 AM	0	11	4	2	0	0	145	8	78	223	0	99	133	3	1	1	3	438	118	93	17	454	236	653	1360	7:45 AM	
	8:00 AM	0	4	4	3	0	0	149	9	45	204	0	133	153	3	2	1	9	519	118	103	11	407	291	750	1459	8:00 AM	
	8:15 AM	0	17	4	6	2	0	159	3	48	214	1	116	177	5	3	5	6	383	101	107	29	424	302	602	1357	8:15 AM	
	8:30 AM	0	17	9	3	0	0	145	11	50	186	0	134	217	1	0	7	11	370	114	61	29	392	352	563	1336	8:30 AM	
	8:45 AM	0	9	6	4	1	0	126	7	70	151	0	130	154	2	3	2	5	399	70	121	20	354	289	597	1260	8:45 AM	
	9:00 AM	0	7	3	1	0	0	179	8	75	178	0	136	151	2	2	4	5	320	90	49	11	440	291	468	1210	9:00 AM	
7:00 AM	8:00 AM	0	40	16	10	1	0	611	24	248	753	0	382	525	10	8	5	17	1809	424	352	67	1636	925	2607	5235	7:00 AM	8:00 AM
7:15 AM	8:15 AM	0	44	17	13	2	0	657	27	233	850	1	434	580	13	8	8	21	1808	444	401	76	1767	1036	2682	5561	7:15 AM	8:15 AM
7:30 AM	8:30 AM	0	49	21	14	2	0	598	31	221	827	1	482	680	12	6	14	29	1710	451	364	86	1677	1181	2568	5512	7:30 AM	8:30 AM
7:45 AM	8:45 AM	0	47	23	16	3	0	579	30	213	755	1	513	701	11	8	15	31	1671	403	392	89	1577	1234	2512	5412	7:45 AM	8:45 AM
8:00 AM	9:00 AM	0	50	22	14	3	0	609	29	243	729	1	516	699	10	8	18	27	1472	375	338	89	1610	1234	2230	5163	8:00 AM	9:00 AM
7:00 AM	9:00 AM	0	90	38	24	4	0	1220	53	491	1482	1	898	1224	20	16	23	44	3281	799	690	156	3246	2159	4837	10398	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Sabino Canyon					SB Sabino Canyon					EB Tanque Verde					WB Tanque Verde					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	0	13	16	3	3	0	200	8	36	91	0	189	399	6	2	5	1	274	40	107	35	335	596	427	1393	4:15 PM	
	4:30 PM	0	11	24	7	2	0	211	7	36	103	0	231	375	6	3	10	9	207	30	107	44	357	615	363	1379	4:30 PM	
	4:45 PM	0	18	13	7	3	0	174	10	38	109	0	174	395	5	1	11	8	253	34	112	41	331	575	418	1365	4:45 PM	
	5:00 PM	0	20	10	6	5	0	238	13	30	93	0	222	368	10	5	8	17	237	60	80	41	374	605	402	1422	5:00 PM	
	5:15 PM	0	13	35	8	4	0	225	7	33	120	0	191	460	5	2	8	8	268	61	119	60	385	658	464	1567	5:15 PM	
	5:30 PM	0	18	33	9	2	0	265	12	26	119	0	204	429	7	1	4	11	229	46	106	62	422	641	396	1521	5:30 PM	
	5:45 PM	0	17	33	7	3	0	244	10	35	115	0	215	426	6	3	10	10	221	54	98	60	404	650	393	1507	5:45 PM	
	6:00 PM	0	19	15	8	6	0	239	4	28	97	0	222	373	4	2	10	6	242	55	107	48	368	601	420	1437	6:00 PM	
4:00 PM	5:00 PM	0	62	63	23	13	0	823	38	140	396	0	816	1537	27	11	34	35	971	164	406	161	1397	2391	1610	5559	4:00 PM	5:00 PM
4:15 PM	5:15 PM	0	62	82	28	14	0	848	37	137	425	0	818	1598	26	11	37	42	965	185	418	186	1447	2453	1647	5733	4:15 PM	5:15 PM
4:30 PM	5:30 PM	0	69	91	30	14	0	902	42	127	441	0	791	1652	27	9	31	44	987	201	417	204	1512	2479	1680	5875	4:30 PM	5:30 PM
4:45 PM	5:45 PM	0	68	111	30	14	0	972	42	124	447	0	832	1683	28	11	30	46	955	221	403	223	1585	2554	1655	6017	4:45 PM	5:45 PM
5:00 PM	6:00 PM	0	67	116	32	15	0	973	33	122	451	0	832	1688	22	8	32	35	960	216	430	230	1579	2550	1673	6032	5:00 PM	6:00 PM
4:00 PM	6:00 PM	0	129	179	55	28	0	1796	71	262	847	0	1648	3225	49	19	66	70	1931	380	836	391	2976	4941	3283	11591	4:00 PM	6:00 PM

Project: Pantano at Wrightstown
Date: Thursday, April 22, 2010

Count period: 0:15

Count Starts at

	7:00 AM	NB Pantano				SB Pantano				EB Wrightstown				WB Wrightstown				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	57	58	4	3	10	105	3	0	6	44	23	22	26	88	8	8	122	118	95	130	465	7:15 AM	
	7:30 AM	77	78	9	1	10	138	0	0	9	71	23	36	19	93	8	12	165	148	139	132	584	7:30 AM	
	7:45 AM	84	57	10	0	21	165	0	0	5	50	54	34	33	108	1	8	151	186	143	150	630	7:45 AM	
	8:00 AM	118	70	17	0	11	125	0	0	12	58	26	48	39	162	9	8	205	136	144	218	703	8:00 AM	
	8:15 AM	72	89	12	0	8	124	1	0	7	52	26	54	34	125	4	8	173	133	139	171	616	8:15 AM	
	8:30 AM	83	68	6	0	3	91	0	1	17	58	53	37	19	105	6	7	157	95	165	137	554	8:30 AM	
	8:45 AM	86	65	14	4	8	85	2	0	10	46	35	31	20	112	6	4	169	95	122	142	528	8:45 AM	
	9:00 AM	71	66	11	1	7	105	3	2	11	52	53	33	19	101	5	4	149	117	149	129	544	9:00 AM	
7:00 AM	8:00 AM	336	263	40	4	52	533	3	0	32	223	126	140	117	451	26	36	643	588	521	630	2382	7:00 AM	8:00 AM
7:15 AM	8:15 AM	351	294	48	1	50	552	1	0	33	231	129	172	125	488	22	36	694	603	565	671	2533	7:15 AM	8:15 AM
7:30 AM	8:30 AM	357	284	45	0	43	505	1	1	41	218	159	173	125	500	20	31	686	550	591	676	2503	7:30 AM	8:30 AM
7:45 AM	8:45 AM	359	292	49	4	30	425	3	1	46	214	140	170	112	504	25	27	704	459	570	668	2401	7:45 AM	8:45 AM
8:00 AM	9:00 AM	312	288	43	5	26	405	6	3	45	208	167	155	92	443	21	23	648	440	575	579	2242	8:00 AM	9:00 AM
7:00 AM	9:00 AM	648	551	83	9	78	938	9	3	77	431	293	295	209	894	47	59	1291	1028	1096	1209	4624	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Pantano				SB Pantano				EB Wrightstown				WB Wrightstown				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	64	105	7	0	6	69	5	0	29	118	76	36	18	65	4	6	176	80	259	93	608	4:15 PM	
	4:30 PM	59	118	11	0	12	53	2	0	31	97	52	45	8	60	9	7	188	67	225	84	564	4:30 PM	
	4:45 PM	52	118	12	2	7	57	3	1	34	121	71	27	17	70	11	7	184	68	253	105	610	4:45 PM	
	5:00 PM	87	123	14	0	7	62	5	4	23	94	53	34	14	81	7	3	224	78	204	105	611	5:00 PM	
	5:15 PM	58	120	10	3	9	58	2	0	29	137	77	32	16	78	4	2	191	69	275	100	635	5:15 PM	
	5:30 PM	95	130	14	2	15	64	0	0	17	132	62	45	15	74	7	3	241	79	256	99	675	5:30 PM	
	5:45 PM	100	105	14	0	11	51	0	0	23	129	71	58	11	73	4	0	219	62	281	88	650	5:45 PM	
	6:00 PM	61	113	14	1	14	50	2	0	18	106	43	38	17	56	4	3	189	66	205	80	540	6:00 PM	
4:00 PM	5:00 PM	262	464	44	2	32	241	15	5	117	430	252	142	57	276	31	23	772	293	941	387	2393	4:00 PM	5:00 PM
4:15 PM	5:15 PM	256	479	47	5	35	230	12	5	117	449	253	138	55	289	31	19	787	282	957	394	2420	4:15 PM	5:15 PM
4:30 PM	5:30 PM	292	491	50	7	38	241	10	5	103	484	263	138	62	303	29	15	840	294	988	409	2531	4:30 PM	5:30 PM
4:45 PM	5:45 PM	340	478	52	5	42	235	7	4	92	492	263	169	56	306	22	8	875	288	1016	392	2571	4:45 PM	5:45 PM
5:00 PM	6:00 PM	314	468	52	6	49	223	4	0	87	504	253	173	59	281	19	8	840	276	1017	367	2500	5:00 PM	6:00 PM
4:00 PM	6:00 PM	576	932	96	8	81	464	19	5	204	934	505	315	116	557	50	31	1612	569	1958	754	4893	4:00 PM	6:00 PM

Project: Kolb at Speedway
Date: Wednesday, April 21, 2010

Count period: 0:15

Count Starts at

	7:00 AM	NB Kolb					SB Kolb					EB Speedway					WB Speedway					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	1	53	143	23	18	2	63	141	12	8	1	15	105	13	18	0	56	305	49	27	238	226	152	437	1053	7:15 AM	
	7:30 AM	1	81	204	22	17	1	72	168	15	7	2	8	142	15	19	1	75	289	96	41	325	263	186	502	1276	7:30 AM	
	7:45 AM	2	68	206	19	26	1	79	206	16	14	2	26	191	19	33	3	104	299	94	35	321	316	271	535	1443	7:45 AM	
	8:00 AM	2	107	211	21	28	2	77	179	19	9	3	32	211	22	30	2	92	325	127	43	369	286	298	589	1542	8:00 AM	
	8:15 AM	1	86	196	27	21	1	70	176	16	15	1	15	181	25	31	4	73	399	104	55	331	278	253	635	1497	8:15 AM	
	8:30 AM	1	101	202	18	18	1	75	163	14	19	3	28	162	23	27	5	57	421	62	45	340	272	243	590	1445	8:30 AM	
	8:45 AM	2	78	213	17	19	2	71	142	22	13	2	25	175	32	24	2	55	368	75	30	329	250	258	530	1367	8:45 AM	
	9:00 AM	1	99	203	23	26	3	72	171	25	12	1	21	185	25	22	3	66	330	54	37	352	283	254	490	1379	9:00 AM	
7:00 AM	8:00 AM	6	309	764	85	89	6	291	694	62	38	8	81	649	69	100	6	327	1218	366	146	1253	1091	907	2063	5314	7:00 AM	8:00 AM
7:15 AM	8:15 AM	6	342	817	89	92	5	298	729	66	45	8	81	725	81	113	10	344	1312	421	174	1346	1143	1008	2261	5758	7:15 AM	8:15 AM
7:30 AM	8:30 AM	6	362	815	85	93	5	301	724	65	57	9	101	745	89	121	14	326	1444	387	178	1361	1152	1065	2349	5927	7:30 AM	8:30 AM
7:45 AM	8:45 AM	6	372	822	83	86	6	293	660	71	56	9	100	729	102	112	13	277	1513	368	173	1369	1086	1052	2344	5851	7:45 AM	8:45 AM
8:00 AM	9:00 AM	5	364	814	85	84	7	288	652	77	59	7	89	703	105	104	14	251	1518	295	167	1352	1083	1008	2245	5688	8:00 AM	9:00 AM
7:00 AM	9:00 AM	11	673	1578	170	173	13	579	1346	139	97	15	170	1352	174	204	20	578	2736	661	313	2605	2174	1915	4308	11002	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Kolb					SB Kolb					EB Speedway					WB Speedway					TOTALS					END	
	END Time	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	U-Turn	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	2	127	258	45	32	3	145	255	25	18	1	20	344	34	27	3	90	222	35	40	464	446	426	390	1726	4:15 PM	
	4:30 PM	3	120	217	38	34	4	143	237	21	15	2	23	321	24	30	2	84	279	31	38	412	420	400	434	1666	4:30 PM	
	4:45 PM	3	143	280	52	40	5	134	257	22	15	4	12	362	33	31	4	74	276	44	23	518	433	442	421	1814	4:45 PM	
	5:00 PM	4	117	246	75	36	6	134	244	19	14	5	30	377	34	28	5	66	226	28	33	478	417	474	358	1727	5:00 PM	
	5:15 PM	5	124	246	82	42	2	155	304	29	15	6	20	431	40	30	6	75	300	43	38	499	505	527	462	1993	5:15 PM	
	5:30 PM	2	113	235	71	37	6	188	275	22	12	5	25	432	49	40	5	59	269	19	24	458	503	551	376	1888	5:30 PM	
	5:45 PM	3	102	263	50	38	5	159	264	19	13	4	25	359	25	32	4	74	322	42	26	456	460	445	468	1829	5:45 PM	
	6:00 PM	4	132	223	59	43	4	159	190	16	10	5	44	311	28	28	5	59	289	31	26	461	379	416	410	1666	6:00 PM	
4:00 PM	5:00 PM	12	507	1001	210	142	18	556	993	87	62	12	85	1404	125	116	14	314	1003	138	134	1872	1716	1742	1603	6933	4:00 PM	5:00 PM
4:15 PM	5:15 PM	15	504	989	247	152	17	566	1042	91	59	17	85	1491	131	119	17	299	1081	146	132	1907	1775	1843	1675	7200	4:15 PM	5:15 PM
4:30 PM	5:30 PM	14	497	1007	280	155	19	611	1080	92	56	20	87	1602	156	129	20	274	1071	134	118	1953	1858	1994	1617	7422	4:30 PM	5:30 PM
4:45 PM	5:45 PM	14	456	990	278	153	19	636	1087	89	54	20	100	1599	148	130	20	274	1117	132	121	1891	1885	1997	1664	7437	4:45 PM	5:45 PM
5:00 PM	6:00 PM	14	471	967	262	160	17	661	1033	86	50	20	114	1533	142	130	20	267	1180	135	114	1874	1847	1939	1716	7376	5:00 PM	6:00 PM
4:00 PM	6:00 PM	26	978	1968	472	302	35	1217	2026	173	112	32	199	2937	267	246	34	581	2183	273	248	3746	3563	3681	3319	14309	4:00 PM	6:00 PM

Project: Pantano at Speedway
Date: Thursday, April 22, 2010

Count period: 0:15

Count Starts at

	7:00 AM	NB Pantano				SB Pantano				EB Speedway				WB Speedway				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	7:15 AM	99	115	10	12	32	139	31	37	26	117	29	10	35	335	11	6	236	239	182	387	1044	7:15 AM	
	7:30 AM	138	120	16	24	52	171	38	18	39	181	24	24	48	419	20	7	298	279	268	494	1339	7:30 AM	
	7:45 AM	178	205	20	28	75	178	38	14	44	152	22	23	61	468	32	12	431	305	241	573	1550	7:45 AM	
	8:00 AM	201	223	7	30	62	197	51	19	44	169	37	23	48	608	51	17	461	329	273	724	1787	8:00 AM	
	8:15 AM	149	171	13	18	46	154	23	21	32	171	52	30	38	296	14	13	351	244	285	361	1241	8:15 AM	
	8:30 AM	139	129	17	16	28	160	34	22	55	112	35	32	36	289	18	19	301	244	234	362	1141	8:30 AM	
	8:45 AM	91	144	8	11	22	150	25	31	46	134	28	21	34	261	14	11	254	228	229	320	1031	8:45 AM	
	9:00 AM	100	99	9	9	32	155	30	31	43	180	38	27	54	263	11	10	217	248	288	338	1091	9:00 AM	
7:00 AM	8:00 AM	616	663	53	94	221	685	158	88	153	619	112	80	192	1830	114	42	1426	1152	964	2178	5720	7:00 AM	8:00 AM
7:15 AM	8:15 AM	666	719	56	100	235	700	150	72	159	673	135	100	195	1791	117	49	1541	1157	1067	2152	5917	7:15 AM	8:15 AM
7:30 AM	8:30 AM	667	728	57	92	211	689	146	76	175	604	146	108	183	1661	115	61	1544	1122	1033	2020	5719	7:30 AM	8:30 AM
7:45 AM	8:45 AM	580	667	45	75	158	661	133	93	177	586	152	106	156	1454	97	60	1367	1045	1021	1767	5200	7:45 AM	8:45 AM
8:00 AM	9:00 AM	479	543	47	54	128	619	112	105	176	597	153	110	162	1109	57	53	1123	964	1036	1381	4504	8:00 AM	9:00 AM
7:00 AM	9:00 AM	1095	1206	100	148	349	1304	270	193	329	1216	265	190	354	2939	171	95	2549	2116	2000	3559	10224	7:00 AM	9:00 AM

Count Starts at

	4:00 PM	NB Pantano				SB Pantano				EB Speedway				WB Speedway				TOTALS					END	
	END Time	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	Left Turn	THRU	Right Turn	RTOR	NB	SB	EB	WB	Total	Time	
	4:15 PM	95	151	14	18	66	169	15	12	96	376	106	45	48	134	15	12	278	262	623	209	1372	4:15 PM	
	4:30 PM	112	130	21	34	45	165	9	20	95	456	99	52	50	130	18	14	297	239	702	212	1450	4:30 PM	
	4:45 PM	97	176	12	42	39	198	8	14	135	477	87	67	40	160	9	20	327	259	766	229	1581	4:45 PM	
	5:00 PM	138	173	38	23	59	182	7	24	125	512	119	69	65	213	15	15	372	272	825	308	1777	5:00 PM	
	5:15 PM	130	182	25	28	74	181	6	17	107	486	115	50	62	193	13	26	365	278	758	294	1695	5:15 PM	
	5:30 PM	120	225	49	33	51	204	7	17	100	527	120	59	62	218	13	15	427	279	806	308	1820	5:30 PM	
	5:45 PM	100	187	26	31	59	222	4	24	123	481	96	54	61	206	12	14	344	309	754	293	1700	5:45 PM	
	6:00 PM	117	163	18	17	45	130	7	9	133	461	80	52	57	184	15	9	315	191	726	265	1497	6:00 PM	
4:00 PM	5:00 PM	442	630	85	117	209	714	39	70	451	1821	411	233	203	637	57	61	1274	1032	2916	958	6180	4:00 PM	5:00 PM
4:15 PM	5:15 PM	477	661	96	127	217	726	30	75	462	1931	420	238	217	696	55	75	1361	1048	3051	1043	6503	4:15 PM	5:15 PM
4:30 PM	5:30 PM	485	756	124	126	223	765	28	72	467	2002	441	245	229	784	50	76	1491	1088	3155	1139	6873	4:30 PM	5:30 PM
4:45 PM	5:45 PM	488	767	138	115	243	789	24	82	455	2006	450	232	250	830	53	70	1508	1138	3143	1203	6992	4:45 PM	5:45 PM
5:00 PM	6:00 PM	467	757	118	109	229	737	24	67	463	1955	411	215	242	801	53	64	1451	1057	3044	1160	6712	5:00 PM	6:00 PM
4:00 PM	6:00 PM	909	1387	203	226	438	1451	63	137	914	3776	822	448	445	1438	110	125	2725	2089	5960	2118	12892	4:00 PM	6:00 PM

A - Indian Ruins
North of Redbud

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	1	Saturday, May 01, 2010	15	0	1
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	1
Friday, April 30, 2010	45	0	1	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	1
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	1	1
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	1
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	1	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	1
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	1
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	1	1
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	1
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	1	1
Friday, April 30, 2010	330	1	1	Saturday, May 01, 2010	330	1	1
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	3	0
Friday, April 30, 2010	415	1	0	Saturday, May 01, 2010	415	1	1
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	1	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	1	0	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	0	0	Saturday, May 01, 2010	530	0	0
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	0	1
Friday, April 30, 2010	600	0	0	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	1	3	Saturday, May 01, 2010	615	4	1
Friday, April 30, 2010	630	0	4	Saturday, May 01, 2010	630	0	2
Friday, April 30, 2010	645	0	0	Saturday, May 01, 2010	645	0	1
Friday, April 30, 2010	700	0	1	Saturday, May 01, 2010	700	0	0
Friday, April 30, 2010	715	4	0	Saturday, May 01, 2010	715	3	1
Friday, April 30, 2010	730	4	1	Saturday, May 01, 2010	730	2	0
Friday, April 30, 2010	745	2	1	Saturday, May 01, 2010	745	4	2
Friday, April 30, 2010	800	6	1	Saturday, May 01, 2010	800	2	1
Friday, April 30, 2010	815	5	2	Saturday, May 01, 2010	815	2	0
Friday, April 30, 2010	830	5	3	Saturday, May 01, 2010	830	7	4
Friday, April 30, 2010	845	4	1	Saturday, May 01, 2010	845	3	2
Friday, April 30, 2010	900	2	3	Saturday, May 01, 2010	900	1	2
Friday, April 30, 2010	915	3	2	Saturday, May 01, 2010	915	2	4
Friday, April 30, 2010	930	5	1	Saturday, May 01, 2010	930	2	3
Friday, April 30, 2010	945	2	3	Saturday, May 01, 2010	945	2	1
Friday, April 30, 2010	1000	3	5	Saturday, May 01, 2010	1000	2	2
Friday, April 30, 2010	1015	7	2	Saturday, May 01, 2010	1015	5	5
Friday, April 30, 2010	1030	0	3	Saturday, May 01, 2010	1030	5	5
Friday, April 30, 2010	1045	0	3	Saturday, May 01, 2010	1045	4	6
Friday, April 30, 2010	1100	5	4	Saturday, May 01, 2010	1100	3	0
Friday, April 30, 2010	1115	2	1	Saturday, May 01, 2010	1115	0	4
Friday, April 30, 2010	1130	2	5	Saturday, May 01, 2010	1130	1	3
Friday, April 30, 2010	1145	2	3	Saturday, May 01, 2010	1145	3	5
Friday, April 30, 2010	1200	1	5	Saturday, May 01, 2010	1200	2	3
Friday, April 30, 2010	1215	5	7	Saturday, May 01, 2010	1215	4	5
	Time	NB	SB		Time	NB	SB

A - Indian Ruins
North of Redbud

Friday, April 30, 2010	1230	5	6	Saturday, May 01, 2010	1230	2	2
Friday, April 30, 2010	1245	7	7	Saturday, May 01, 2010	1245	5	3
Friday, April 30, 2010	1300	2	8	Saturday, May 01, 2010	1300	3	7
Friday, April 30, 2010	1315	6	6	Saturday, May 01, 2010	1315	3	4
Friday, April 30, 2010	1330	2	6	Saturday, May 01, 2010	1330	6	4
Friday, April 30, 2010	1345	5	4	Saturday, May 01, 2010	1345	4	8
Friday, April 30, 2010	1400	2	2	Saturday, May 01, 2010	1400	2	4
Friday, April 30, 2010	1415	5	6	Saturday, May 01, 2010	1415	4	5
Friday, April 30, 2010	1430	6	6	Saturday, May 01, 2010	1430	6	4
Friday, April 30, 2010	1445	3	3	Saturday, May 01, 2010	1445	2	5
Friday, April 30, 2010	1500	6	3	Saturday, May 01, 2010	1500	2	5
Friday, April 30, 2010	1515	6	10	Saturday, May 01, 2010	1515	2	5
Friday, April 30, 2010	1530	1	10	Saturday, May 01, 2010	1530	2	7
Friday, April 30, 2010	1545	2	4	Saturday, May 01, 2010	1545	2	3
Friday, April 30, 2010	1600	2	10	Saturday, May 01, 2010	1600	1	4
Friday, April 30, 2010	1615	5	3	Saturday, May 01, 2010	1615	2	3
Friday, April 30, 2010	1630	1	10	Saturday, May 01, 2010	1630	3	6
Friday, April 30, 2010	1645	7	4	Saturday, May 01, 2010	1645	5	2
Friday, April 30, 2010	1700	1	7	Saturday, May 01, 2010	1700	0	3
Friday, April 30, 2010	1715	3	8	Saturday, May 01, 2010	1715	2	5
Friday, April 30, 2010	1730	1	4	Saturday, May 01, 2010	1730	3	5
Friday, April 30, 2010	1745	3	5	Saturday, May 01, 2010	1745	0	7
Friday, April 30, 2010	1800	2	4	Saturday, May 01, 2010	1800	2	3
Friday, April 30, 2010	1815	2	5	Saturday, May 01, 2010	1815	5	5
Friday, April 30, 2010	1830	2	3	Saturday, May 01, 2010	1830	1	0
Friday, April 30, 2010	1845	2	6	Saturday, May 01, 2010	1845	5	2
Friday, April 30, 2010	1900	2	7	Saturday, May 01, 2010	1900	2	2
Friday, April 30, 2010	1915	1	3	Saturday, May 01, 2010	1915	1	6
Friday, April 30, 2010	1930	3	6	Saturday, May 01, 2010	1930	1	1
Friday, April 30, 2010	1945	2	2	Saturday, May 01, 2010	1945	0	3
Friday, April 30, 2010	2000	2	9	Saturday, May 01, 2010	2000	1	3
Friday, April 30, 2010	2015	4	3	Saturday, May 01, 2010	2015	1	3
Friday, April 30, 2010	2030	1	4	Saturday, May 01, 2010	2030	2	3
Friday, April 30, 2010	2045	0	2	Saturday, May 01, 2010	2045	2	3
Friday, April 30, 2010	2100	2	5	Saturday, May 01, 2010	2100	2	3
Friday, April 30, 2010	2115	0	0	Saturday, May 01, 2010	2115	0	1
Friday, April 30, 2010	2130	3	3	Saturday, May 01, 2010	2130	1	1
Friday, April 30, 2010	2145	3	6	Saturday, May 01, 2010	2145	3	6
Friday, April 30, 2010	2200	1	2	Saturday, May 01, 2010	2200	3	1
Friday, April 30, 2010	2215	1	1	Saturday, May 01, 2010	2215	2	0
Friday, April 30, 2010	2230	5	3	Saturday, May 01, 2010	2230	0	2
Friday, April 30, 2010	2245	0	0	Saturday, May 01, 2010	2245	2	2
Friday, April 30, 2010	2300	2	2	Saturday, May 01, 2010	2300	0	0
Friday, April 30, 2010	2315	1	1	Saturday, May 01, 2010	2315	1	1
Friday, April 30, 2010	2330	0	2	Saturday, May 01, 2010	2330	1	1
Friday, April 30, 2010	2345	0	1	Saturday, May 01, 2010	2345	0	3
Friday, April 30, 2010	2400	0	4	Saturday, May 01, 2010	2400	0	1

B - Redbud

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	1	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	1	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	1	2
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	1	Saturday, May 01, 2010	415	0	1
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	0	Saturday, May 01, 2010	515	1	0
Friday, April 30, 2010	530	0	0	Saturday, May 01, 2010	530	1	1
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	0	0
Friday, April 30, 2010	600	0	0	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	0	0	Saturday, May 01, 2010	615	1	1
Friday, April 30, 2010	630	0	0	Saturday, May 01, 2010	630	0	0
Friday, April 30, 2010	645	0	0	Saturday, May 01, 2010	645	0	0
Friday, April 30, 2010	700	0	0	Saturday, May 01, 2010	700	2	0
Friday, April 30, 2010	715	0	0	Saturday, May 01, 2010	715	1	1
Friday, April 30, 2010	730	1	1	Saturday, May 01, 2010	730	0	1
Friday, April 30, 2010	745	2	2	Saturday, May 01, 2010	745	0	1
Friday, April 30, 2010	800	6	4	Saturday, May 01, 2010	800	1	1
Friday, April 30, 2010	815	0	3	Saturday, May 01, 2010	815	1	0
Friday, April 30, 2010	830	0	1	Saturday, May 01, 2010	830	0	3
Friday, April 30, 2010	845	1	0	Saturday, May 01, 2010	845	0	1
Friday, April 30, 2010	900	1	2	Saturday, May 01, 2010	900	1	1
Friday, April 30, 2010	915	1	0	Saturday, May 01, 2010	915	0	0
Friday, April 30, 2010	930	0	1	Saturday, May 01, 2010	930	2	0
Friday, April 30, 2010	945	4	0	Saturday, May 01, 2010	945	0	1
Friday, April 30, 2010	1000	2	2	Saturday, May 01, 2010	1000	1	2
Friday, April 30, 2010	1015	0	3	Saturday, May 01, 2010	1015	4	2
Friday, April 30, 2010	1030	6	3	Saturday, May 01, 2010	1030	0	0
Friday, April 30, 2010	1045	1	0	Saturday, May 01, 2010	1045	1	2
Friday, April 30, 2010	1100	2	5	Saturday, May 01, 2010	1100	3	1
Friday, April 30, 2010	1115	1	3	Saturday, May 01, 2010	1115	2	1
Friday, April 30, 2010	1130	2	0	Saturday, May 01, 2010	1130	1	0
Friday, April 30, 2010	1145	2	1	Saturday, May 01, 2010	1145	3	2
Friday, April 30, 2010	1200	3	1	Saturday, May 01, 2010	1200	5	3
Friday, April 30, 2010	1215	1	2	Saturday, May 01, 2010	1215	0	1

B - Redbud

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	3	2	Saturday, May 01, 2010	1230	2	0
Friday, April 30, 2010	1245	1	2	Saturday, May 01, 2010	1245	2	2
Friday, April 30, 2010	1300	3	4	Saturday, May 01, 2010	1300	3	2
Friday, April 30, 2010	1315	5	2	Saturday, May 01, 2010	1315	0	0
Friday, April 30, 2010	1330	2	4	Saturday, May 01, 2010	1330	4	2
Friday, April 30, 2010	1345	14	3	Saturday, May 01, 2010	1345	6	6
Friday, April 30, 2010	1400	4	5	Saturday, May 01, 2010	1400	3	3
Friday, April 30, 2010	1415	2	0	Saturday, May 01, 2010	1415	1	5
Friday, April 30, 2010	1430	2	3	Saturday, May 01, 2010	1430	1	1
Friday, April 30, 2010	1445	2	2	Saturday, May 01, 2010	1445	2	2
Friday, April 30, 2010	1500	2	0	Saturday, May 01, 2010	1500	2	1
Friday, April 30, 2010	1515	4	8	Saturday, May 01, 2010	1515	2	2
Friday, April 30, 2010	1530	2	0	Saturday, May 01, 2010	1530	1	1
Friday, April 30, 2010	1545	0	0	Saturday, May 01, 2010	1545	0	0
Friday, April 30, 2010	1600	6	6	Saturday, May 01, 2010	1600	2	2
Friday, April 30, 2010	1615	3	7	Saturday, May 01, 2010	1615	4	2
Friday, April 30, 2010	1630	5	2	Saturday, May 01, 2010	1630	4	9
Friday, April 30, 2010	1645	7	3	Saturday, May 01, 2010	1645	0	3
Friday, April 30, 2010	1700	5	2	Saturday, May 01, 2010	1700	2	1
Friday, April 30, 2010	1715	3	1	Saturday, May 01, 2010	1715	3	1
Friday, April 30, 2010	1730	3	3	Saturday, May 01, 2010	1730	1	2
Friday, April 30, 2010	1745	2	1	Saturday, May 01, 2010	1745	2	1
Friday, April 30, 2010	1800	4	1	Saturday, May 01, 2010	1800	3	3
Friday, April 30, 2010	1815	2	0	Saturday, May 01, 2010	1815	1	1
Friday, April 30, 2010	1830	0	0	Saturday, May 01, 2010	1830	0	0
Friday, April 30, 2010	1845	1	1	Saturday, May 01, 2010	1845	1	6
Friday, April 30, 2010	1900	4	0	Saturday, May 01, 2010	1900	1	1
Friday, April 30, 2010	1915	2	2	Saturday, May 01, 2010	1915	5	3
Friday, April 30, 2010	1930	0	0	Saturday, May 01, 2010	1930	2	4
Friday, April 30, 2010	1945	0	0	Saturday, May 01, 2010	1945	0	1
Friday, April 30, 2010	2000	1	0	Saturday, May 01, 2010	2000	0	0
Friday, April 30, 2010	2015	1	1	Saturday, May 01, 2010	2015	0	0
Friday, April 30, 2010	2030	0	0	Saturday, May 01, 2010	2030	1	1
Friday, April 30, 2010	2045	0	0	Saturday, May 01, 2010	2045	1	0
Friday, April 30, 2010	2100	1	0	Saturday, May 01, 2010	2100	0	0
Friday, April 30, 2010	2115	2	2	Saturday, May 01, 2010	2115	0	0
Friday, April 30, 2010	2130	0	0	Saturday, May 01, 2010	2130	1	0
Friday, April 30, 2010	2145	0	3	Saturday, May 01, 2010	2145	1	2
Friday, April 30, 2010	2200	1	0	Saturday, May 01, 2010	2200	1	1
Friday, April 30, 2010	2215	0	0	Saturday, May 01, 2010	2215	2	0
Friday, April 30, 2010	2230	1	0	Saturday, May 01, 2010	2230	5	0
Friday, April 30, 2010	2245	0	0	Saturday, May 01, 2010	2245	1	0
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	2	2
Friday, April 30, 2010	2315	0	1	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	0	1
Friday, April 30, 2010	2345	0	0	Saturday, May 01, 2010	2345	0	0
Friday, April 30, 2010	2400	0	0	Saturday, May 01, 2010	2400	0	0

C-Crestline West of
Sabino Canyon Rd

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	2	0	Saturday, May 01, 2010	30	0	1
Friday, April 30, 2010	45	1	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	1	0
Friday, April 30, 2010	130	2	1	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	1	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	1	0	Saturday, May 01, 2010	415	1	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	0	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	0	1	Saturday, May 01, 2010	530	1	1
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	0	0
Friday, April 30, 2010	600	0	0	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	0	0	Saturday, May 01, 2010	615	2	2
Friday, April 30, 2010	630	1	0	Saturday, May 01, 2010	630	1	0
Friday, April 30, 2010	645	4	1	Saturday, May 01, 2010	645	1	1
Friday, April 30, 2010	700	0	1	Saturday, May 01, 2010	700	0	0
Friday, April 30, 2010	715	2	3	Saturday, May 01, 2010	715	0	0
Friday, April 30, 2010	730	1	2	Saturday, May 01, 2010	730	0	2
Friday, April 30, 2010	745	0	1	Saturday, May 01, 2010	745	1	0
Friday, April 30, 2010	800	3	2	Saturday, May 01, 2010	800	1	1
Friday, April 30, 2010	815	6	10	Saturday, May 01, 2010	815	1	1
Friday, April 30, 2010	830	8	3	Saturday, May 01, 2010	830	0	2
Friday, April 30, 2010	845	0	3	Saturday, May 01, 2010	845	5	7
Friday, April 30, 2010	900	1	8	Saturday, May 01, 2010	900	7	5
Friday, April 30, 2010	915	16	10	Saturday, May 01, 2010	915	7	7
Friday, April 30, 2010	930	3	3	Saturday, May 01, 2010	930	3	1
Friday, April 30, 2010	945	1	5	Saturday, May 01, 2010	945	8	5
Friday, April 30, 2010	1000	3	0	Saturday, May 01, 2010	1000	3	4
Friday, April 30, 2010	1015	6	3	Saturday, May 01, 2010	1015	2	5
Friday, April 30, 2010	1030	4	3	Saturday, May 01, 2010	1030	3	7
Friday, April 30, 2010	1045	0	0	Saturday, May 01, 2010	1045	7	7
Friday, April 30, 2010	1100	3	3	Saturday, May 01, 2010	1100	4	0
Friday, April 30, 2010	1115	4	1	Saturday, May 01, 2010	1115	2	1
Friday, April 30, 2010	1130	3	1	Saturday, May 01, 2010	1130	0	0
Friday, April 30, 2010	1145	3	2	Saturday, May 01, 2010	1145	4	4
Friday, April 30, 2010	1200	6	7	Saturday, May 01, 2010	1200	3	2
Friday, April 30, 2010	1215	5	1	Saturday, May 01, 2010	1215	4	1

C-Crestline West of
Sabino Canyon Rd

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	1230	4	6	Saturday, May 01, 2010	1230	6	3
Friday, April 30, 2010	1245	9	9	Saturday, May 01, 2010	1245	3	4
Friday, April 30, 2010	1300	8	7	Saturday, May 01, 2010	1300	1	3
Friday, April 30, 2010	1315	7	5	Saturday, May 01, 2010	1315	6	4
Friday, April 30, 2010	1330	6	3	Saturday, May 01, 2010	1330	5	3
Friday, April 30, 2010	1345	7	5	Saturday, May 01, 2010	1345	4	5
Friday, April 30, 2010	1400	1	1	Saturday, May 01, 2010	1400	6	4
Friday, April 30, 2010	1415	2	3	Saturday, May 01, 2010	1415	1	0
Friday, April 30, 2010	1430	4	4	Saturday, May 01, 2010	1430	3	2
Friday, April 30, 2010	1445	7	6	Saturday, May 01, 2010	1445	7	3
Friday, April 30, 2010	1500	5	3	Saturday, May 01, 2010	1500	6	4
Friday, April 30, 2010	1515	7	3	Saturday, May 01, 2010	1515	4	4
Friday, April 30, 2010	1530	9	4	Saturday, May 01, 2010	1530	11	4
Friday, April 30, 2010	1545	5	3	Saturday, May 01, 2010	1545	8	4
Friday, April 30, 2010	1600	9	4	Saturday, May 01, 2010	1600	9	6
Friday, April 30, 2010	1615	5	7	Saturday, May 01, 2010	1615	5	4
Friday, April 30, 2010	1630	7	9	Saturday, May 01, 2010	1630	5	3
Friday, April 30, 2010	1645	12	5	Saturday, May 01, 2010	1645	5	0
Friday, April 30, 2010	1700	5	4	Saturday, May 01, 2010	1700	1	1
Friday, April 30, 2010	1715	6	3	Saturday, May 01, 2010	1715	3	3
Friday, April 30, 2010	1730	2	4	Saturday, May 01, 2010	1730	1	2
Friday, April 30, 2010	1745	9	6	Saturday, May 01, 2010	1745	5	1
Friday, April 30, 2010	1800	4	0	Saturday, May 01, 2010	1800	0	0
Friday, April 30, 2010	1815	1	2	Saturday, May 01, 2010	1815	4	3
Friday, April 30, 2010	1830	0	0	Saturday, May 01, 2010	1830	3	2
Friday, April 30, 2010	1845	2	3	Saturday, May 01, 2010	1845	1	0
Friday, April 30, 2010	1900	5	1	Saturday, May 01, 2010	1900	3	1
Friday, April 30, 2010	1915	5	2	Saturday, May 01, 2010	1915	2	1
Friday, April 30, 2010	1930	3	1	Saturday, May 01, 2010	1930	5	2
Friday, April 30, 2010	1945	4	0	Saturday, May 01, 2010	1945	1	2
Friday, April 30, 2010	2000	3	0	Saturday, May 01, 2010	2000	2	0
Friday, April 30, 2010	2015	3	1	Saturday, May 01, 2010	2015	5	1
Friday, April 30, 2010	2030	3	2	Saturday, May 01, 2010	2030	1	0
Friday, April 30, 2010	2045	0	1	Saturday, May 01, 2010	2045	4	0
Friday, April 30, 2010	2100	2	0	Saturday, May 01, 2010	2100	0	0
Friday, April 30, 2010	2115	3	1	Saturday, May 01, 2010	2115	2	1
Friday, April 30, 2010	2130	0	0	Saturday, May 01, 2010	2130	0	0
Friday, April 30, 2010	2145	4	0	Saturday, May 01, 2010	2145	1	2
Friday, April 30, 2010	2200	4	0	Saturday, May 01, 2010	2200	1	0
Friday, April 30, 2010	2215	0	0	Saturday, May 01, 2010	2215	1	0
Friday, April 30, 2010	2230	0	3	Saturday, May 01, 2010	2230	0	0
Friday, April 30, 2010	2245	2	2	Saturday, May 01, 2010	2245	2	2
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	0	1
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	1	0
Friday, April 30, 2010	2345	1	0	Saturday, May 01, 2010	2345	1	0
Friday, April 30, 2010	2400	2	0	Saturday, May 01, 2010	2400	1	0

D-Dead End of
Sabino Canyon

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	1	0	Saturday, May 01, 2010	15	1	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	1	0
Friday, April 30, 2010	45	1	0	Saturday, May 01, 2010	45	0	1
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	1	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	1
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	1	1	Saturday, May 01, 2010	200	2	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	2	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	1	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	1	1
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	1	1
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	1	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	1	1	Saturday, May 01, 2010	415	2	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	1	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	0	0	Saturday, May 01, 2010	530	1	0
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	0	0
Friday, April 30, 2010	600	3	1	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	0	0	Saturday, May 01, 2010	615	3	1
Friday, April 30, 2010	630	2	2	Saturday, May 01, 2010	630	1	1
Friday, April 30, 2010	645	0	0	Saturday, May 01, 2010	645	3	1
Friday, April 30, 2010	700	5	4	Saturday, May 01, 2010	700	1	0
Friday, April 30, 2010	715	4	3	Saturday, May 01, 2010	715	2	2
Friday, April 30, 2010	730	6	2	Saturday, May 01, 2010	730	2	2
Friday, April 30, 2010	745	4	4	Saturday, May 01, 2010	745	2	1
Friday, April 30, 2010	800	8	4	Saturday, May 01, 2010	800	4	2
Friday, April 30, 2010	815	3	2	Saturday, May 01, 2010	815	3	2
Friday, April 30, 2010	830	8	5	Saturday, May 01, 2010	830	8	5
Friday, April 30, 2010	845	6	3	Saturday, May 01, 2010	845	6	4
Friday, April 30, 2010	900	4	3	Saturday, May 01, 2010	900	5	3
Friday, April 30, 2010	915	3	3	Saturday, May 01, 2010	915	6	4
Friday, April 30, 2010	930	6	4	Saturday, May 01, 2010	930	4	3
Friday, April 30, 2010	945	3	2	Saturday, May 01, 2010	945	10	4
Friday, April 30, 2010	1000	4	3	Saturday, May 01, 2010	1000	7	7
Friday, April 30, 2010	1015	3	4	Saturday, May 01, 2010	1015	8	5
Friday, April 30, 2010	1030	3	2	Saturday, May 01, 2010	1030	4	2
Friday, April 30, 2010	1045	3	2	Saturday, May 01, 2010	1045	5	8
Friday, April 30, 2010	1100	6	6	Saturday, May 01, 2010	1100	4	4
Friday, April 30, 2010	1115	3	2	Saturday, May 01, 2010	1115	2	1
Friday, April 30, 2010	1130	6	8	Saturday, May 01, 2010	1130	4	3
Friday, April 30, 2010	1145	3	3	Saturday, May 01, 2010	1145	6	6
Friday, April 30, 2010	1200	5	6	Saturday, May 01, 2010	1200	4	3
Friday, April 30, 2010	1215	7	5	Saturday, May 01, 2010	1215	10	2

D-Dead End of
Sabino Canyon

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	6	5	Saturday, May 01, 2010	1230	4	9
Friday, April 30, 2010	1245	6	7	Saturday, May 01, 2010	1245	2	1
Friday, April 30, 2010	1300	5	2	Saturday, May 01, 2010	1300	7	0
Friday, April 30, 2010	1315	4	4	Saturday, May 01, 2010	1315	4	2
Friday, April 30, 2010	1330	5	5	Saturday, May 01, 2010	1330	6	2
Friday, April 30, 2010	1345	7	8	Saturday, May 01, 2010	1345	2	8
Friday, April 30, 2010	1400	3	6	Saturday, May 01, 2010	1400	2	4
Friday, April 30, 2010	1415	6	5	Saturday, May 01, 2010	1415	3	6
Friday, April 30, 2010	1430	5	5	Saturday, May 01, 2010	1430	4	5
Friday, April 30, 2010	1445	6	4	Saturday, May 01, 2010	1445	9	10
Friday, April 30, 2010	1500	2	4	Saturday, May 01, 2010	1500	5	8
Friday, April 30, 2010	1515	7	6	Saturday, May 01, 2010	1515	5	5
Friday, April 30, 2010	1530	5	8	Saturday, May 01, 2010	1530	10	9
Friday, April 30, 2010	1545	5	3	Saturday, May 01, 2010	1545	3	5
Friday, April 30, 2010	1600	3	6	Saturday, May 01, 2010	1600	5	5
Friday, April 30, 2010	1615	6	9	Saturday, May 01, 2010	1615	3	4
Friday, April 30, 2010	1630	3	4	Saturday, May 01, 2010	1630	5	10
Friday, April 30, 2010	1645	4	9	Saturday, May 01, 2010	1645	5	5
Friday, April 30, 2010	1700	6	8	Saturday, May 01, 2010	1700	1	2
Friday, April 30, 2010	1715	5	4	Saturday, May 01, 2010	1715	2	3
Friday, April 30, 2010	1730	6	7	Saturday, May 01, 2010	1730	1	1
Friday, April 30, 2010	1745	4	4	Saturday, May 01, 2010	1745	3	4
Friday, April 30, 2010	1800	3	8	Saturday, May 01, 2010	1800	2	6
Friday, April 30, 2010	1815	4	5	Saturday, May 01, 2010	1815	3	5
Friday, April 30, 2010	1830	3	4	Saturday, May 01, 2010	1830	4	7
Friday, April 30, 2010	1845	4	5	Saturday, May 01, 2010	1845	4	4
Friday, April 30, 2010	1900	7	4	Saturday, May 01, 2010	1900	2	3
Friday, April 30, 2010	1915	4	3	Saturday, May 01, 2010	1915	2	6
Friday, April 30, 2010	1930	6	9	Saturday, May 01, 2010	1930	3	5
Friday, April 30, 2010	1945	1	1	Saturday, May 01, 2010	1945	2	6
Friday, April 30, 2010	2000	7	5	Saturday, May 01, 2010	2000	4	4
Friday, April 30, 2010	2015	4	4	Saturday, May 01, 2010	2015	1	2
Friday, April 30, 2010	2030	1	1	Saturday, May 01, 2010	2030	1	1
Friday, April 30, 2010	2045	2	2	Saturday, May 01, 2010	2045	2	4
Friday, April 30, 2010	2100	3	6	Saturday, May 01, 2010	2100	0	1
Friday, April 30, 2010	2115	1	2	Saturday, May 01, 2010	2115	2	3
Friday, April 30, 2010	2130	2	3	Saturday, May 01, 2010	2130	2	2
Friday, April 30, 2010	2145	4	4	Saturday, May 01, 2010	2145	0	2
Friday, April 30, 2010	2200	2	3	Saturday, May 01, 2010	2200	0	2
Friday, April 30, 2010	2215	1	1	Saturday, May 01, 2010	2215	1	1
Friday, April 30, 2010	2230	3	3	Saturday, May 01, 2010	2230	0	0
Friday, April 30, 2010	2245	0	2	Saturday, May 01, 2010	2245	2	5
Friday, April 30, 2010	2300	0	1	Saturday, May 01, 2010	2300	0	0
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	1	1
Friday, April 30, 2010	2330	1	1	Saturday, May 01, 2010	2330	1	2
Friday, April 30, 2010	2345	0	0	Saturday, May 01, 2010	2345	0	1
Friday, April 30, 2010	2400	2	1	Saturday, May 01, 2010	2400	1	0

E-Redbud link to Udall Park

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	15	1	1	Saturday, May 01, 2010	15	1	2
Friday, April 30, 2010	30	1	0	Saturday, May 01, 2010	30	3	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	1	1
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	3	1	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	1
Friday, April 30, 2010	200	1	1	Saturday, May 01, 2010	200	1	1
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	1	1
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	1	0
Friday, April 30, 2010	245	1	1	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	1	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	1	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	0	Saturday, May 01, 2010	515	2	0
Friday, April 30, 2010	530	0	0	Saturday, May 01, 2010	530	3	1
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	1	0
Friday, April 30, 2010	600	2	1	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	0	1	Saturday, May 01, 2010	615	1	0
Friday, April 30, 2010	630	3	0	Saturday, May 01, 2010	630	3	1
Friday, April 30, 2010	645	5	0	Saturday, May 01, 2010	645	1	2
Friday, April 30, 2010	700	2	4	Saturday, May 01, 2010	700	2	2
Friday, April 30, 2010	715	8	2	Saturday, May 01, 2010	715	0	0
Friday, April 30, 2010	730	5	0	Saturday, May 01, 2010	730	4	4
Friday, April 30, 2010	745	7	6	Saturday, May 01, 2010	745	4	2
Friday, April 30, 2010	800	9	9	Saturday, May 01, 2010	800	4	3
Friday, April 30, 2010	815	19	16	Saturday, May 01, 2010	815	6	5
Friday, April 30, 2010	830	12	8	Saturday, May 01, 2010	830	3	6
Friday, April 30, 2010	845	9	3	Saturday, May 01, 2010	845	11	11
Friday, April 30, 2010	900	5	16	Saturday, May 01, 2010	900	11	13
Friday, April 30, 2010	915	16	15	Saturday, May 01, 2010	915	6	14
Friday, April 30, 2010	930	14	4	Saturday, May 01, 2010	930	7	7
Friday, April 30, 2010	945	7	10	Saturday, May 01, 2010	945	11	8
Friday, April 30, 2010	1000	5	7	Saturday, May 01, 2010	1000	13	11
Friday, April 30, 2010	1015	4	8	Saturday, May 01, 2010	1015	14	14
Friday, April 30, 2010	1030	8	10	Saturday, May 01, 2010	1030	6	7
Friday, April 30, 2010	1045	5	2	Saturday, May 01, 2010	1045	6	8
Friday, April 30, 2010	1100	6	9	Saturday, May 01, 2010	1100	8	6
Friday, April 30, 2010	1115	5	3	Saturday, May 01, 2010	1115	1	6
Friday, April 30, 2010	1130	13	7	Saturday, May 01, 2010	1130	5	7
Friday, April 30, 2010	1145	6	12	Saturday, May 01, 2010	1145	10	7
Friday, April 30, 2010	1200	8	16	Saturday, May 01, 2010	1200	7	3
Friday, April 30, 2010	1215	12	6	Saturday, May 01, 2010	1215	11	10

E-Redbud link to Udall Park

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	1230	8	9	Saturday, May 01, 2010	1230	10	11
Friday, April 30, 2010	1245	8	17	Saturday, May 01, 2010	1245	6	6
Friday, April 30, 2010	1300	14	14	Saturday, May 01, 2010	1300	2	10
Friday, April 30, 2010	1315	13	11	Saturday, May 01, 2010	1315	8	6
Friday, April 30, 2010	1330	11	10	Saturday, May 01, 2010	1330	6	10
Friday, April 30, 2010	1345	10	8	Saturday, May 01, 2010	1345	8	8
Friday, April 30, 2010	1400	10	12	Saturday, May 01, 2010	1400	12	7
Friday, April 30, 2010	1415	10	8	Saturday, May 01, 2010	1415	0	13
Friday, April 30, 2010	1430	3	11	Saturday, May 01, 2010	1430	5	14
Friday, April 30, 2010	1445	11	17	Saturday, May 01, 2010	1445	9	11
Friday, April 30, 2010	1500	13	8	Saturday, May 01, 2010	1500	14	10
Friday, April 30, 2010	1515	11	13	Saturday, May 01, 2010	1515	7	7
Friday, April 30, 2010	1530	9	10	Saturday, May 01, 2010	1530	9	12
Friday, April 30, 2010	1545	11	5	Saturday, May 01, 2010	1545	10	11
Friday, April 30, 2010	1600	5	18	Saturday, May 01, 2010	1600	8	5
Friday, April 30, 2010	1615	13	21	Saturday, May 01, 2010	1615	7	10
Friday, April 30, 2010	1630	13	15	Saturday, May 01, 2010	1630	6	12
Friday, April 30, 2010	1645	11	11	Saturday, May 01, 2010	1645	9	11
Friday, April 30, 2010	1700	17	10	Saturday, May 01, 2010	1700	7	5
Friday, April 30, 2010	1715	8	14	Saturday, May 01, 2010	1715	5	8
Friday, April 30, 2010	1730	7	11	Saturday, May 01, 2010	1730	3	1
Friday, April 30, 2010	1745	6	12	Saturday, May 01, 2010	1745	4	8
Friday, April 30, 2010	1800	12	11	Saturday, May 01, 2010	1800	3	8
Friday, April 30, 2010	1815	11	8	Saturday, May 01, 2010	1815	5	6
Friday, April 30, 2010	1830	3	5	Saturday, May 01, 2010	1830	7	4
Friday, April 30, 2010	1845	3	10	Saturday, May 01, 2010	1845	2	12
Friday, April 30, 2010	1900	10	4	Saturday, May 01, 2010	1900	0	8
Friday, April 30, 2010	1915	11	5	Saturday, May 01, 2010	1915	3	6
Friday, April 30, 2010	1930	3	9	Saturday, May 01, 2010	1930	5	7
Friday, April 30, 2010	1945	3	3	Saturday, May 01, 2010	1945	5	6
Friday, April 30, 2010	2000	3	4	Saturday, May 01, 2010	2000	4	3
Friday, April 30, 2010	2015	3	4	Saturday, May 01, 2010	2015	4	2
Friday, April 30, 2010	2030	5	5	Saturday, May 01, 2010	2030	1	0
Friday, April 30, 2010	2045	4	1	Saturday, May 01, 2010	2045	3	1
Friday, April 30, 2010	2100	6	1	Saturday, May 01, 2010	2100	0	2
Friday, April 30, 2010	2115	7	3	Saturday, May 01, 2010	2115	2	1
Friday, April 30, 2010	2130	2	6	Saturday, May 01, 2010	2130	3	3
Friday, April 30, 2010	2145	1	5	Saturday, May 01, 2010	2145	3	3
Friday, April 30, 2010	2200	1	4	Saturday, May 01, 2010	2200	2	5
Friday, April 30, 2010	2215	2	3	Saturday, May 01, 2010	2215	2	1
Friday, April 30, 2010	2230	2	2	Saturday, May 01, 2010	2230	2	0
Friday, April 30, 2010	2245	1	0	Saturday, May 01, 2010	2245	4	3
Friday, April 30, 2010	2300	1	0	Saturday, May 01, 2010	2300	3	1
Friday, April 30, 2010	2315	1	1	Saturday, May 01, 2010	2315	0	3
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	3	1
Friday, April 30, 2010	2345	0	1	Saturday, May 01, 2010	2345	0	1
Friday, April 30, 2010	2400	1	1	Saturday, May 01, 2010	2400	0	0

F-Sabino Canyon Exit

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	1	1	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	2	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	2	1	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	1	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	1	2	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	0	Saturday, May 01, 2010	515	1	1
Friday, April 30, 2010	530	0	1	Saturday, May 01, 2010	530	0	0
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	0	1
Friday, April 30, 2010	600	0	5	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	5	1	Saturday, May 01, 2010	615	1	1
Friday, April 30, 2010	630	2	4	Saturday, May 01, 2010	630	0	1
Friday, April 30, 2010	645	1	4	Saturday, May 01, 2010	645	2	8
Friday, April 30, 2010	700	5	5	Saturday, May 01, 2010	700	2	6
Friday, April 30, 2010	715	6	4	Saturday, May 01, 2010	715	3	1
Friday, April 30, 2010	730	5	16	Saturday, May 01, 2010	730	4	2
Friday, April 30, 2010	745	3	10	Saturday, May 01, 2010	745	3	5
Friday, April 30, 2010	800	5	11	Saturday, May 01, 2010	800	3	3
Friday, April 30, 2010	815	6	11	Saturday, May 01, 2010	815	4	7
Friday, April 30, 2010	830	12	10	Saturday, May 01, 2010	830	7	5
Friday, April 30, 2010	845	4	18	Saturday, May 01, 2010	845	8	9
Friday, April 30, 2010	900	14	17	Saturday, May 01, 2010	900	7	11
Friday, April 30, 2010	915	19	11	Saturday, May 01, 2010	915	8	5
Friday, April 30, 2010	930	19	13	Saturday, May 01, 2010	930	5	7
Friday, April 30, 2010	945	24	18	Saturday, May 01, 2010	945	7	7
Friday, April 30, 2010	1000	19	14	Saturday, May 01, 2010	1000	11	14
Friday, April 30, 2010	1015	18	14	Saturday, May 01, 2010	1015	18	14
Friday, April 30, 2010	1030	17	11	Saturday, May 01, 2010	1030	8	9
Friday, April 30, 2010	1045	24	9	Saturday, May 01, 2010	1045	9	8
Friday, April 30, 2010	1100	21	14	Saturday, May 01, 2010	1100	6	8
Friday, April 30, 2010	1115	13	22	Saturday, May 01, 2010	1115	7	11
Friday, April 30, 2010	1130	21	11	Saturday, May 01, 2010	1130	7	7
Friday, April 30, 2010	1145	27	17	Saturday, May 01, 2010	1145	9	7
Friday, April 30, 2010	1200	18	14	Saturday, May 01, 2010	1200	11	12
Friday, April 30, 2010	1215	18	11	Saturday, May 01, 2010	1215	19	11

F-Sabino Canyon Exit

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	17	8	Saturday, May 01, 2010	1230	14	12
Friday, April 30, 2010	1245	14	11	Saturday, May 01, 2010	1245	10	12
Friday, April 30, 2010	1300	15	4	Saturday, May 01, 2010	1300	8	7
Friday, April 30, 2010	1315	13	3	Saturday, May 01, 2010	1315	13	7
Friday, April 30, 2010	1330	6	2	Saturday, May 01, 2010	1330	8	8
Friday, April 30, 2010	1345	3	4	Saturday, May 01, 2010	1345	9	3
Friday, April 30, 2010	1400	8	6	Saturday, May 01, 2010	1400	7	8
Friday, April 30, 2010	1415	7	4	Saturday, May 01, 2010	1415	8	9
Friday, April 30, 2010	1430	6	5	Saturday, May 01, 2010	1430	9	8
Friday, April 30, 2010	1445	9	9	Saturday, May 01, 2010	1445	15	18
Friday, April 30, 2010	1500	7	7	Saturday, May 01, 2010	1500	31	11
Friday, April 30, 2010	1515	7	3	Saturday, May 01, 2010	1515	15	10
Friday, April 30, 2010	1530	5	8	Saturday, May 01, 2010	1530	6	9
Friday, April 30, 2010	1545	8	5	Saturday, May 01, 2010	1545	7	4
Friday, April 30, 2010	1600	5	8	Saturday, May 01, 2010	1600	4	12
Friday, April 30, 2010	1615	8	5	Saturday, May 01, 2010	1615	10	10
Friday, April 30, 2010	1630	4	11	Saturday, May 01, 2010	1630	7	13
Friday, April 30, 2010	1645	5	35	Saturday, May 01, 2010	1645	3	13
Friday, April 30, 2010	1700	8	21	Saturday, May 01, 2010	1700	11	25
Friday, April 30, 2010	1715	10	20	Saturday, May 01, 2010	1715	6	11
Friday, April 30, 2010	1730	7	15	Saturday, May 01, 2010	1730	8	13
Friday, April 30, 2010	1745	12	22	Saturday, May 01, 2010	1745	12	8
Friday, April 30, 2010	1800	15	10	Saturday, May 01, 2010	1800	16	11
Friday, April 30, 2010	1815	21	10	Saturday, May 01, 2010	1815	21	12
Friday, April 30, 2010	1830	8	10	Saturday, May 01, 2010	1830	21	4
Friday, April 30, 2010	1845	20	11	Saturday, May 01, 2010	1845	13	13
Friday, April 30, 2010	1900	24	22	Saturday, May 01, 2010	1900	17	16
Friday, April 30, 2010	1915	13	8	Saturday, May 01, 2010	1915	14	8
Friday, April 30, 2010	1930	5	8	Saturday, May 01, 2010	1930	5	9
Friday, April 30, 2010	1945	3	4	Saturday, May 01, 2010	1945	5	5
Friday, April 30, 2010	2000	5	3	Saturday, May 01, 2010	2000	3	4
Friday, April 30, 2010	2015	1	6	Saturday, May 01, 2010	2015	2	3
Friday, April 30, 2010	2030	1	3	Saturday, May 01, 2010	2030	5	2
Friday, April 30, 2010	2045	4	0	Saturday, May 01, 2010	2045	10	1
Friday, April 30, 2010	2100	8	4	Saturday, May 01, 2010	2100	8	2
Friday, April 30, 2010	2115	28	3	Saturday, May 01, 2010	2115	17	3
Friday, April 30, 2010	2130	21	5	Saturday, May 01, 2010	2130	14	2
Friday, April 30, 2010	2145	2	2	Saturday, May 01, 2010	2145	4	1
Friday, April 30, 2010	2200	3	2	Saturday, May 01, 2010	2200	4	1
Friday, April 30, 2010	2215	5	0	Saturday, May 01, 2010	2215	2	0
Friday, April 30, 2010	2230	6	3	Saturday, May 01, 2010	2230	1	0
Friday, April 30, 2010	2245	0	1	Saturday, May 01, 2010	2245	1	0
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	1	0
Friday, April 30, 2010	2315	1	1	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	0	0
Friday, April 30, 2010	2345	2	1	Saturday, May 01, 2010	2345	0	0
Friday, April 30, 2010	2400	2	1	Saturday, May 01, 2010	2400	1	1

G-Back of Park West

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	0	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	0	0	Saturday, May 01, 2010	530	1	0
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	1	0
Friday, April 30, 2010	600	4	1	Saturday, May 01, 2010	600	0	1
Friday, April 30, 2010	615	5	0	Saturday, May 01, 2010	615	2	1
Friday, April 30, 2010	630	1	1	Saturday, May 01, 2010	630	1	0
Friday, April 30, 2010	645	6	0	Saturday, May 01, 2010	645	2	0
Friday, April 30, 2010	700	1	6	Saturday, May 01, 2010	700	0	2
Friday, April 30, 2010	715	3	5	Saturday, May 01, 2010	715	0	1
Friday, April 30, 2010	730	9	5	Saturday, May 01, 2010	730	0	1
Friday, April 30, 2010	745	2	1	Saturday, May 01, 2010	745	4	2
Friday, April 30, 2010	800	10	10	Saturday, May 01, 2010	800	2	2
Friday, April 30, 2010	815	6	6	Saturday, May 01, 2010	815	4	4
Friday, April 30, 2010	830	2	20	Saturday, May 01, 2010	830	7	6
Friday, April 30, 2010	845	8	2	Saturday, May 01, 2010	845	10	5
Friday, April 30, 2010	900	2	8	Saturday, May 01, 2010	900	3	5
Friday, April 30, 2010	915	4	7	Saturday, May 01, 2010	915	2	8
Friday, April 30, 2010	930	9	3	Saturday, May 01, 2010	930	0	2
Friday, April 30, 2010	945	8	8	Saturday, May 01, 2010	945	2	3
Friday, April 30, 2010	1000	14	7	Saturday, May 01, 2010	1000	3	10
Friday, April 30, 2010	1015	6	1	Saturday, May 01, 2010	1015	6	11
Friday, April 30, 2010	1030	7	2	Saturday, May 01, 2010	1030	9	12
Friday, April 30, 2010	1045	15	2	Saturday, May 01, 2010	1045	1	4
Friday, April 30, 2010	1100	12	1	Saturday, May 01, 2010	1100	5	9
Friday, April 30, 2010	1115	10	3	Saturday, May 01, 2010	1115	4	9
Friday, April 30, 2010	1130	4	2	Saturday, May 01, 2010	1130	8	6
Friday, April 30, 2010	1145	10	11	Saturday, May 01, 2010	1145	2	13
Friday, April 30, 2010	1200	10	4	Saturday, May 01, 2010	1200	8	11
Friday, April 30, 2010	1215	12	7	Saturday, May 01, 2010	1215	12	23

G-Back of Park West

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	1230	11	8	Saturday, May 01, 2010	1230	9	11
Friday, April 30, 2010	1245	7	6	Saturday, May 01, 2010	1245	14	8
Friday, April 30, 2010	1300	6	5	Saturday, May 01, 2010	1300	8	6
Friday, April 30, 2010	1315	3	7	Saturday, May 01, 2010	1315	3	13
Friday, April 30, 2010	1330	3	3	Saturday, May 01, 2010	1330	3	6
Friday, April 30, 2010	1345	2	2	Saturday, May 01, 2010	1345	8	6
Friday, April 30, 2010	1400	5	5	Saturday, May 01, 2010	1400	5	10
Friday, April 30, 2010	1415	5	7	Saturday, May 01, 2010	1415	15	9
Friday, April 30, 2010	1430	3	1	Saturday, May 01, 2010	1430	8	15
Friday, April 30, 2010	1445	1	5	Saturday, May 01, 2010	1445	13	6
Friday, April 30, 2010	1500	2	2	Saturday, May 01, 2010	1500	17	12
Friday, April 30, 2010	1515	0	4	Saturday, May 01, 2010	1515	4	8
Friday, April 30, 2010	1530	1	2	Saturday, May 01, 2010	1530	10	13
Friday, April 30, 2010	1545	2	6	Saturday, May 01, 2010	1545	7	13
Friday, April 30, 2010	1600	2	2	Saturday, May 01, 2010	1600	3	9
Friday, April 30, 2010	1615	5	8	Saturday, May 01, 2010	1615	6	9
Friday, April 30, 2010	1630	1	3	Saturday, May 01, 2010	1630	4	3
Friday, April 30, 2010	1645	7	3	Saturday, May 01, 2010	1645	6	3
Friday, April 30, 2010	1700	8	7	Saturday, May 01, 2010	1700	11	12
Friday, April 30, 2010	1715	11	7	Saturday, May 01, 2010	1715	4	4
Friday, April 30, 2010	1730	7	7	Saturday, May 01, 2010	1730	13	9
Friday, April 30, 2010	1745	13	9	Saturday, May 01, 2010	1745	17	12
Friday, April 30, 2010	1800	8	7	Saturday, May 01, 2010	1800	24	13
Friday, April 30, 2010	1815	5	11	Saturday, May 01, 2010	1815	9	4
Friday, April 30, 2010	1830	5	6	Saturday, May 01, 2010	1830	6	8
Friday, April 30, 2010	1845	5	3	Saturday, May 01, 2010	1845	8	8
Friday, April 30, 2010	1900	4	8	Saturday, May 01, 2010	1900	10	10
Friday, April 30, 2010	1915	5	6	Saturday, May 01, 2010	1915	3	4
Friday, April 30, 2010	1930	2	4	Saturday, May 01, 2010	1930	0	4
Friday, April 30, 2010	1945	0	2	Saturday, May 01, 2010	1945	2	5
Friday, April 30, 2010	2000	0	2	Saturday, May 01, 2010	2000	4	0
Friday, April 30, 2010	2015	1	1	Saturday, May 01, 2010	2015	1	1
Friday, April 30, 2010	2030	2	0	Saturday, May 01, 2010	2030	7	0
Friday, April 30, 2010	2045	1	2	Saturday, May 01, 2010	2045	4	3
Friday, April 30, 2010	2100	3	7	Saturday, May 01, 2010	2100	1	3
Friday, April 30, 2010	2115	5	4	Saturday, May 01, 2010	2115	8	3
Friday, April 30, 2010	2130	3	4	Saturday, May 01, 2010	2130	6	2
Friday, April 30, 2010	2145	0	0	Saturday, May 01, 2010	2145	1	0
Friday, April 30, 2010	2200	1	0	Saturday, May 01, 2010	2200	3	0
Friday, April 30, 2010	2215	0	1	Saturday, May 01, 2010	2215	0	1
Friday, April 30, 2010	2230	1	0	Saturday, May 01, 2010	2230	0	0
Friday, April 30, 2010	2245	0	0	Saturday, May 01, 2010	2245	0	2
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	0	1
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	0	0
Friday, April 30, 2010	2345	0	0	Saturday, May 01, 2010	2345	0	0
Friday, April 30, 2010	2400	0	0	Saturday, May 01, 2010	2400	1	0

H-Back of Park South

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	1	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	0	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	1	0	Saturday, May 01, 2010	530	0	0
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	0	0
Friday, April 30, 2010	600	0	1	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	1	1	Saturday, May 01, 2010	615	1	1
Friday, April 30, 2010	630	0	1	Saturday, May 01, 2010	630	0	0
Friday, April 30, 2010	645	0	0	Saturday, May 01, 2010	645	1	1
Friday, April 30, 2010	700	1	1	Saturday, May 01, 2010	700	0	0
Friday, April 30, 2010	715	0	1	Saturday, May 01, 2010	715	0	0
Friday, April 30, 2010	730	2	1	Saturday, May 01, 2010	730	1	1
Friday, April 30, 2010	745	3	3	Saturday, May 01, 2010	745	2	1
Friday, April 30, 2010	800	1	1	Saturday, May 01, 2010	800	0	0
Friday, April 30, 2010	815	6	7	Saturday, May 01, 2010	815	3	1
Friday, April 30, 2010	830	9	8	Saturday, May 01, 2010	830	1	2
Friday, April 30, 2010	845	2	6	Saturday, May 01, 2010	845	2	4
Friday, April 30, 2010	900	4	14	Saturday, May 01, 2010	900	2	0
Friday, April 30, 2010	915	11	13	Saturday, May 01, 2010	915	3	2
Friday, April 30, 2010	930	9	12	Saturday, May 01, 2010	930	0	1
Friday, April 30, 2010	945	12	24	Saturday, May 01, 2010	945	3	6
Friday, April 30, 2010	1000	13	11	Saturday, May 01, 2010	1000	2	7
Friday, April 30, 2010	1015	11	18	Saturday, May 01, 2010	1015	3	6
Friday, April 30, 2010	1030	9	20	Saturday, May 01, 2010	1030	6	8
Friday, April 30, 2010	1045	16	16	Saturday, May 01, 2010	1045	2	2
Friday, April 30, 2010	1100	16	14	Saturday, May 01, 2010	1100	2	4
Friday, April 30, 2010	1115	9	20	Saturday, May 01, 2010	1115	3	4
Friday, April 30, 2010	1130	12	9	Saturday, May 01, 2010	1130	1	3
Friday, April 30, 2010	1145	12	11	Saturday, May 01, 2010	1145	5	9
Friday, April 30, 2010	1200	12	9	Saturday, May 01, 2010	1200	4	11
Friday, April 30, 2010	1215	13	9	Saturday, May 01, 2010	1215	11	17

H-Back of Park South

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	22	18	Saturday, May 01, 2010	1230	12	13
Friday, April 30, 2010	1245	12	6	Saturday, May 01, 2010	1245	5	9
Friday, April 30, 2010	1300	8	5	Saturday, May 01, 2010	1300	1	7
Friday, April 30, 2010	1315	1	1	Saturday, May 01, 2010	1315	2	3
Friday, April 30, 2010	1330	2	4	Saturday, May 01, 2010	1330	6	8
Friday, April 30, 2010	1345	2	1	Saturday, May 01, 2010	1345	5	7
Friday, April 30, 2010	1400	5	5	Saturday, May 01, 2010	1400	4	6
Friday, April 30, 2010	1415	1	2	Saturday, May 01, 2010	1415	2	5
Friday, April 30, 2010	1430	1	2	Saturday, May 01, 2010	1430	2	4
Friday, April 30, 2010	1445	1	2	Saturday, May 01, 2010	1445	4	7
Friday, April 30, 2010	1500	2	3	Saturday, May 01, 2010	1500	12	15
Friday, April 30, 2010	1515	0	0	Saturday, May 01, 2010	1515	11	15
Friday, April 30, 2010	1530	1	1	Saturday, May 01, 2010	1530	4	6
Friday, April 30, 2010	1545	0	1	Saturday, May 01, 2010	1545	10	6
Friday, April 30, 2010	1600	2	2	Saturday, May 01, 2010	1600	4	7
Friday, April 30, 2010	1615	1	2	Saturday, May 01, 2010	1615	7	10
Friday, April 30, 2010	1630	1	3	Saturday, May 01, 2010	1630	2	5
Friday, April 30, 2010	1645	2	5	Saturday, May 01, 2010	1645	3	13
Friday, April 30, 2010	1700	2	8	Saturday, May 01, 2010	1700	6	20
Friday, April 30, 2010	1715	2	5	Saturday, May 01, 2010	1715	4	16
Friday, April 30, 2010	1730	8	7	Saturday, May 01, 2010	1730	10	11
Friday, April 30, 2010	1745	6	9	Saturday, May 01, 2010	1745	23	11
Friday, April 30, 2010	1800	4	2	Saturday, May 01, 2010	1800	27	17
Friday, April 30, 2010	1815	9	1	Saturday, May 01, 2010	1815	7	4
Friday, April 30, 2010	1830	3	0	Saturday, May 01, 2010	1830	9	4
Friday, April 30, 2010	1845	8	8	Saturday, May 01, 2010	1845	5	6
Friday, April 30, 2010	1900	6	10	Saturday, May 01, 2010	1900	16	10
Friday, April 30, 2010	1915	2	2	Saturday, May 01, 2010	1915	1	2
Friday, April 30, 2010	1930	1	1	Saturday, May 01, 2010	1930	1	2
Friday, April 30, 2010	1945	0	4	Saturday, May 01, 2010	1945	2	1
Friday, April 30, 2010	2000	2	0	Saturday, May 01, 2010	2000	3	4
Friday, April 30, 2010	2015	2	4	Saturday, May 01, 2010	2015	1	1
Friday, April 30, 2010	2030	1	1	Saturday, May 01, 2010	2030	5	4
Friday, April 30, 2010	2045	1	0	Saturday, May 01, 2010	2045	11	1
Friday, April 30, 2010	2100	4	2	Saturday, May 01, 2010	2100	8	2
Friday, April 30, 2010	2115	13	1	Saturday, May 01, 2010	2115	20	1
Friday, April 30, 2010	2130	9	2	Saturday, May 01, 2010	2130	6	0
Friday, April 30, 2010	2145	1	1	Saturday, May 01, 2010	2145	0	0
Friday, April 30, 2010	2200	2	2	Saturday, May 01, 2010	2200	0	0
Friday, April 30, 2010	2215	1	1	Saturday, May 01, 2010	2215	0	0
Friday, April 30, 2010	2230	1	1	Saturday, May 01, 2010	2230	0	0
Friday, April 30, 2010	2245	1	0	Saturday, May 01, 2010	2245	0	0
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	0	0
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	0	0
Friday, April 30, 2010	2345	0	0	Saturday, May 01, 2010	2345	0	0
Friday, April 30, 2010	2400	0	0	Saturday, May 01, 2010	2400	0	0

I-Back of Park North

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	1	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	0	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	1	0	Saturday, May 01, 2010	530	1	1
Friday, April 30, 2010	545	0	0	Saturday, May 01, 2010	545	0	0
Friday, April 30, 2010	600	1	3	Saturday, May 01, 2010	600	0	2
Friday, April 30, 2010	615	6	6	Saturday, May 01, 2010	615	1	0
Friday, April 30, 2010	630	3	3	Saturday, May 01, 2010	630	1	0
Friday, April 30, 2010	645	4	4	Saturday, May 01, 2010	645	2	2
Friday, April 30, 2010	700	2	9	Saturday, May 01, 2010	700	0	1
Friday, April 30, 2010	715	1	7	Saturday, May 01, 2010	715	0	1
Friday, April 30, 2010	730	6	8	Saturday, May 01, 2010	730	2	3
Friday, April 30, 2010	745	8	7	Saturday, May 01, 2010	745	3	1
Friday, April 30, 2010	800	4	15	Saturday, May 01, 2010	800	3	3
Friday, April 30, 2010	815	6	17	Saturday, May 01, 2010	815	5	2
Friday, April 30, 2010	830	7	15	Saturday, May 01, 2010	830	7	10
Friday, April 30, 2010	845	6	8	Saturday, May 01, 2010	845	13	9
Friday, April 30, 2010	900	4	21	Saturday, May 01, 2010	900	6	5
Friday, April 30, 2010	915	19	26	Saturday, May 01, 2010	915	2	11
Friday, April 30, 2010	930	15	27	Saturday, May 01, 2010	930	1	3
Friday, April 30, 2010	945	28	42	Saturday, May 01, 2010	945	4	8
Friday, April 30, 2010	1000	30	23	Saturday, May 01, 2010	1000	1	17
Friday, April 30, 2010	1015	20	28	Saturday, May 01, 2010	1015	12	18
Friday, April 30, 2010	1030	13	30	Saturday, May 01, 2010	1030	18	23
Friday, April 30, 2010	1045	25	25	Saturday, May 01, 2010	1045	4	7
Friday, April 30, 2010	1100	25	16	Saturday, May 01, 2010	1100	4	14
Friday, April 30, 2010	1115	15	29	Saturday, May 01, 2010	1115	4	13
Friday, April 30, 2010	1130	20	15	Saturday, May 01, 2010	1130	10	8
Friday, April 30, 2010	1145	16	28	Saturday, May 01, 2010	1145	6	21
Friday, April 30, 2010	1200	25	18	Saturday, May 01, 2010	1200	14	22
Friday, April 30, 2010	1215	23	22	Saturday, May 01, 2010	1215	20	33

I-Back of Park North

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	29	11	Saturday, May 01, 2010	1230	13	22
Friday, April 30, 2010	1245	13	12	Saturday, May 01, 2010	1245	13	16
Friday, April 30, 2010	1300	12	8	Saturday, May 01, 2010	1300	7	14
Friday, April 30, 2010	1315	5	9	Saturday, May 01, 2010	1315	10	16
Friday, April 30, 2010	1330	1	3	Saturday, May 01, 2010	1330	12	20
Friday, April 30, 2010	1345	5	3	Saturday, May 01, 2010	1345	16	14
Friday, April 30, 2010	1400	6	9	Saturday, May 01, 2010	1400	12	20
Friday, April 30, 2010	1415	5	6	Saturday, May 01, 2010	1415	12	14
Friday, April 30, 2010	1430	3	4	Saturday, May 01, 2010	1430	8	23
Friday, April 30, 2010	1445	4	7	Saturday, May 01, 2010	1445	13	18
Friday, April 30, 2010	1500	4	4	Saturday, May 01, 2010	1500	22	25
Friday, April 30, 2010	1515	1	7	Saturday, May 01, 2010	1515	18	19
Friday, April 30, 2010	1530	2	5	Saturday, May 01, 2010	1530	15	18
Friday, April 30, 2010	1545	1	6	Saturday, May 01, 2010	1545	16	15
Friday, April 30, 2010	1600	5	5	Saturday, May 01, 2010	1600	10	15
Friday, April 30, 2010	1615	5	11	Saturday, May 01, 2010	1615	11	19
Friday, April 30, 2010	1630	3	7	Saturday, May 01, 2010	1630	13	9
Friday, April 30, 2010	1645	7	10	Saturday, May 01, 2010	1645	8	17
Friday, April 30, 2010	1700	5	17	Saturday, May 01, 2010	1700	10	32
Friday, April 30, 2010	1715	10	11	Saturday, May 01, 2010	1715	8	17
Friday, April 30, 2010	1730	15	13	Saturday, May 01, 2010	1730	20	16
Friday, April 30, 2010	1745	10	17	Saturday, May 01, 2010	1745	39	17
Friday, April 30, 2010	1800	14	7	Saturday, May 01, 2010	1800	40	28
Friday, April 30, 2010	1815	13	6	Saturday, May 01, 2010	1815	15	8
Friday, April 30, 2010	1830	5	1	Saturday, May 01, 2010	1830	14	11
Friday, April 30, 2010	1845	14	11	Saturday, May 01, 2010	1845	13	13
Friday, April 30, 2010	1900	7	18	Saturday, May 01, 2010	1900	22	12
Friday, April 30, 2010	1915	4	8	Saturday, May 01, 2010	1915	4	7
Friday, April 30, 2010	1930	5	7	Saturday, May 01, 2010	1930	7	5
Friday, April 30, 2010	1945	3	8	Saturday, May 01, 2010	1945	9	7
Friday, April 30, 2010	2000	1	2	Saturday, May 01, 2010	2000	5	7
Friday, April 30, 2010	2015	4	3	Saturday, May 01, 2010	2015	4	4
Friday, April 30, 2010	2030	2	4	Saturday, May 01, 2010	2030	15	5
Friday, April 30, 2010	2045	3	2	Saturday, May 01, 2010	2045	18	4
Friday, April 30, 2010	2100	6	4	Saturday, May 01, 2010	2100	14	2
Friday, April 30, 2010	2115	25	2	Saturday, May 01, 2010	2115	23	0
Friday, April 30, 2010	2130	15	2	Saturday, May 01, 2010	2130	9	2
Friday, April 30, 2010	2145	0	0	Saturday, May 01, 2010	2145	1	0
Friday, April 30, 2010	2200	2	1	Saturday, May 01, 2010	2200	1	0
Friday, April 30, 2010	2215	1	1	Saturday, May 01, 2010	2215	6	2
Friday, April 30, 2010	2230	2	1	Saturday, May 01, 2010	2230	2	1
Friday, April 30, 2010	2245	1	0	Saturday, May 01, 2010	2245	0	1
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	3	1
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	0	0
Friday, April 30, 2010	2345	0	1	Saturday, May 01, 2010	2345	2	0
Friday, April 30, 2010	2400	0	4	Saturday, May 01, 2010	2400	1	0

J-Loop Entrance

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	2	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	0	13	Saturday, May 01, 2010	530	1	1
Friday, April 30, 2010	545	7	15	Saturday, May 01, 2010	545	0	0
Friday, April 30, 2010	600	1	33	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	0	21	Saturday, May 01, 2010	615	0	0
Friday, April 30, 2010	630	7	9	Saturday, May 01, 2010	630	0	0
Friday, April 30, 2010	645	17	8	Saturday, May 01, 2010	645	0	0
Friday, April 30, 2010	700	15	19	Saturday, May 01, 2010	700	0	0
Friday, April 30, 2010	715	34	14	Saturday, May 01, 2010	715	0	0
Friday, April 30, 2010	730	12	14	Saturday, May 01, 2010	730	0	0
Friday, April 30, 2010	745	11	8	Saturday, May 01, 2010	745	0	3
Friday, April 30, 2010	800	19	10	Saturday, May 01, 2010	800	0	19
Friday, April 30, 2010	815	19	13	Saturday, May 01, 2010	815	5	23
Friday, April 30, 2010	830	26	17	Saturday, May 01, 2010	830	6	11
Friday, April 30, 2010	845	5	15	Saturday, May 01, 2010	845	13	17
Friday, April 30, 2010	900	11	43	Saturday, May 01, 2010	900	13	19
Friday, April 30, 2010	915	7	21	Saturday, May 01, 2010	915	14	9
Friday, April 30, 2010	930	24	25	Saturday, May 01, 2010	930	8	9
Friday, April 30, 2010	945	16	19	Saturday, May 01, 2010	945	12	16
Friday, April 30, 2010	1000	19	31	Saturday, May 01, 2010	1000	19	23
Friday, April 30, 2010	1015	18	31	Saturday, May 01, 2010	1015	13	30
Friday, April 30, 2010	1030	22	26	Saturday, May 01, 2010	1030	27	21
Friday, April 30, 2010	1045	10	20	Saturday, May 01, 2010	1045	26	19
Friday, April 30, 2010	1100	27	24	Saturday, May 01, 2010	1100	19	28
Friday, April 30, 2010	1115	31	28	Saturday, May 01, 2010	1115	42	41
Friday, April 30, 2010	1130	34	24	Saturday, May 01, 2010	1130	23	19
Friday, April 30, 2010	1145	10	16	Saturday, May 01, 2010	1145	18	15
Friday, April 30, 2010	1200	10	17	Saturday, May 01, 2010	1200	23	16

J-Loop Entrance

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	1215	24	20	Saturday, May 01, 2010	1215	57	29
Friday, April 30, 2010	1230	30	20	Saturday, May 01, 2010	1230	30	18
Friday, April 30, 2010	1245	29	22	Saturday, May 01, 2010	1245	7	10
Friday, April 30, 2010	1300	17	17	Saturday, May 01, 2010	1300	18	19
Friday, April 30, 2010	1315	18	16	Saturday, May 01, 2010	1315	20	17
Friday, April 30, 2010	1330	11	14	Saturday, May 01, 2010	1330	15	18
Friday, April 30, 2010	1345	18	10	Saturday, May 01, 2010	1345	18	21
Friday, April 30, 2010	1400	8	17	Saturday, May 01, 2010	1400	14	11
Friday, April 30, 2010	1415	9	10	Saturday, May 01, 2010	1415	16	20
Friday, April 30, 2010	1430	14	19	Saturday, May 01, 2010	1430	7	14
Friday, April 30, 2010	1445	26	21	Saturday, May 01, 2010	1445	7	11
Friday, April 30, 2010	1500	21	12	Saturday, May 01, 2010	1500	6	15
Friday, April 30, 2010	1515	13	13	Saturday, May 01, 2010	1515	25	11
Friday, April 30, 2010	1530	32	17	Saturday, May 01, 2010	1530	21	10
Friday, April 30, 2010	1545	28	20	Saturday, May 01, 2010	1545	12	13
Friday, April 30, 2010	1600	23	18	Saturday, May 01, 2010	1600	38	18
Friday, April 30, 2010	1615	37	23	Saturday, May 01, 2010	1615	13	8
Friday, April 30, 2010	1630	21	12	Saturday, May 01, 2010	1630	5	7
Friday, April 30, 2010	1645	9	15	Saturday, May 01, 2010	1645	7	9
Friday, April 30, 2010	1700	19	20	Saturday, May 01, 2010	1700	3	5
Friday, April 30, 2010	1715	20	22	Saturday, May 01, 2010	1715	5	4
Friday, April 30, 2010	1730	14	15	Saturday, May 01, 2010	1730	2	2
Friday, April 30, 2010	1745	7	10	Saturday, May 01, 2010	1745	1	2
Friday, April 30, 2010	1800	14	9	Saturday, May 01, 2010	1800	6	5
Friday, April 30, 2010	1815	20	17	Saturday, May 01, 2010	1815	2	0
Friday, April 30, 2010	1830	4	4	Saturday, May 01, 2010	1830	3	3
Friday, April 30, 2010	1845	24	18	Saturday, May 01, 2010	1845	1	2
Friday, April 30, 2010	1900	2	2	Saturday, May 01, 2010	1900	1	1
Friday, April 30, 2010	1915	8	3	Saturday, May 01, 2010	1915	2	2
Friday, April 30, 2010	1930	5	4	Saturday, May 01, 2010	1930	10	10
Friday, April 30, 2010	1945	8	2	Saturday, May 01, 2010	1945	1	1
Friday, April 30, 2010	2000	3	2	Saturday, May 01, 2010	2000	2	2
Friday, April 30, 2010	2015	40	11	Saturday, May 01, 2010	2015	0	0
Friday, April 30, 2010	2030	5	1	Saturday, May 01, 2010	2030	0	0
Friday, April 30, 2010	2045	2	2	Saturday, May 01, 2010	2045	0	0
Friday, April 30, 2010	2100	0	0	Saturday, May 01, 2010	2100	0	0
Friday, April 30, 2010	2115	0	1	Saturday, May 01, 2010	2115	0	0
Friday, April 30, 2010	2130	5	5	Saturday, May 01, 2010	2130	0	0
Friday, April 30, 2010	2145	0	0	Saturday, May 01, 2010	2145	0	0
Friday, April 30, 2010	2200	0	0	Saturday, May 01, 2010	2200	0	0
Friday, April 30, 2010	2215	0	0	Saturday, May 01, 2010	2215	0	0
Friday, April 30, 2010	2230	0	0	Saturday, May 01, 2010	2230	0	0
Friday, April 30, 2010	2245	0	0	Saturday, May 01, 2010	2245	0	0
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	0	0
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	0	0
Friday, April 30, 2010	2345	1	1	Saturday, May 01, 2010	2345	0	0
Friday, April 30, 2010	2400	0	0	Saturday, May 01, 2010	2400	1	1

K-Main (West) Entrance

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	1	1
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	1	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	2	Saturday, May 01, 2010	500	0	1
Friday, April 30, 2010	515	0	2	Saturday, May 01, 2010	515	0	2
Friday, April 30, 2010	530	1	10	Saturday, May 01, 2010	530	1	0
Friday, April 30, 2010	545	1	10	Saturday, May 01, 2010	545	2	1
Friday, April 30, 2010	600	1	32	Saturday, May 01, 2010	600	0	2
Friday, April 30, 2010	615	0	19	Saturday, May 01, 2010	615	0	2
Friday, April 30, 2010	630	5	12	Saturday, May 01, 2010	630	1	2
Friday, April 30, 2010	645	7	14	Saturday, May 01, 2010	645	2	3
Friday, April 30, 2010	700	7	13	Saturday, May 01, 2010	700	0	6
Friday, April 30, 2010	715	17	12	Saturday, May 01, 2010	715	1	7
Friday, April 30, 2010	730	7	19	Saturday, May 01, 2010	730	2	3
Friday, April 30, 2010	745	5	14	Saturday, May 01, 2010	745	3	16
Friday, April 30, 2010	800	10	17	Saturday, May 01, 2010	800	0	32
Friday, April 30, 2010	815	14	27	Saturday, May 01, 2010	815	5	38
Friday, April 30, 2010	830	13	17	Saturday, May 01, 2010	830	8	28
Friday, April 30, 2010	845	4	21	Saturday, May 01, 2010	845	15	19
Friday, April 30, 2010	900	6	46	Saturday, May 01, 2010	900	10	27
Friday, April 30, 2010	915	18	26	Saturday, May 01, 2010	915	11	17
Friday, April 30, 2010	930	25	40	Saturday, May 01, 2010	930	10	8
Friday, April 30, 2010	945	23	37	Saturday, May 01, 2010	945	9	23
Friday, April 30, 2010	1000	26	29	Saturday, May 01, 2010	1000	18	35
Friday, April 30, 2010	1015	17	43	Saturday, May 01, 2010	1015	14	47
Friday, April 30, 2010	1030	16	24	Saturday, May 01, 2010	1030	29	33
Friday, April 30, 2010	1045	27	39	Saturday, May 01, 2010	1045	21	30
Friday, April 30, 2010	1100	22	29	Saturday, May 01, 2010	1100	17	37
Friday, April 30, 2010	1115	24	33	Saturday, May 01, 2010	1115	27	48
Friday, April 30, 2010	1130	28	24	Saturday, May 01, 2010	1130	16	38
Friday, April 30, 2010	1145	19	32	Saturday, May 01, 2010	1145	15	28
Friday, April 30, 2010	1200	24	22	Saturday, May 01, 2010	1200	12	47
Friday, April 30, 2010	1215	22	23	Saturday, May 01, 2010	1215	33	43

K-Main (West) Entrance

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	32	27	Saturday, May 01, 2010	1230	24	34
Friday, April 30, 2010	1245	22	18	Saturday, May 01, 2010	1245	19	30
Friday, April 30, 2010	1300	21	14	Saturday, May 01, 2010	1300	19	29
Friday, April 30, 2010	1315	10	10	Saturday, May 01, 2010	1315	29	24
Friday, April 30, 2010	1330	9	11	Saturday, May 01, 2010	1330	27	30
Friday, April 30, 2010	1345	9	9	Saturday, May 01, 2010	1345	32	28
Friday, April 30, 2010	1400	6	15	Saturday, May 01, 2010	1400	18	23
Friday, April 30, 2010	1415	7	7	Saturday, May 01, 2010	1415	19	23
Friday, April 30, 2010	1430	7	13	Saturday, May 01, 2010	1430	12	32
Friday, April 30, 2010	1445	11	12	Saturday, May 01, 2010	1445	18	29
Friday, April 30, 2010	1500	8	14	Saturday, May 01, 2010	1500	24	42
Friday, April 30, 2010	1515	14	16	Saturday, May 01, 2010	1515	32	21
Friday, April 30, 2010	1530	12	15	Saturday, May 01, 2010	1530	25	20
Friday, April 30, 2010	1545	11	19	Saturday, May 01, 2010	1545	21	23
Friday, April 30, 2010	1600	12	13	Saturday, May 01, 2010	1600	30	24
Friday, April 30, 2010	1615	16	17	Saturday, May 01, 2010	1615	27	20
Friday, April 30, 2010	1630	10	21	Saturday, May 01, 2010	1630	15	15
Friday, April 30, 2010	1645	9	23	Saturday, May 01, 2010	1645	21	29
Friday, April 30, 2010	1700	10	36	Saturday, May 01, 2010	1700	13	36
Friday, April 30, 2010	1715	11	21	Saturday, May 01, 2010	1715	16	16
Friday, April 30, 2010	1730	32	31	Saturday, May 01, 2010	1730	33	24
Friday, April 30, 2010	1745	19	40	Saturday, May 01, 2010	1745	31	26
Friday, April 30, 2010	1800	21	18	Saturday, May 01, 2010	1800	29	30
Friday, April 30, 2010	1815	22	22	Saturday, May 01, 2010	1815	18	15
Friday, April 30, 2010	1830	16	10	Saturday, May 01, 2010	1830	18	21
Friday, April 30, 2010	1845	33	28	Saturday, May 01, 2010	1845	19	24
Friday, April 30, 2010	1900	9	27	Saturday, May 01, 2010	1900	25	11
Friday, April 30, 2010	1915	11	11	Saturday, May 01, 2010	1915	11	8
Friday, April 30, 2010	1930	20	10	Saturday, May 01, 2010	1930	15	13
Friday, April 30, 2010	1945	8	10	Saturday, May 01, 2010	1945	12	5
Friday, April 30, 2010	2000	7	7	Saturday, May 01, 2010	2000	9	11
Friday, April 30, 2010	2015	14	8	Saturday, May 01, 2010	2015	8	9
Friday, April 30, 2010	2030	8	7	Saturday, May 01, 2010	2030	22	7
Friday, April 30, 2010	2045	9	12	Saturday, May 01, 2010	2045	17	9
Friday, April 30, 2010	2100	15	5	Saturday, May 01, 2010	2100	21	4
Friday, April 30, 2010	2115	29	6	Saturday, May 01, 2010	2115	20	3
Friday, April 30, 2010	2130	12	3	Saturday, May 01, 2010	2130	23	5
Friday, April 30, 2010	2145	0	0	Saturday, May 01, 2010	2145	8	1
Friday, April 30, 2010	2200	6	3	Saturday, May 01, 2010	2200	6	2
Friday, April 30, 2010	2215	5	2	Saturday, May 01, 2010	2215	9	1
Friday, April 30, 2010	2230	2	1	Saturday, May 01, 2010	2230	2	1
Friday, April 30, 2010	2245	1	0	Saturday, May 01, 2010	2245	0	0
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	1	0
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	2	Saturday, May 01, 2010	2330	0	0
Friday, April 30, 2010	2345	1	0	Saturday, May 01, 2010	2345	0	0
Friday, April 30, 2010	2400	0	0	Saturday, May 01, 2010	2400	2	1

L-Road East of
Community Center

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	0	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	0	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	1	0	Saturday, May 01, 2010	430	0	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	0
Friday, April 30, 2010	515	0	1	Saturday, May 01, 2010	515	0	2
Friday, April 30, 2010	530	1	1	Saturday, May 01, 2010	530	0	1
Friday, April 30, 2010	545	1	1	Saturday, May 01, 2010	545	1	0
Friday, April 30, 2010	600	0	2	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	3	3	Saturday, May 01, 2010	615	0	0
Friday, April 30, 2010	630	0	2	Saturday, May 01, 2010	630	0	1
Friday, April 30, 2010	645	2	0	Saturday, May 01, 2010	645	1	1
Friday, April 30, 2010	700	3	1	Saturday, May 01, 2010	700	2	3
Friday, April 30, 2010	715	3	2	Saturday, May 01, 2010	715	1	0
Friday, April 30, 2010	730	7	2	Saturday, May 01, 2010	730	2	4
Friday, April 30, 2010	745	5	4	Saturday, May 01, 2010	745	4	1
Friday, April 30, 2010	800	4	1	Saturday, May 01, 2010	800	5	4
Friday, April 30, 2010	815	6	5	Saturday, May 01, 2010	815	10	9
Friday, April 30, 2010	830	10	9	Saturday, May 01, 2010	830	15	6
Friday, April 30, 2010	845	4	13	Saturday, May 01, 2010	845	9	9
Friday, April 30, 2010	900	4	12	Saturday, May 01, 2010	900	14	11
Friday, April 30, 2010	915	6	16	Saturday, May 01, 2010	915	6	7
Friday, April 30, 2010	930	8	8	Saturday, May 01, 2010	930	4	8
Friday, April 30, 2010	945	6	6	Saturday, May 01, 2010	945	6	2
Friday, April 30, 2010	1000	13	12	Saturday, May 01, 2010	1000	10	14
Friday, April 30, 2010	1015	7	3	Saturday, May 01, 2010	1015	14	15
Friday, April 30, 2010	1030	6	15	Saturday, May 01, 2010	1030	18	17
Friday, April 30, 2010	1045	6	6	Saturday, May 01, 2010	1045	12	11
Friday, April 30, 2010	1100	11	11	Saturday, May 01, 2010	1100	19	22
Friday, April 30, 2010	1115	4	12	Saturday, May 01, 2010	1115	13	10
Friday, April 30, 2010	1130	10	10	Saturday, May 01, 2010	1130	12	8
Friday, April 30, 2010	1145	4	9	Saturday, May 01, 2010	1145	7	11
Friday, April 30, 2010	1200	6	5	Saturday, May 01, 2010	1200	13	15
Friday, April 30, 2010	1215	9	9	Saturday, May 01, 2010	1215	8	5

L-Road East of
Community Center

	Time	EB	WB		Time	EB	WB
Friday, April 30, 2010	1230	7	3	Saturday, May 01, 2010	1230	5	4
Friday, April 30, 2010	1245	7	6	Saturday, May 01, 2010	1245	2	4
Friday, April 30, 2010	1300	7	4	Saturday, May 01, 2010	1300	14	16
Friday, April 30, 2010	1315	7	8	Saturday, May 01, 2010	1315	15	5
Friday, April 30, 2010	1330	4	7	Saturday, May 01, 2010	1330	11	4
Friday, April 30, 2010	1345	5	1	Saturday, May 01, 2010	1345	9	11
Friday, April 30, 2010	1400	3	3	Saturday, May 01, 2010	1400	10	8
Friday, April 30, 2010	1415	6	5	Saturday, May 01, 2010	1415	9	11
Friday, April 30, 2010	1430	6	2	Saturday, May 01, 2010	1430	9	13
Friday, April 30, 2010	1445	5	3	Saturday, May 01, 2010	1445	7	10
Friday, April 30, 2010	1500	5	2	Saturday, May 01, 2010	1500	5	12
Friday, April 30, 2010	1515	3	3	Saturday, May 01, 2010	1515	5	3
Friday, April 30, 2010	1530	3	6	Saturday, May 01, 2010	1530	5	10
Friday, April 30, 2010	1545	7	1	Saturday, May 01, 2010	1545	12	8
Friday, April 30, 2010	1600	2	4	Saturday, May 01, 2010	1600	10	5
Friday, April 30, 2010	1615	7	5	Saturday, May 01, 2010	1615	7	10
Friday, April 30, 2010	1630	4	1	Saturday, May 01, 2010	1630	5	4
Friday, April 30, 2010	1645	4	4	Saturday, May 01, 2010	1645	8	10
Friday, April 30, 2010	1700	1	3	Saturday, May 01, 2010	1700	12	21
Friday, April 30, 2010	1715	7	4	Saturday, May 01, 2010	1715	18	22
Friday, April 30, 2010	1730	7	6	Saturday, May 01, 2010	1730	13	10
Friday, April 30, 2010	1745	8	3	Saturday, May 01, 2010	1745	12	6
Friday, April 30, 2010	1800	6	2	Saturday, May 01, 2010	1800	14	12
Friday, April 30, 2010	1815	6	2	Saturday, May 01, 2010	1815	7	2
Friday, April 30, 2010	1830	3	1	Saturday, May 01, 2010	1830	5	7
Friday, April 30, 2010	1845	5	5	Saturday, May 01, 2010	1845	7	4
Friday, April 30, 2010	1900	7	4	Saturday, May 01, 2010	1900	4	1
Friday, April 30, 2010	1915	5	2	Saturday, May 01, 2010	1915	4	5
Friday, April 30, 2010	1930	3	10	Saturday, May 01, 2010	1930	5	6
Friday, April 30, 2010	1945	3	3	Saturday, May 01, 2010	1945	6	8
Friday, April 30, 2010	2000	3	4	Saturday, May 01, 2010	2000	4	5
Friday, April 30, 2010	2015	3	2	Saturday, May 01, 2010	2015	1	1
Friday, April 30, 2010	2030	3	3	Saturday, May 01, 2010	2030	5	7
Friday, April 30, 2010	2045	6	4	Saturday, May 01, 2010	2045	5	2
Friday, April 30, 2010	2100	2	4	Saturday, May 01, 2010	2100	3	4
Friday, April 30, 2010	2115	0	2	Saturday, May 01, 2010	2115	2	2
Friday, April 30, 2010	2130	1	1	Saturday, May 01, 2010	2130	3	8
Friday, April 30, 2010	2145	0	0	Saturday, May 01, 2010	2145	2	5
Friday, April 30, 2010	2200	1	5	Saturday, May 01, 2010	2200	1	1
Friday, April 30, 2010	2215	4	4	Saturday, May 01, 2010	2215	1	0
Friday, April 30, 2010	2230	0	0	Saturday, May 01, 2010	2230	1	0
Friday, April 30, 2010	2245	0	0	Saturday, May 01, 2010	2245	0	1
Friday, April 30, 2010	2300	0	0	Saturday, May 01, 2010	2300	0	1
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	1	0
Friday, April 30, 2010	2345	1	0	Saturday, May 01, 2010	2345	1	0
Friday, April 30, 2010	2400	0	1	Saturday, May 01, 2010	2400	1	1

M-Center Signaled Entrance

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	1	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	3	1	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	1	1
Friday, April 30, 2010	445	4	3	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	2	4	Saturday, May 01, 2010	500	0	2
Friday, April 30, 2010	515	2	3	Saturday, May 01, 2010	515	0	1
Friday, April 30, 2010	530	8	19	Saturday, May 01, 2010	530	0	3
Friday, April 30, 2010	545	3	1	Saturday, May 01, 2010	545	2	2
Friday, April 30, 2010	600	1	3	Saturday, May 01, 2010	600	3	0
Friday, April 30, 2010	615	1	6	Saturday, May 01, 2010	615	2	3
Friday, April 30, 2010	630	10	2	Saturday, May 01, 2010	630	3	4
Friday, April 30, 2010	645	6	4	Saturday, May 01, 2010	645	0	5
Friday, April 30, 2010	700	3	3	Saturday, May 01, 2010	700	4	5
Friday, April 30, 2010	715	9	3	Saturday, May 01, 2010	715	4	9
Friday, April 30, 2010	730	12	8	Saturday, May 01, 2010	730	6	14
Friday, April 30, 2010	745	8	12	Saturday, May 01, 2010	745	4	18
Friday, April 30, 2010	800	14	13	Saturday, May 01, 2010	800	5	19
Friday, April 30, 2010	815	15	18	Saturday, May 01, 2010	815	9	16
Friday, April 30, 2010	830	18	14	Saturday, May 01, 2010	830	12	65
Friday, April 30, 2010	845	13	32	Saturday, May 01, 2010	845	22	71
Friday, April 30, 2010	900	12	18	Saturday, May 01, 2010	900	35	49
Friday, April 30, 2010	915	14	21	Saturday, May 01, 2010	915	18	25
Friday, April 30, 2010	930	16	14	Saturday, May 01, 2010	930	16	16
Friday, April 30, 2010	945	12	11	Saturday, May 01, 2010	945	16	7
Friday, April 30, 2010	1000	18	21	Saturday, May 01, 2010	1000	15	32
Friday, April 30, 2010	1015	9	16	Saturday, May 01, 2010	1015	17	20
Friday, April 30, 2010	1030	15	21	Saturday, May 01, 2010	1030	18	16
Friday, April 30, 2010	1045	19	9	Saturday, May 01, 2010	1045	35	25
Friday, April 30, 2010	1100	8	10	Saturday, May 01, 2010	1100	11	19
Friday, April 30, 2010	1115	9	14	Saturday, May 01, 2010	1115	27	25
Friday, April 30, 2010	1130	15	14	Saturday, May 01, 2010	1130	11	18
Friday, April 30, 2010	1145	9	9	Saturday, May 01, 2010	1145	33	18
Friday, April 30, 2010	1200	11	11	Saturday, May 01, 2010	1200	14	46
Friday, April 30, 2010	1215	10	6	Saturday, May 01, 2010	1215	12	16

M-Center Signaled Entrance

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	15	13	Saturday, May 01, 2010	1230	18	12
Friday, April 30, 2010	1245	14	11	Saturday, May 01, 2010	1245	12	23
Friday, April 30, 2010	1300	11	5	Saturday, May 01, 2010	1300	17	30
Friday, April 30, 2010	1315	12	9	Saturday, May 01, 2010	1315	42	23
Friday, April 30, 2010	1330	12	12	Saturday, May 01, 2010	1330	17	16
Friday, April 30, 2010	1345	9	7	Saturday, May 01, 2010	1345	21	11
Friday, April 30, 2010	1400	8	5	Saturday, May 01, 2010	1400	24	15
Friday, April 30, 2010	1415	9	6	Saturday, May 01, 2010	1415	17	26
Friday, April 30, 2010	1430	12	2	Saturday, May 01, 2010	1430	9	16
Friday, April 30, 2010	1445	14	13	Saturday, May 01, 2010	1445	10	12
Friday, April 30, 2010	1500	7	7	Saturday, May 01, 2010	1500	11	18
Friday, April 30, 2010	1515	10	9	Saturday, May 01, 2010	1515	8	11
Friday, April 30, 2010	1530	8	3	Saturday, May 01, 2010	1530	9	8
Friday, April 30, 2010	1545	11	2	Saturday, May 01, 2010	1545	12	19
Friday, April 30, 2010	1600	13	13	Saturday, May 01, 2010	1600	13	23
Friday, April 30, 2010	1615	12	5	Saturday, May 01, 2010	1615	16	13
Friday, April 30, 2010	1630	11	5	Saturday, May 01, 2010	1630	18	7
Friday, April 30, 2010	1645	7	11	Saturday, May 01, 2010	1645	22	21
Friday, April 30, 2010	1700	7	7	Saturday, May 01, 2010	1700	18	35
Friday, April 30, 2010	1715	16	10	Saturday, May 01, 2010	1715	24	31
Friday, April 30, 2010	1730	16	15	Saturday, May 01, 2010	1730	19	14
Friday, April 30, 2010	1745	8	11	Saturday, May 01, 2010	1745	28	15
Friday, April 30, 2010	1800	11	20	Saturday, May 01, 2010	1800	35	16
Friday, April 30, 2010	1815	9	23	Saturday, May 01, 2010	1815	21	21
Friday, April 30, 2010	1830	8	8	Saturday, May 01, 2010	1830	15	18
Friday, April 30, 2010	1845	23	23	Saturday, May 01, 2010	1845	14	20
Friday, April 30, 2010	1900	21	19	Saturday, May 01, 2010	1900	11	12
Friday, April 30, 2010	1915	9	12	Saturday, May 01, 2010	1915	13	18
Friday, April 30, 2010	1930	19	11	Saturday, May 01, 2010	1930	11	11
Friday, April 30, 2010	1945	9	9	Saturday, May 01, 2010	1945	16	6
Friday, April 30, 2010	2000	7	14	Saturday, May 01, 2010	2000	15	7
Friday, April 30, 2010	2015	7	9	Saturday, May 01, 2010	2015	19	2
Friday, April 30, 2010	2030	8	8	Saturday, May 01, 2010	2030	11	5
Friday, April 30, 2010	2045	10	9	Saturday, May 01, 2010	2045	9	5
Friday, April 30, 2010	2100	6	1	Saturday, May 01, 2010	2100	9	5
Friday, April 30, 2010	2115	9	0	Saturday, May 01, 2010	2115	11	9
Friday, April 30, 2010	2130	4	4	Saturday, May 01, 2010	2130	16	1
Friday, April 30, 2010	2145	2	2	Saturday, May 01, 2010	2145	33	3
Friday, April 30, 2010	2200	11	1	Saturday, May 01, 2010	2200	3	0
Friday, April 30, 2010	2215	15	0	Saturday, May 01, 2010	2215	0	0
Friday, April 30, 2010	2230	4	0	Saturday, May 01, 2010	2230	2	0
Friday, April 30, 2010	2245	1	0	Saturday, May 01, 2010	2245	1	1
Friday, April 30, 2010	2300	0	2	Saturday, May 01, 2010	2300	0	1
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	1
Friday, April 30, 2010	2330	2	3	Saturday, May 01, 2010	2330	1	0
Friday, April 30, 2010	2345	1	1	Saturday, May 01, 2010	2345	1	0
Friday, April 30, 2010	2400	0	0	Saturday, May 01, 2010	2400	1	1

N-East Park Exit

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	15	0	0	Saturday, May 01, 2010	15	0	0
Friday, April 30, 2010	30	0	0	Saturday, May 01, 2010	30	0	0
Friday, April 30, 2010	45	0	0	Saturday, May 01, 2010	45	0	0
Friday, April 30, 2010	100	0	0	Saturday, May 01, 2010	100	0	0
Friday, April 30, 2010	115	0	0	Saturday, May 01, 2010	115	0	0
Friday, April 30, 2010	130	0	0	Saturday, May 01, 2010	130	0	0
Friday, April 30, 2010	145	0	0	Saturday, May 01, 2010	145	0	0
Friday, April 30, 2010	200	0	0	Saturday, May 01, 2010	200	0	0
Friday, April 30, 2010	215	0	0	Saturday, May 01, 2010	215	0	0
Friday, April 30, 2010	230	0	0	Saturday, May 01, 2010	230	0	0
Friday, April 30, 2010	245	0	0	Saturday, May 01, 2010	245	0	0
Friday, April 30, 2010	300	0	0	Saturday, May 01, 2010	300	0	0
Friday, April 30, 2010	315	0	0	Saturday, May 01, 2010	315	0	0
Friday, April 30, 2010	330	1	0	Saturday, May 01, 2010	330	0	0
Friday, April 30, 2010	345	0	1	Saturday, May 01, 2010	345	0	0
Friday, April 30, 2010	400	0	0	Saturday, May 01, 2010	400	0	0
Friday, April 30, 2010	415	0	0	Saturday, May 01, 2010	415	0	0
Friday, April 30, 2010	430	0	0	Saturday, May 01, 2010	430	1	0
Friday, April 30, 2010	445	0	0	Saturday, May 01, 2010	445	0	0
Friday, April 30, 2010	500	0	0	Saturday, May 01, 2010	500	0	1
Friday, April 30, 2010	515	1	1	Saturday, May 01, 2010	515	0	0
Friday, April 30, 2010	530	1	3	Saturday, May 01, 2010	530	0	1
Friday, April 30, 2010	545	2	1	Saturday, May 01, 2010	545	0	0
Friday, April 30, 2010	600	1	1	Saturday, May 01, 2010	600	0	0
Friday, April 30, 2010	615	1	2	Saturday, May 01, 2010	615	1	1
Friday, April 30, 2010	630	3	1	Saturday, May 01, 2010	630	1	2
Friday, April 30, 2010	645	0	3	Saturday, May 01, 2010	645	0	0
Friday, April 30, 2010	700	0	0	Saturday, May 01, 2010	700	1	2
Friday, April 30, 2010	715	2	2	Saturday, May 01, 2010	715	2	2
Friday, April 30, 2010	730	0	2	Saturday, May 01, 2010	730	1	1
Friday, April 30, 2010	745	2	3	Saturday, May 01, 2010	745	2	3
Friday, April 30, 2010	800	1	2	Saturday, May 01, 2010	800	1	2
Friday, April 30, 2010	815	1	2	Saturday, May 01, 2010	815	2	1
Friday, April 30, 2010	830	2	3	Saturday, May 01, 2010	830	4	4
Friday, April 30, 2010	845	4	6	Saturday, May 01, 2010	845	5	6
Friday, April 30, 2010	900	2	6	Saturday, May 01, 2010	900	6	2
Friday, April 30, 2010	915	2	2	Saturday, May 01, 2010	915	2	6
Friday, April 30, 2010	930	2	3	Saturday, May 01, 2010	930	1	6
Friday, April 30, 2010	945	1	1	Saturday, May 01, 2010	945	2	3
Friday, April 30, 2010	1000	5	2	Saturday, May 01, 2010	1000	1	11
Friday, April 30, 2010	1015	2	1	Saturday, May 01, 2010	1015	2	3
Friday, April 30, 2010	1030	1	1	Saturday, May 01, 2010	1030	2	1
Friday, April 30, 2010	1045	1	1	Saturday, May 01, 2010	1045	1	5
Friday, April 30, 2010	1100	2	1	Saturday, May 01, 2010	1100	2	2
Friday, April 30, 2010	1115	2	1	Saturday, May 01, 2010	1115	6	0
Friday, April 30, 2010	1130	3	2	Saturday, May 01, 2010	1130	1	4
Friday, April 30, 2010	1145	2	3	Saturday, May 01, 2010	1145	2	3
Friday, April 30, 2010	1200	1	2	Saturday, May 01, 2010	1200	2	8
Friday, April 30, 2010	1215	2	1	Saturday, May 01, 2010	1215	1	4

N-East Park Exit

	Time	NB	SB		Time	NB	SB
Friday, April 30, 2010	1230	2	1	Saturday, May 01, 2010	1230	3	0
Friday, April 30, 2010	1245	3	1	Saturday, May 01, 2010	1245	4	3
Friday, April 30, 2010	1300	1	1	Saturday, May 01, 2010	1300	3	2
Friday, April 30, 2010	1315	0	0	Saturday, May 01, 2010	1315	3	4
Friday, April 30, 2010	1330	3	0	Saturday, May 01, 2010	1330	4	2
Friday, April 30, 2010	1345	2	2	Saturday, May 01, 2010	1345	2	1
Friday, April 30, 2010	1400	2	1	Saturday, May 01, 2010	1400	0	3
Friday, April 30, 2010	1415	5	1	Saturday, May 01, 2010	1415	1	4
Friday, April 30, 2010	1430	4	1	Saturday, May 01, 2010	1430	4	3
Friday, April 30, 2010	1445	4	2	Saturday, May 01, 2010	1445	1	2
Friday, April 30, 2010	1500	3	2	Saturday, May 01, 2010	1500	1	3
Friday, April 30, 2010	1515	1	2	Saturday, May 01, 2010	1515	1	1
Friday, April 30, 2010	1530	1	0	Saturday, May 01, 2010	1530	2	0
Friday, April 30, 2010	1545	4	0	Saturday, May 01, 2010	1545	3	3
Friday, April 30, 2010	1600	3	1	Saturday, May 01, 2010	1600	3	4
Friday, April 30, 2010	1615	2	0	Saturday, May 01, 2010	1615	1	2
Friday, April 30, 2010	1630	2	3	Saturday, May 01, 2010	1630	1	1
Friday, April 30, 2010	1645	1	3	Saturday, May 01, 2010	1645	1	1
Friday, April 30, 2010	1700	1	4	Saturday, May 01, 2010	1700	2	0
Friday, April 30, 2010	1715	2	2	Saturday, May 01, 2010	1715	2	2
Friday, April 30, 2010	1730	2	2	Saturday, May 01, 2010	1730	4	1
Friday, April 30, 2010	1745	4	1	Saturday, May 01, 2010	1745	3	0
Friday, April 30, 2010	1800	2	4	Saturday, May 01, 2010	1800	4	0
Friday, April 30, 2010	1815	4	4	Saturday, May 01, 2010	1815	4	2
Friday, April 30, 2010	1830	1	1	Saturday, May 01, 2010	1830	3	1
Friday, April 30, 2010	1845	5	5	Saturday, May 01, 2010	1845	0	0
Friday, April 30, 2010	1900	5	2	Saturday, May 01, 2010	1900	2	1
Friday, April 30, 2010	1915	3	0	Saturday, May 01, 2010	1915	2	0
Friday, April 30, 2010	1930	1	0	Saturday, May 01, 2010	1930	1	2
Friday, April 30, 2010	1945	2	1	Saturday, May 01, 2010	1945	1	0
Friday, April 30, 2010	2000	2	1	Saturday, May 01, 2010	2000	1	0
Friday, April 30, 2010	2015	3	1	Saturday, May 01, 2010	2015	2	2
Friday, April 30, 2010	2030	2	0	Saturday, May 01, 2010	2030	1	1
Friday, April 30, 2010	2045	0	0	Saturday, May 01, 2010	2045	0	0
Friday, April 30, 2010	2100	0	0	Saturday, May 01, 2010	2100	0	0
Friday, April 30, 2010	2115	0	0	Saturday, May 01, 2010	2115	0	0
Friday, April 30, 2010	2130	0	0	Saturday, May 01, 2010	2130	0	0
Friday, April 30, 2010	2145	0	0	Saturday, May 01, 2010	2145	1	1
Friday, April 30, 2010	2200	0	0	Saturday, May 01, 2010	2200	0	0
Friday, April 30, 2010	2215	0	0	Saturday, May 01, 2010	2215	0	0
Friday, April 30, 2010	2230	0	0	Saturday, May 01, 2010	2230	1	0
Friday, April 30, 2010	2245	1	0	Saturday, May 01, 2010	2245	0	1
Friday, April 30, 2010	2300	0	1	Saturday, May 01, 2010	2300	0	0
Friday, April 30, 2010	2315	0	0	Saturday, May 01, 2010	2315	0	0
Friday, April 30, 2010	2330	0	0	Saturday, May 01, 2010	2330	0	0
Friday, April 30, 2010	2345	0	0	Saturday, May 01, 2010	2345	0	0
Friday, April 30, 2010	2400	0	0	Saturday, May 01, 2010	2400	0	0

11. APPENDIX C – SYNCHRO REPORTS

Existing Conditions

Synchro Reports

AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	5	86	704	52	8	607	1781	805	3	231	890	227
Satd. Flow (prot)	0	3433	5085	1583	0	3433	5085	2787	0	1770	5051	1583
Flt Permitted		0.045				0.284				0.227		
Satd. Flow (perm)	0	163	5085	1583	0	1026	5085	2787	0	423	5051	1583
Satd. Flow (RTOR)				59				444				148
Peak Hour Factor	1.00	0.88	0.88	0.88	1.00	0.86	0.86	0.86	1.00	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	800	59	0	714	2071	936	0	254	967	247
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	27.0	27.0
Total Split (s)	21.0	21.0	85.0	85.0	21.0	21.0	85.0	85.0	29.0	29.0	45.0	45.0
Total Split (%)	11.7%	11.7%	47.2%	47.2%	11.7%	11.7%	47.2%	47.2%	16.1%	16.1%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	-1.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		104.0	87.2	87.2		104.0	87.2	88.2		60.0	39.5	39.5
Actuated g/C Ratio		0.58	0.48	0.48		0.58	0.48	0.49		0.33	0.22	0.22
v/c Ratio		0.26	0.32	0.07		0.88	0.84	0.59		0.86	0.87	0.53
Control Delay		43.5	29.6	6.0		31.8	30.0	7.3		95.9	73.2	30.3
Queue Delay		0.0	0.0	0.0		0.0	0.5	0.0		0.0	0.0	0.0
Total Delay		43.5	29.6	6.0		31.8	30.5	7.3		95.9	73.2	30.3
LOS		D	C	A		C	C	A		F	E	C
Approach Delay			29.6				24.9				69.9	
Approach LOS			C				C				E	
Queue Length 50th (ft)		25	214	0		105	635	46		0	405	144
Queue Length 95th (ft)		42	254	29		m161	695	104		327	467	240
Internal Link Dist (ft)			2851				888				1737	
Turn Bay Length (ft)		210		210		280		220		275		180
Base Capacity (vph)		403	2465	798		821	2465	1593		338	1151	475
Starvation Cap Reductn		0	0	0		0	112	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.26	0.32	0.07		0.87	0.88	0.59		0.75	0.84	0.52

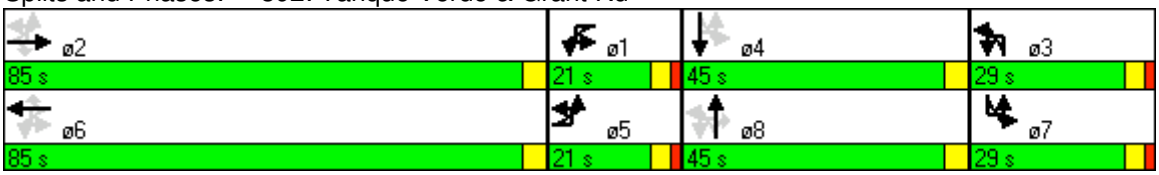
Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 42 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	7	329	558	61
Satd. Flow (prot)	0	3433	5009	0
Flt Permitted		0.099		
Satd. Flow (perm)	0	358	5009	0
Satd. Flow (RTOR)			10	
Peak Hour Factor	1.00	0.96	0.96	0.96
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	350	645	0
Turn Type	pm+pt	pm+pt		
Protected Phases	7	7	4	
Permitted Phases	4	4		
Detector Phase	7	7	4	
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	
Minimum Split (s)	7.0	7.0	27.0	
Total Split (s)	29.0	29.0	45.0	0.0
Total Split (%)	16.1%	16.1%	25.0%	0.0%
Yellow Time (s)	3.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	0.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	
Act Effct Green (s)		60.0	39.5	
Actuated g/C Ratio		0.33	0.22	
v/c Ratio		0.74	0.58	
Control Delay		79.5	64.1	
Queue Delay		0.0	0.0	
Total Delay		79.5	64.1	
LOS		E	E	
Approach Delay			69.5	
Approach LOS			E	
Queue Length 50th (ft)		151	246	
Queue Length 95th (ft)		208	294	
Internal Link Dist (ft)			2760	
Turn Bay Length (ft)		290		
Base Capacity (vph)		555	1149	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		0.63	0.56	

Intersection Summary

Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 77.9% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 392: Tanque Verde & Grant Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Volume (vph)	50	2	10	54	1	191	32	118	1123	18	2	11
Satd. Flow (prot)	1770	1632	0	1770	1863	1583	0	1770	5085	1583	0	1770
Flt Permitted	0.757			0.735				0.031				0.191
Satd. Flow (perm)	1410	1632	0	1369	1863	1583	0	58	5085	1583	0	356
Satd. Flow (RTOR)		28				122				9		
Peak Hour Factor	0.36	0.36	0.36	0.87	0.87	0.87	1.00	0.91	0.91	0.91	1.00	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	34	0	62	1	220	0	162	1234	20	0	14
Turn Type	Perm			Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases		8			4		5	5	2		1	1
Permitted Phases	8			4		4	2	2		2	6	6
Detector Phase	8	8		4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	2.0	2.0	15.0	15.0	2.0	2.0
Minimum Split (s)	37.0	37.0		37.0	37.0	37.0	7.0	7.0	19.0	19.0	7.0	7.0
Total Split (s)	37.0	37.0	0.0	37.0	37.0	37.0	25.0	25.0	118.0	118.0	25.0	25.0
Total Split (%)	20.6%	20.6%	0.0%	20.6%	20.6%	20.6%	13.9%	13.9%	65.6%	65.6%	13.9%	13.9%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	0.0	-1.0	0.0	0.0	0.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None	C-Min	C-Min	None	None
Act Effct Green (s)	24.9	24.9		24.9	24.9	24.9		143.1	126.3	126.3		143.1
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14		0.80	0.70	0.70		0.80
v/c Ratio	0.71	0.14		0.33	0.00	0.68		0.79	0.35	0.02		0.03
Control Delay	93.1	25.2		72.8	62.0	42.2		92.0	4.6	2.2		2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	93.1	25.2		72.8	62.0	42.3		92.0	4.6	2.2		2.8
LOS	F	C		E	E	D		F	A	A		A
Approach Delay		79.8			49.0				14.6			
Approach LOS		E			D				B			
Queue Length 50th (ft)	160	6		67	1	112		151	92	1		2
Queue Length 95th (ft)	84	0		110	7	190		240	117	m6		m2
Internal Link Dist (ft)		419			426				888			
Turn Bay Length (ft)	40			30		105		95		65		100
Base Capacity (vph)	259	322		251	342	390		247	3569	1114		456
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	1		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.54	0.11		0.25	0.00	0.57		0.66	0.35	0.02		0.03

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 20 (11%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 150

Lane Group	SWT	SWR
Lane Configurations		
Volume (vph)	2970	36
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Satd. Flow (RTOR)		16
Peak Hour Factor	0.90	0.90
Shared Lane Traffic (%)		
Lane Group Flow (vph)	3300	40
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	19.0	19.0
Total Split (s)	118.0	118.0
Total Split (%)	65.6%	65.6%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	C-Min
Act Effct Green (s)	126.3	126.3
Actuated g/C Ratio	0.70	0.70
v/c Ratio	0.92	0.04
Control Delay	21.6	4.7
Queue Delay	0.4	0.0
Total Delay	22.0	4.7
LOS	C	A
Approach Delay	21.7	
Approach LOS	C	
Queue Length 50th (ft)	1267	4
Queue Length 95th (ft)	#1567	m6
Internal Link Dist (ft)	2038	
Turn Bay Length (ft)		200
Base Capacity (vph)	3569	1116
Starvation Cap Reductn	0	0
Spillback Cap Reductn	53	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.94	0.04

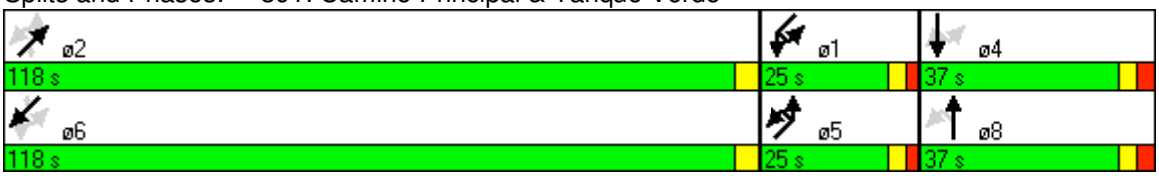
Intersection Summary

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 99.2%	ICU Level of Service F
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 391: Camino Principal & Tanque Verde



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Volume (vph)	6	486	642	17	6	18	1775	712	29	19	18	828
Satd. Flow (prot)	0	3433	5045	0	0	1770	5085	1583	1770	1715	0	3221
Flt Permitted		0.055				0.950			0.950			0.950
Satd. Flow (perm)	0	199	5045	0	0	1770	5085	1583	1770	1715	0	3221
Satd. Flow (RTOR)			3					387				
Peak Hour Factor	1.00	0.90	0.90	0.90	1.00	0.94	0.94	0.94	0.64	0.64	0.64	0.94
Bus Blockages (#/hr)	0	0	3	0	0	0	0	0	0	2	0	0
Shared Lane Traffic (%)												32%
Lane Group Flow (vph)	0	546	732	0	0	25	1888	757	45	58	0	599
Turn Type	pm+pt	pm+pt			Prot	Prot		Perm	Split			Split
Protected Phases	5 1!	5 1	2 5		1	1	6		3	3		4
Permitted Phases	2 5!	2 5						6				
Detector Phase	5 1	5 1	2 5		1	1	6	6	3	3		4
Switch Phase												
Minimum Initial (s)					2.0	2.0	15.0	15.0	10.0	10.0		10.0
Minimum Split (s)					12.5	12.5	37.5	37.5	23.5	23.5		17.5
Total Split (s)	40.0	40.0	92.0	0.0	20.0	20.0	72.0	72.0	24.0	24.0	0.0	44.0
Total Split (%)	22.2%	22.2%	51.1%	0.0%	11.1%	11.1%	40.0%	40.0%	13.3%	13.3%	0.0%	24.4%
Yellow Time (s)					4.5	4.5	4.5	4.5	4.5	4.5		4.5
All-Red Time (s)					3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	0.0	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	7.5	4.0	4.0	4.0	7.5	4.0	4.0	4.0	4.0	4.0	0.5	4.0
Lead/Lag					Lag	Lag			Lag	Lag		Lead
Lead-Lag Optimize?												
Recall Mode					None	None	C-Min	C-Min	None	None		None
Act Effct Green (s)		109.3	93.3			16.0	73.3	73.3	15.6	15.6		39.1
Actuated g/C Ratio		0.61	0.52			0.09	0.41	0.41	0.09	0.09		0.22
v/c Ratio		0.71	0.28			0.16	0.91	0.87	0.29	0.39		0.86
Control Delay		60.8	34.8			78.5	58.0	34.8	81.2	84.8		80.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		60.8	34.8			78.5	58.0	34.8	81.2	84.8		80.6
LOS		E	C			E	E	C	F	F		F
Approach Delay			45.9				51.6			83.2		
Approach LOS			D				D			F		
Queue Length 50th (ft)		227	201			28	771	466	51	66		375
Queue Length 95th (ft)		338	244			63	#913	#782	67	82		458
Internal Link Dist (ft)			2038				450			1096		
Turn Bay Length (ft)		515				135			130			210
Base Capacity (vph)		767	2616			157	2070	874	197	191		716
Starvation Cap Reductn		0	0			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.71	0.28			0.16	0.91	0.87	0.23	0.30		0.84

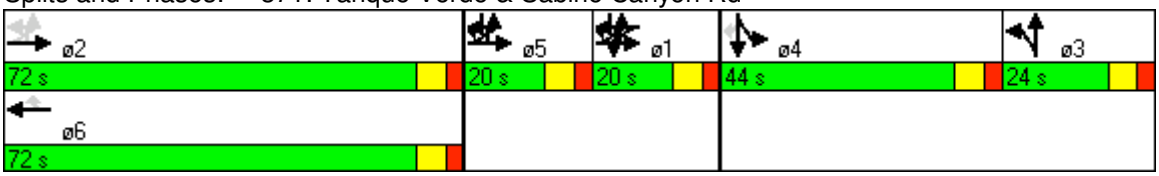
Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 169 (94%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Lane Group	SBT	SBR	ø2	ø5
Lane Configurations				
Volume (vph)	11	1213		
Satd. Flow (prot)	1617	2787		
Flt Permitted	0.954			
Satd. Flow (perm)	1617	2787		
Satd. Flow (RTOR)		235		
Peak Hour Factor	0.94	0.94		
Bus Blockages (#/hr)	0	0		
Shared Lane Traffic (%)				
Lane Group Flow (vph)	294	1290		
Turn Type		pm+ov		
Protected Phases	4	5 1!	2	5
Permitted Phases		4		
Detector Phase	4	5 1		
Switch Phase				
Minimum Initial (s)	10.0		15.0	2.0
Minimum Split (s)	17.5		37.5	9.5
Total Split (s)	44.0	40.0	72.0	20.0
Total Split (%)	24.4%	22.2%	40%	11%
Yellow Time (s)	4.5		4.5	4.5
All-Red Time (s)	3.0		3.0	3.0
Lost Time Adjust (s)	-3.5	-3.5		
Total Lost Time (s)	4.0	4.0		
Lead/Lag	Lead			Lead
Lead-Lag Optimize?				
Recall Mode	None		C-Min	None
Act Effct Green (s)	39.1	79.1		
Actuated g/C Ratio	0.22	0.44		
v/c Ratio	0.84	0.95		
Control Delay	88.0	54.6		
Queue Delay	0.0	0.0		
Total Delay	88.0	54.6		
LOS	F	D		
Approach Delay	66.2			
Approach LOS	E			
Queue Length 50th (ft)	368	718		
Queue Length 95th (ft)	#532	#900		
Internal Link Dist (ft)	297			
Turn Bay Length (ft)				
Base Capacity (vph)	359	1356		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.82	0.95		

Intersection Summary

Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 56.1 Intersection LOS: E
Intersection Capacity Utilization 112.4% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 371: Tanque Verde & Sabino Canyon Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	1248	14	29	2427	36	21	4	8	30	2	87
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1669	0	1770	1589	0
Flt Permitted	0.045			0.171			0.574			0.749		
Satd. Flow (perm)	84	5085	1583	319	5085	1583	1069	1669	0	1395	1589	0
Satd. Flow (RTOR)			11			18		9			95	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	1357	15	32	2638	39	23	13	0	33	97	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	7.0	19.5	19.5	7.0	19.5	19.5	39.0	39.0		39.0	39.0	
Total Split (s)	12.0	68.0	68.0	12.0	68.0	68.0	40.0	40.0	0.0	40.0	40.0	0.0
Total Split (%)	10.0%	56.7%	56.7%	10.0%	56.7%	56.7%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-0.5	-0.5	-1.0	-0.5	-0.5	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	95.7	87.7	87.7	95.7	87.7	87.7	12.3	12.3		12.3	12.3	
Actuated g/C Ratio	0.80	0.73	0.73	0.80	0.73	0.73	0.10	0.10		0.10	0.10	
v/c Ratio	0.81	0.37	0.01	0.09	0.71	0.03	0.21	0.07		0.23	0.39	
Control Delay	65.6	6.3	2.6	1.3	3.4	0.4	54.1	30.2		53.6	15.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	65.6	6.3	2.6	1.3	3.4	0.4	54.1	30.2		53.6	15.1	
LOS	E	A	A	A	A	A	D	C		D	B	
Approach Delay		11.9			3.3			45.5			24.9	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	60	122	1	2	85	0	17	3		24	1	
Queue Length 95th (ft)	#175	152	7	m2	75	m1	44	23		57	53	
Internal Link Dist (ft)		758			1520			739			1114	
Turn Bay Length (ft)	80		115	95		145	30			110		
Base Capacity (vph)	180	3716	1160	351	3716	1162	321	507		419	543	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.81	0.37	0.01	0.09	0.71	0.03	0.07	0.03		0.08	0.18	

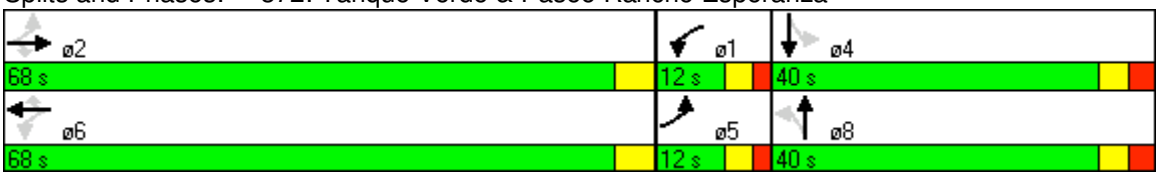
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 20 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 372: Tanque Verde & Paseo Rancho Esperanza



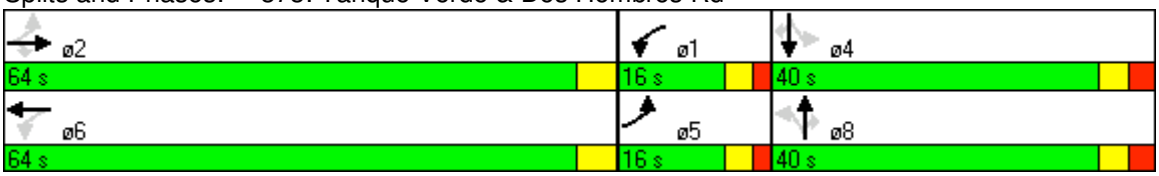
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	1127	85	43	2184	20	169	28	37	82	32	131
Satd. Flow (prot)	1770	5065	1583	1770	5060	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.055			0.171			0.733			0.728		
Satd. Flow (perm)	102	5065	1583	319	5060	0	1365	1863	1583	1356	1863	1583
Satd. Flow (RTOR)			89		2				60			152
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.62	0.62	0.62	0.86	0.86	0.86
Bus Blockages (#/hr)	0	3	0	0	3	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	1266	96	47	2422	0	273	45	60	95	37	152
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	7.0	28.5	28.5	7.0	28.5		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	16.0	64.0	64.0	16.0	64.0	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	13.3%	53.3%	53.3%	13.3%	53.3%	0.0%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-0.5	0.0	-1.0	-0.5	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	79.3	72.6	72.1	79.3	72.6		30.6	30.6	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.66	0.60	0.60	0.66	0.60		0.26	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.41	0.41	0.10	0.16	0.79		0.78	0.09	0.13	0.27	0.08	0.29
Control Delay	30.0	13.2	3.4	11.3	22.5		56.9	31.8	8.0	36.0	31.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	13.2	3.4	11.3	22.5		56.9	31.8	8.0	36.0	31.4	6.2
LOS	C	B	A	B	C		E	C	A	D	C	A
Approach Delay		13.3			22.3			46.1			19.5	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	15	170	1	11	505		196	27	0	59	22	0
Queue Length 95th (ft)	51	191	25	29	#775		170	35	11	93	43	41
Internal Link Dist (ft)		1520			652			2822			2288	
Turn Bay Length (ft)	120		155	130			100		100	100		100
Base Capacity (vph)	239	3065	987	370	3063		416	567	524	413	567	587
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.41	0.10	0.13	0.79		0.66	0.08	0.11	0.23	0.07	0.26

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 114 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 373: Tanque Verde & Dos Hombres Rd

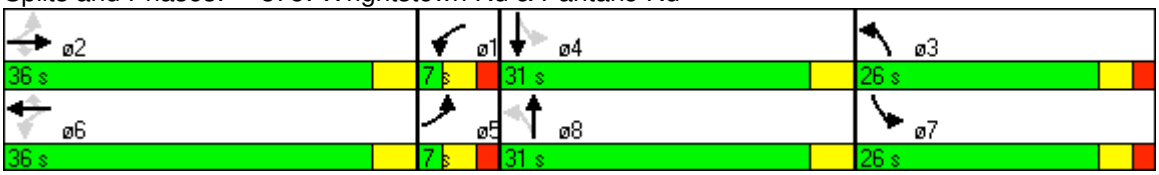


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	222	354	135	423	64	386	272	32	46	555	76
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3476	0	1770	3462	0
Flt Permitted	0.158			0.575			0.170			0.440		
Satd. Flow (perm)	294	3539	1583	1071	1863	1583	317	3476	0	820	3462	0
Satd. Flow (RTOR)			402			49		12			15	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.84	0.84	0.84	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	252	402	159	498	75	460	362	0	50	686	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0		2.0	10.0	
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	7.0	31.0		7.0	31.0	
Total Split (s)	7.0	36.0	36.0	7.0	36.0	36.0	26.0	31.0	0.0	26.0	31.0	0.0
Total Split (%)	7.0%	36.0%	36.0%	7.0%	36.0%	36.0%	26.0%	31.0%	0.0%	26.0%	31.0%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0		2.0	0.0	
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	32.2	29.2	29.2	32.2	29.2	29.2	44.5	22.9		44.5	22.9	
Actuated g/C Ratio	0.35	0.31	0.31	0.35	0.31	0.31	0.48	0.25		0.48	0.25	
v/c Ratio	0.47	0.23	0.52	0.40	0.85	0.14	0.94	0.42		0.08	0.79	
Control Delay	38.0	24.7	5.3	25.0	45.7	11.9	61.1	30.3		12.5	40.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.0	24.7	5.3	25.0	45.7	11.9	61.1	30.3		12.5	40.0	
LOS	D	C	A	C	D	B	E	C		B	D	
Approach Delay		15.2			37.8			47.5			38.1	
Approach LOS		B			D			D			D	
Queue Length 50th (ft)	27	58	0	64	282	11	228	95		15	204	
Queue Length 95th (ft)	56	91	59	107	#416	40	#379	126		33	271	
Internal Link Dist (ft)		527			420			628			550	
Turn Bay Length (ft)	190		110	100		130	115			100		
Base Capacity (vph)	150	1232	813	394	648	583	502	1029		626	1028	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.47	0.20	0.49	0.40	0.77	0.13	0.92	0.35		0.08	0.67	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 92.9
Natural Cycle: 90

Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 78.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 375: Wrightstown Rd & Pantano Rd



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	2	106	679	241	1	389	1533	425	4	447	869	164
Satd. Flow (prot)	0	3433	5079	1583	0	3433	5085	1583	0	3433	5085	1583
Flt Permitted		0.118				0.255				0.202		
Satd. Flow (perm)	0	426	5079	1583	0	921	5085	1583	0	730	5085	1583
Satd. Flow (RTOR)				211				251				195
Peak Hour Factor	1.00	0.82	0.82	0.82	1.00	0.93	0.93	0.93	1.00	0.84	0.84	0.84
Bus Blockages (#/hr)	0	0	1	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	828	294	0	419	1648	457	0	536	1035	195
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0
Total Split (s)	12.0	12.0	37.0	37.0	12.0	12.0	37.0	37.0	12.0	12.0	29.0	29.0
Total Split (%)	13.3%	13.3%	41.1%	41.1%	13.3%	13.3%	41.1%	41.1%	13.3%	13.3%	32.2%	32.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		40.0	33.0	33.0		40.0	33.0	33.0		34.0	23.7	23.7
Actuated g/C Ratio		0.44	0.37	0.37		0.44	0.37	0.37		0.38	0.26	0.26
v/c Ratio		0.31	0.44	0.41		0.69	0.88	0.62		0.91	0.77	0.35
Control Delay		21.1	22.5	8.3		27.6	22.9	11.3		55.6	35.1	5.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		21.1	22.5	8.3		27.6	22.9	11.3		55.6	35.1	5.8
LOS		C	C	A		C	C	B		E	D	A
Approach Delay			19.0				21.6				38.1	
Approach LOS			B				C				D	
Queue Length 50th (ft)		19	128	31		79	366	137		~110	193	0
Queue Length 95th (ft)		30	146	71		m74	m359	m132		#187	223	40
Internal Link Dist (ft)			5170				2545				3380	
Turn Bay Length (ft)		340		385		340		575		370		290
Base Capacity (vph)		461	1862	714		643	1865	739		586	1419	582
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.28	0.44	0.41		0.65	0.88	0.62		0.91	0.73	0.34

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 82 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

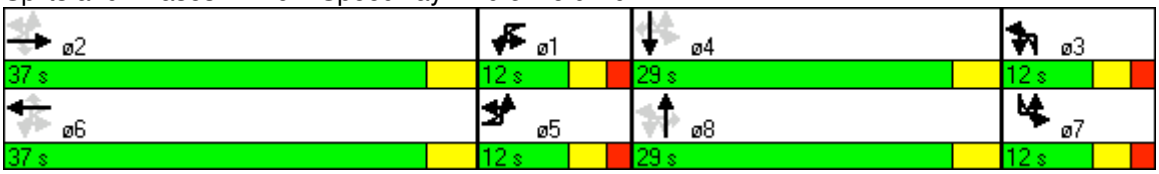
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	3	253	746	180
Satd. Flow (prot)	0	3433	5085	1583
Flt Permitted		0.162		
Satd. Flow (perm)	0	585	5085	1583
Satd. Flow (RTOR)				162
Peak Hour Factor	1.00	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	284	829	200
Turn Type	pm+pt	pm+pt		Perm
Protected Phases	7	7	4	
Permitted Phases	4	4		4
Detector Phase	7	7	4	4
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0
Total Split (s)	12.0	12.0	29.0	29.0
Total Split (%)	13.3%	13.3%	32.2%	32.2%
Yellow Time (s)	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		34.0	23.7	23.7
Actuated g/C Ratio		0.38	0.26	0.26
v/c Ratio		0.52	0.62	0.37
Control Delay		25.0	36.9	13.7
Queue Delay		0.0	0.0	0.0
Total Delay		25.0	36.9	13.7
LOS		C	D	B
Approach Delay			30.8	
Approach LOS			C	
Queue Length 50th (ft)		40	154	61
Queue Length 95th (ft)		m62	173	m85
Internal Link Dist (ft)			3682	
Turn Bay Length (ft)		295		250
Base Capacity (vph)		548	1419	559
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.52	0.58	0.36

Intersection Summary

Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 73.6% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 464: Speedway Blvd & Kolb Rd



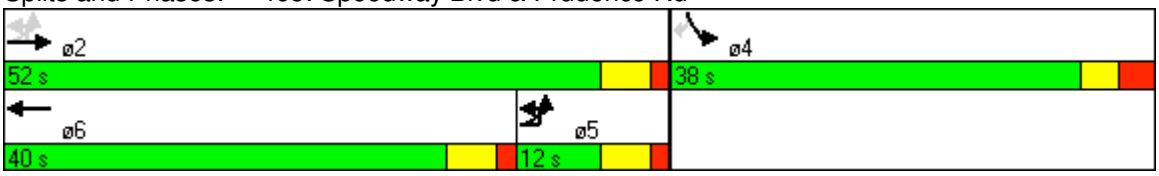
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	35	77	1082	2753	15	55	91
Satd. Flow (prot)	0	1770	5085	5080	0	1770	1583
Flt Permitted		0.065				0.950	
Satd. Flow (perm)	0	121	5085	5080	0	1770	1583
Satd. Flow (RTOR)				1			119
Peak Hour Factor	1.00	0.94	0.94	0.85	0.85	0.58	0.58
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	117	1151	3257	0	95	157
Turn Type	pm+pt	pm+pt					Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	2.0	2.0	15.0	15.0		10.0	10.0
Minimum Split (s)	7.5	7.5	22.5	22.5		38.0	38.0
Total Split (s)	12.0	12.0	52.0	40.0	0.0	38.0	38.0
Total Split (%)	13.3%	13.3%	57.8%	44.4%	0.0%	42.2%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5		3.0	3.0
Lost Time Adjust (s)	0.0	-1.5	-1.5	-1.5	0.0	-2.0	-2.0
Total Lost Time (s)	5.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		68.8	68.8	57.2		13.2	13.2
Actuated g/C Ratio		0.76	0.76	0.64		0.15	0.15
v/c Ratio		0.50	0.30	1.01		0.37	0.47
Control Delay		19.0	1.0	32.5		38.4	15.8
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		19.0	1.0	32.5		38.4	15.8
LOS		B	A	C		D	B
Approach Delay			2.6	32.5		24.3	
Approach LOS			A	C		C	
Queue Length 50th (ft)		18	10	521		50	19
Queue Length 95th (ft)		60	26	m436		57	23
Internal Link Dist (ft)			2545	2605		797	
Turn Bay Length (ft)		85					160
Base Capacity (vph)		240	3886	3227		669	672
Starvation Cap Reductn		0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.49	0.30	1.01		0.14	0.23

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 25 (28%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 150

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 465: Speedway Blvd & Prudence Rd



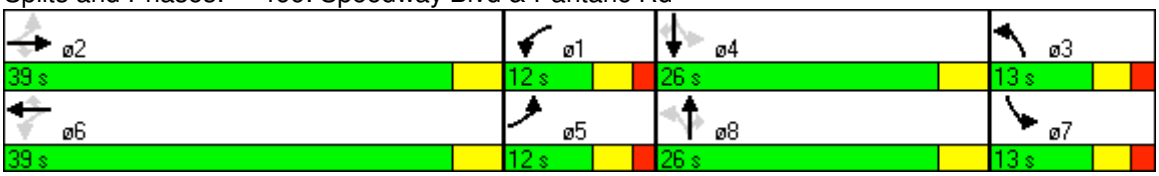
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	206	709	180	240	2066	188	455	476	69	139	584	304
Satd. Flow (prot)	1770	5085	1583	1770	5079	1583	3433	3539	1583	1770	3525	1583
Flt Permitted	0.111			0.221			0.183			0.275		
Satd. Flow (perm)	207	5085	1583	412	5079	1583	661	3539	1583	512	3525	1583
Satd. Flow (RTOR)			237			59			73			154
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.90	0.90	0.90	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	1	0	0	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	933	237	276	2375	216	506	529	77	156	656	342
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	7.0	36.0	36.0	7.0	36.0	36.0	7.0	21.0	21.0	7.0	21.0	21.0
Total Split (s)	12.0	39.0	39.0	12.0	39.0	39.0	13.0	26.0	26.0	13.0	26.0	26.0
Total Split (%)	13.3%	43.3%	43.3%	13.3%	43.3%	43.3%	14.4%	28.9%	28.9%	14.4%	28.9%	28.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	43.0	35.0	35.0	43.0	35.0	35.0	31.0	20.8	20.8	31.0	20.8	20.8
Actuated g/C Ratio	0.48	0.39	0.39	0.48	0.39	0.39	0.34	0.23	0.23	0.34	0.23	0.23
v/c Ratio	1.14	0.47	0.31	0.87	1.20	0.33	0.93	0.65	0.18	0.49	0.80	0.71
Control Delay	136.3	19.2	4.9	53.8	123.7	15.4	61.1	35.2	8.7	31.6	41.1	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.3	19.2	4.9	53.8	123.7	15.4	61.1	35.2	8.7	31.6	41.1	25.7
LOS	F	B	A	D	F	B	E	D	A	C	D	C
Approach Delay		38.8			108.8			45.2			35.3	
Approach LOS		D			F			D			D	
Queue Length 50th (ft)	~177	184	37	84	~607	59	~104	141	2	58	182	95
Queue Length 95th (ft)	#264	168	31	#180	#665	109	#205	194	35	101	242	188
Internal Link Dist (ft)		2605			5190			2630			4742	
Turn Bay Length (ft)	225		150	190		65	120		100	200		200
Base Capacity (vph)	238	1978	760	318	1975	652	542	865	442	319	862	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.47	0.31	0.87	1.20	0.33	0.93	0.61	0.17	0.49	0.76	0.68

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 69.8	Intersection LOS: E
Intersection Capacity Utilization 93.8%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 466: Speedway Blvd & Pantano Rd



Existing Conditions

Synchro Reports

PM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	3	187	1702	88	5	527	876	430	6	148	687	552
Satd. Flow (prot)	0	3433	5085	1583	0	3433	5085	2787	0	1770	5051	1583
Flt Permitted		0.163				0.114				0.129		
Satd. Flow (perm)	0	589	5085	1583	0	412	5085	2787	0	240	5051	1583
Satd. Flow (RTOR)				70				473				201
Peak Hour Factor	0.38	0.87	0.91	0.73	0.63	0.81	0.95	0.91	0.50	0.93	0.91	0.93
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	223	1870	121	0	659	922	473	0	171	755	594
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	27.0	27.0
Total Split (s)	19.0	19.0	38.0	38.0	19.0	19.0	38.0	38.0	29.0	29.0	34.0	34.0
Total Split (%)	15.8%	15.8%	31.7%	31.7%	15.8%	15.8%	31.7%	31.7%	24.2%	24.2%	28.3%	28.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	-1.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		49.0	34.0	34.0		49.0	34.0	35.0		55.0	30.0	30.0
Actuated g/C Ratio		0.41	0.28	0.28		0.41	0.28	0.29		0.46	0.25	0.25
v/c Ratio		0.37	1.30	0.24		1.21	0.64	0.41		0.40	0.60	1.09
Control Delay		33.2	175.4	16.4		140.8	31.1	3.0		35.5	42.0	92.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		33.2	175.4	16.4		140.8	31.1	3.0		35.5	42.0	92.6
LOS		C	F	B		F	C	A		D	D	F
Approach Delay			152.3				59.8				61.1	
Approach LOS			F				E				E	
Queue Length 50th (ft)		52	~678	29		~272	196	6		72	189	~393
Queue Length 95th (ft)		74	#775	54		#326	187	35		130	234	#621
Internal Link Dist (ft)			2851				888				1737	
Turn Bay Length (ft)		210		210		280		220		275		180
Base Capacity (vph)		596	1441	499		546	1441	1148		429	1263	547
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.37	1.30	0.24		1.21	0.64	0.41		0.40	0.60	1.09

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	10	921	901	72
Satd. Flow (prot)	0	3433	5029	0
Flt Permitted		0.213		
Satd. Flow (perm)	0	770	5029	0
Satd. Flow (RTOR)			10	
Peak Hour Factor	0.36	0.90	0.87	0.86
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	1051	1120	0
Turn Type	pm+pt	pm+pt		
Protected Phases	7	7	4	
Permitted Phases	4	4		
Detector Phase	7	7	4	
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	
Minimum Split (s)	7.0	7.0	27.0	
Total Split (s)	29.0	29.0	34.0	0.0
Total Split (%)	24.2%	24.2%	28.3%	0.0%
Yellow Time (s)	3.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	0.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	
Act Effct Green (s)		55.0	30.0	
Actuated g/C Ratio		0.46	0.25	
v/c Ratio		1.16	0.89	
Control Delay		120.8	52.5	
Queue Delay		0.0	0.0	
Total Delay		120.8	52.5	
LOS		F	D	
Approach Delay			85.6	
Approach LOS			F	
Queue Length 50th (ft)		~415	305	
Queue Length 95th (ft)		#548	347	
Internal Link Dist (ft)			2760	
Turn Bay Length (ft)		290		
Base Capacity (vph)		908	1265	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		1.16	0.89	

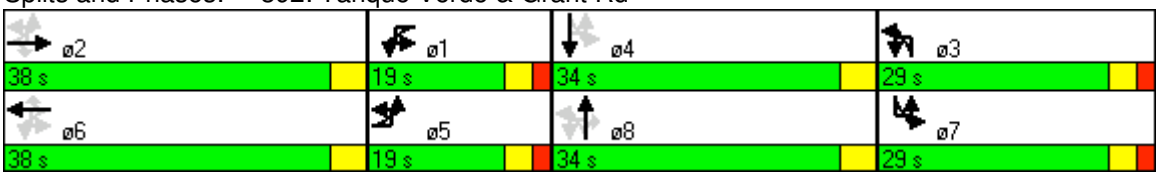
Intersection Summary

Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 92.8 Intersection LOS: F
Intersection Capacity Utilization 122.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 392: Tanque Verde & Grant Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Volume (vph)	38	5	13	108	1	115	39	111	2986	48	38	11
Satd. Flow (prot)	1770	1662	0	1770	1863	1583	0	1770	5085	1583	0	1770
Flt Permitted	0.757			0.724				0.071				0.051
Satd. Flow (perm)	1410	1662	0	1349	1863	1583	0	132	5085	1583	0	95
Satd. Flow (RTOR)		36				132				9		
Peak Hour Factor	0.36	0.36	0.36	0.87	0.87	0.87	1.00	0.91	0.91	0.91	1.00	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	50	0	124	1	132	0	161	3281	53	0	50
Turn Type	Perm			Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases		8			4		5	5	2		1	1
Permitted Phases	8			4		4	2	2		2	6	6
Detector Phase	8	8		4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	2.0	2.0	15.0	15.0	2.0	2.0
Minimum Split (s)	37.0	37.0		37.0	37.0	37.0	7.0	7.0	19.0	19.0	7.0	7.0
Total Split (s)	37.0	37.0	0.0	37.0	37.0	37.0	20.0	20.0	63.0	63.0	20.0	20.0
Total Split (%)	30.8%	30.8%	0.0%	30.8%	30.8%	30.8%	16.7%	16.7%	52.5%	52.5%	16.7%	16.7%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	0.0	-1.0	0.0	0.0	0.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None	C-Min	C-Min	None	None
Act Effct Green (s)	18.5	18.5		18.5	18.5	18.5		89.5	77.9	77.9		89.5
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.15		0.75	0.65	0.65		0.75
v/c Ratio	0.49	0.17		0.60	0.00	0.37		0.62	0.99	0.05		0.21
Control Delay	53.0	19.4		58.4	39.0	9.9		26.1	15.9	2.0		17.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	53.0	19.4		58.4	39.0	9.9		26.1	15.9	2.0		17.8
LOS	D	B		E	D	A		C	B	A		B
Approach Delay		42.2			33.4				16.2			
Approach LOS		D			C				B			
Queue Length 50th (ft)	76	9		91	1	0		62	438	3		7
Queue Length 95th (ft)	47	3		141	6	47		m47	m280	m4		28
Internal Link Dist (ft)		419			426				888			
Turn Bay Length (ft)	40			30		105		95		65		100
Base Capacity (vph)	388	483		371	512	531		322	3300	1030		298
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.27	0.10		0.33	0.00	0.25		0.50	0.99	0.05		0.17

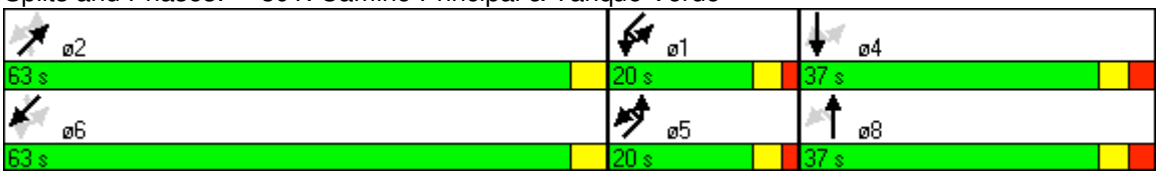
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 114 (95%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 140

Lane Group	SWT	SWR
Lane Configurations		
Volume (vph)	1743	36
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Satd. Flow (RTOR)		30
Peak Hour Factor	0.90	0.90
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1937	40
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	19.0	19.0
Total Split (s)	63.0	63.0
Total Split (%)	52.5%	52.5%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	C-Min
Act Effct Green (s)	77.9	77.9
Actuated g/C Ratio	0.65	0.65
v/c Ratio	0.59	0.04
Control Delay	14.1	5.0
Queue Delay	0.0	0.0
Total Delay	14.1	5.0
LOS	B	A
Approach Delay	14.0	
Approach LOS	B	
Queue Length 50th (ft)	290	3
Queue Length 95th (ft)	430	19
Internal Link Dist (ft)	2038	
Turn Bay Length (ft)		200
Base Capacity (vph)	3300	1038
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.59	0.04

Intersection Summary

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 391: Camino Principal & Tanque Verde



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	1348	1565	99	31	36	955	543	52	89	50	1016	35
Satd. Flow (prot)	3433	5014	0	0	1770	5085	1583	1770	1735	0	3221	1624
Flt Permitted	0.112				0.950			0.950			0.950	0.958
Satd. Flow (perm)	405	5014	0	0	1770	5085	1583	1770	1735	0	3221	1624
Satd. Flow (RTOR)		9					569					
Peak Hour Factor	0.94	0.89	0.83	0.86	0.69	0.92	0.87	0.81	0.77	0.63	0.77	0.63
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	2	0	0	0
Shared Lane Traffic (%)											31%	
Lane Group Flow (vph)	1434	1877	0	0	88	1038	624	64	195	0	910	465
Turn Type	pm+pt			Prot	Prot		Perm	Split			Split	
Protected Phases	5 1	2 5		1	1	6		3	3		4	4
Permitted Phases	2 5						6					
Detector Phase	5 1	2 5		1	1	6	6	3	3		4	4
Switch Phase												
Minimum Initial (s)				2.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0
Minimum Split (s)				9.5	9.5	37.5	37.5	21.0	21.0		17.5	17.5
Total Split (s)	40.0	68.0	0.0	19.0	19.0	47.0	47.0	21.0	21.0	0.0	42.0	42.0
Total Split (%)	26.7%	45.3%	0.0%	12.7%	12.7%	31.3%	31.3%	14.0%	14.0%	0.0%	28.0%	28.0%
Yellow Time (s)				4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	-3.5	-3.5	0.0	0.0	-3.5	-3.5	-3.5	-3.5	-3.5	0.0	-3.5	-3.5
Total Lost Time (s)	4.0	4.0	4.0	7.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag				Lag	Lag			Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	None	None		None	None
Act Effct Green (s)	79.0	64.0			15.0	43.0	43.0	17.0	17.0		38.0	38.0
Actuated g/C Ratio	0.53	0.43			0.10	0.29	0.29	0.11	0.11		0.25	0.25
v/c Ratio	1.53	0.88			0.50	0.71	0.73	0.32	0.99		1.12	1.13
Control Delay	277.6	44.9			74.3	51.2	10.9	66.0	126.6		118.5	134.8
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	277.6	44.9			74.3	51.2	10.9	66.0	126.6		118.5	134.8
LOS	F	D			E	D	B	E	F		F	F
Approach Delay		145.7				38.0			111.6			85.5
Approach LOS		F				D			F			F
Queue Length 50th (ft)	~952	608			83	335	40	59	194		~559	~578
Queue Length 95th (ft)	#1091	663			108	389	148	97	#281		#535	432
Internal Link Dist (ft)		2038				450			1096			297
Turn Bay Length (ft)	515				135			130			210	
Base Capacity (vph)	940	2144			177	1458	860	201	197		816	411
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	1.53	0.88			0.50	0.71	0.73	0.32	0.99		1.12	1.13

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 5:EBTL, Start of Green

Lane Group	SBR	ø2	ø5
Lane Configurations			
Volume (vph)	677		
Satd. Flow (prot)	2787		
Flt Permitted			
Satd. Flow (perm)	2787		
Satd. Flow (RTOR)	247		
Peak Hour Factor	0.89		
Bus Blockages (#/hr)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	761		
Turn Type	pm+ov		
Protected Phases	5 1	2	5
Permitted Phases	4		
Detector Phase	5 1		
Switch Phase			
Minimum Initial (s)		15.0	2.0
Minimum Split (s)		37.5	9.5
Total Split (s)	40.0	47.0	21.0
Total Split (%)	26.7%	31%	14%
Yellow Time (s)		4.5	4.5
All-Red Time (s)		3.0	3.0
Lost Time Adjust (s)	-3.5		
Total Lost Time (s)	4.0		
Lead/Lag			Lead
Lead-Lag Optimize?			
Recall Mode		Min	C-Min
Act Effct Green (s)	78.0		
Actuated g/C Ratio	0.52		
v/c Ratio	0.49		
Control Delay	15.9		
Queue Delay	0.0		
Total Delay	15.9		
LOS	B		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	176		
Queue Length 95th (ft)	230		
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)	1568		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.49		

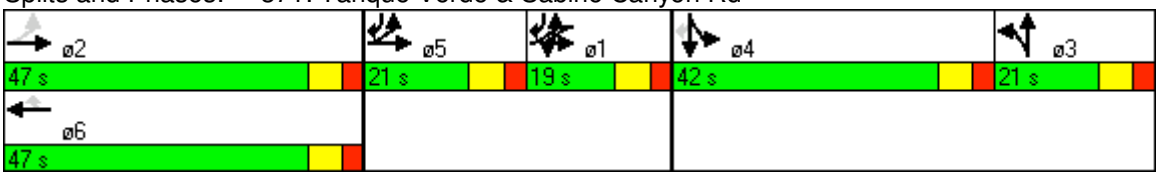
Intersection Summary

Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.53
Intersection Signal Delay: 102.0 Intersection LOS: F
Intersection Capacity Utilization 97.9% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 371: Tanque Verde & Sabino Canyon Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	185	2353	14	38	1441	34	16	2	10	59	1	96
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1626	0	1770	1585	0
Flt Permitted	0.129			0.047			0.562			0.749		
Satd. Flow (perm)	240	5085	1583	88	5085	1583	1047	1626	0	1395	1585	0
Satd. Flow (RTOR)			6			28		11			104	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	2558	15	41	1566	37	17	13	0	64	105	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	7.0	19.5	19.5	7.0	19.5	19.5	39.0	39.0		39.0	39.0	
Total Split (s)	12.0	68.0	68.0	12.0	68.0	68.0	40.0	40.0	0.0	40.0	40.0	0.0
Total Split (%)	10.0%	56.7%	56.7%	10.0%	56.7%	56.7%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-0.5	-0.5	-1.0	-0.5	-0.5	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	94.1	84.7	84.7	94.1	84.7	84.7	13.9	13.9		13.9	13.9	
Actuated g/C Ratio	0.78	0.71	0.71	0.78	0.71	0.71	0.12	0.12		0.12	0.12	
v/c Ratio	0.65	0.71	0.01	0.20	0.44	0.03	0.14	0.07		0.40	0.38	
Control Delay	27.2	12.0	4.1	11.5	5.9	1.9	49.2	24.7		56.0	13.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.2	12.0	4.1	11.5	5.9	1.9	49.2	24.7		56.0	13.1	
LOS	C	B	A	B	A	A	D	C		E	B	
Approach Delay		13.0			6.0			38.6			29.4	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	24	353	2	4	101	1	12	1		47	1	
Queue Length 95th (ft)	#113	469	9	m21	109	m7	34	20		89	51	
Internal Link Dist (ft)		758			1520			739			1114	
Turn Bay Length (ft)	80		115	95		145	30			110		
Base Capacity (vph)	308	3591	1120	200	3591	1126	314	496		419	548	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.65	0.71	0.01	0.20	0.44	0.03	0.05	0.03		0.15	0.19	

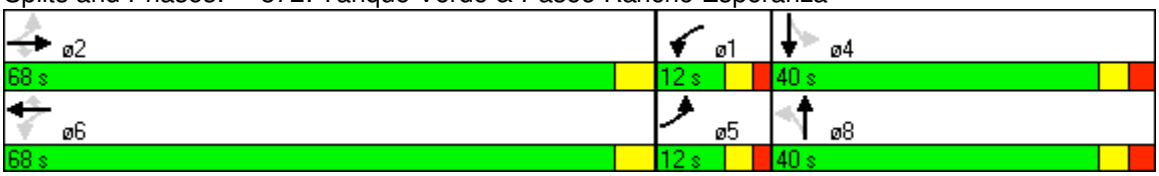
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 113 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 372: Tanque Verde & Paseo Rancho Esperanza



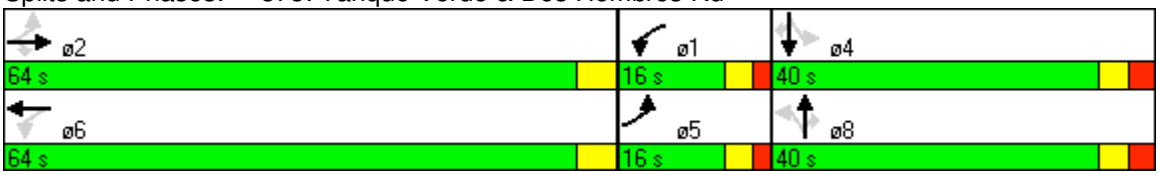
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	2194	83	52	1367	53	85	29	34	68	10	67
Satd. Flow (prot)	1770	5065	1583	1770	5035	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.123			0.050			0.750			0.726		
Satd. Flow (perm)	229	5065	1583	93	5035	0	1397	1863	1583	1352	1863	1583
Satd. Flow (RTOR)			43		7				55			78
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.62	0.62	0.62	0.86	0.86	0.86
Bus Blockages (#/hr)	0	3	0	0	3	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	2465	93	57	1560	0	137	47	55	79	12	78
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	7.0	28.5	28.5	7.0	28.5		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	16.0	64.0	64.0	16.0	64.0	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	13.3%	53.3%	53.3%	13.3%	53.3%	0.0%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-0.5	0.0	-1.0	-0.5	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	88.9	79.0	78.5	88.9	79.0		19.1	19.1	19.1	19.1	19.1	19.1
Actuated g/C Ratio	0.74	0.66	0.65	0.74	0.66		0.16	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.57	0.74	0.09	0.28	0.47		0.61	0.16	0.18	0.37	0.04	0.25
Control Delay	16.5	8.3	3.1	22.3	11.6		58.0	42.3	11.6	48.2	39.6	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	8.3	3.1	22.3	11.6		58.0	42.3	11.6	48.2	39.6	10.5
LOS	B	A	A	C	B		E	D	B	D	D	B
Approach Delay		8.6			11.9			44.3			30.2	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)	19	153	5	9	205		100	32	0	55	8	0
Queue Length 95th (ft)	m68	164	m10	37	293		102	43	13	93	23	37
Internal Link Dist (ft)		1520			652			2822			2288	
Turn Bay Length (ft)	120		150	130			100		100	100		100
Base Capacity (vph)	328	3334	1051	238	3317		419	559	513	406	559	530
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.74	0.09	0.24	0.47		0.33	0.08	0.11	0.19	0.02	0.15

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 373: Tanque Verde & Dos Hombres Rd

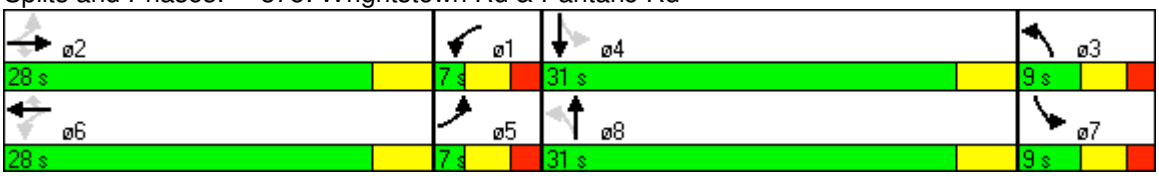


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	480	396	62	218	48	357	475	40	50	293	39
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3490	0	1770	3462	0
Flt Permitted	0.529			0.376			0.500			0.280		
Satd. Flow (perm)	985	3539	1583	700	1863	1583	931	3490	0	522	3462	0
Satd. Flow (RTOR)			450			56		13			21	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.84	0.84	0.84	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	545	450	73	256	56	425	613	0	54	360	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0		2.0	10.0	
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	7.0	31.0		7.0	31.0	
Total Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	9.0	31.0	0.0	9.0	31.0	0.0
Total Split (%)	9.3%	37.3%	37.3%	9.3%	37.3%	37.3%	12.0%	41.3%	0.0%	12.0%	41.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0		2.0	0.0	
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	23.5	20.4	20.4	23.5	20.4	20.4	21.0	15.8		21.0	15.8	
Actuated g/C Ratio	0.40	0.35	0.35	0.40	0.35	0.35	0.36	0.27		0.36	0.27	
v/c Ratio	0.23	0.45	0.54	0.22	0.40	0.10	1.05	0.65		0.18	0.38	
Control Delay	13.0	17.2	4.6	13.5	18.2	5.5	82.7	22.9		14.7	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	13.0	17.2	4.6	13.5	18.2	5.5	82.7	22.9		14.7	18.4	
LOS	B	B	A	B	B	A	F	C		B	B	
Approach Delay		11.7			15.5			47.4			18.0	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	20	79	0	14	70	0	~135	104		12	53	
Queue Length 95th (ft)	50	132	52	37	132	19	#243	146		31	91	
Internal Link Dist (ft)		527			420			628			550	
Turn Bay Length (ft)	190		110	100		130	115			100		
Base Capacity (vph)	433	1489	927	334	784	699	404	1659		295	1650	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.37	0.49	0.22	0.33	0.08	1.05	0.37		0.18	0.22	

Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 59
Natural Cycle: 75

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 59.9% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 375: Wrightstown Rd & Pantano Rd



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	2	90	1527	454	4	327	684	213	7	495	999	426
Satd. Flow (prot)	0	3433	5079	1583	0	3433	5085	1583	0	3433	5085	1583
Flt Permitted		0.285				0.129				0.151		
Satd. Flow (perm)	0	1030	5079	1583	0	466	5085	1583	0	546	5085	1583
Satd. Flow (RTOR)				208				229				184
Peak Hour Factor	1.00	0.82	0.82	0.82	1.00	0.93	0.93	0.93	1.00	0.84	0.84	0.84
Bus Blockages (#/hr)	0	0	1	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	1862	554	0	356	735	229	0	596	1189	507
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0
Total Split (s)	13.0	13.0	34.0	34.0	13.0	13.0	34.0	34.0	13.0	13.0	30.0	30.0
Total Split (%)	14.4%	14.4%	37.8%	37.8%	14.4%	14.4%	37.8%	37.8%	14.4%	14.4%	33.3%	33.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		38.5	30.0	30.0		38.5	30.0	30.0		35.5	25.5	25.5
Actuated g/C Ratio		0.43	0.33	0.33		0.43	0.33	0.33		0.39	0.28	0.28
v/c Ratio		0.17	1.10	0.83		0.74	0.43	0.34		1.12	0.82	0.87
Control Delay		15.0	84.6	29.7		35.6	12.2	4.7		109.0	35.8	37.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		15.0	84.6	29.7		35.6	12.2	4.7		109.0	35.8	37.0
LOS		B	F	C		D	B	A		F	D	D
Approach Delay			69.5				17.2				55.1	
Approach LOS			E				B				E	
Queue Length 50th (ft)		17	~444	186		70	77	14		~163	228	180
Queue Length 95th (ft)		28	#458	272		112	119	50		#237	257	#311
Internal Link Dist (ft)			5170				2545				3380	
Turn Bay Length (ft)		340		385		340		575		370		290
Base Capacity (vph)		687	1693	666		499	1695	680		534	1469	588
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.16	1.10	0.83		0.71	0.43	0.34		1.12	0.81	0.86

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 74 (82%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	8	511	934	97
Satd. Flow (prot)	0	3433	5085	1583
Flt Permitted		0.151		
Satd. Flow (perm)	0	546	5085	1583
Satd. Flow (RTOR)				108
Peak Hour Factor	1.00	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	576	1038	108
Turn Type	pm+pt	pm+pt		Perm
Protected Phases	7	7	4	
Permitted Phases	4	4		4
Detector Phase	7	7	4	4
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0
Total Split (s)	13.0	13.0	30.0	30.0
Total Split (%)	14.4%	14.4%	33.3%	33.3%
Yellow Time (s)	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		35.5	25.5	25.5
Actuated g/C Ratio		0.39	0.28	0.28
v/c Ratio		1.08	0.72	0.21
Control Delay		96.6	32.3	6.1
Queue Delay		0.0	0.0	0.0
Total Delay		96.6	32.3	6.1
LOS		F	C	A
Approach Delay			52.1	
Approach LOS			D	
Queue Length 50th (ft)		~151	192	0
Queue Length 95th (ft)		#256	241	37
Internal Link Dist (ft)			3682	
Turn Bay Length (ft)		295		250
Base Capacity (vph)		534	1469	534
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		1.08	0.71	0.20

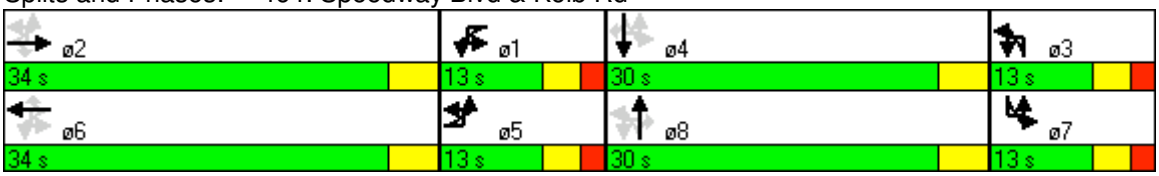
Intersection Summary

Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 52.7 Intersection LOS: D
Intersection Capacity Utilization 93.5% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 464: Speedway Blvd & Kolb Rd



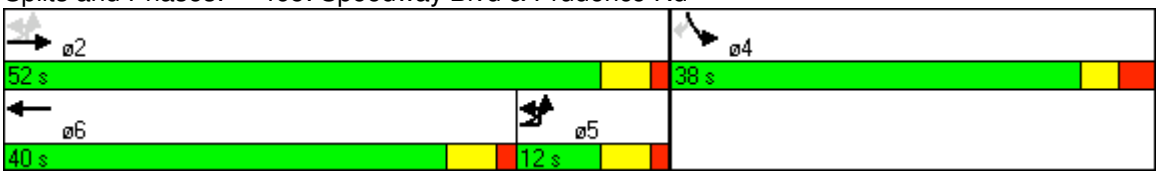
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	20	14	2596	1272	7	18	29
Satd. Flow (prot)	0	1770	5085	5080	0	1770	1583
Flt Permitted		0.142				0.950	
Satd. Flow (perm)	0	265	5085	5080	0	1770	1583
Satd. Flow (RTOR)				1			50
Peak Hour Factor	1.00	0.94	0.94	0.85	0.85	0.58	0.58
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	35	2762	1504	0	31	50
Turn Type	pm+pt	pm+pt					Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	2.0	2.0	15.0	15.0		10.0	10.0
Minimum Split (s)	7.5	7.5	22.5	22.5		38.0	38.0
Total Split (s)	12.0	12.0	52.0	40.0	0.0	38.0	38.0
Total Split (%)	13.3%	13.3%	57.8%	44.4%	0.0%	42.2%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5		3.0	3.0
Lost Time Adjust (s)	0.0	-1.5	-1.5	-1.5	0.0	-2.0	-2.0
Total Lost Time (s)	5.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		74.0	74.0	66.8		12.0	12.0
Actuated g/C Ratio		0.82	0.82	0.74		0.13	0.13
v/c Ratio		0.10	0.66	0.40		0.13	0.20
Control Delay		1.8	3.0	3.1		36.0	12.6
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		1.8	3.0	3.1		36.0	12.6
LOS		A	A	A		D	B
Approach Delay			3.0	3.1		21.5	
Approach LOS			A	A		C	
Queue Length 50th (ft)		2	87	64		16	0
Queue Length 95th (ft)		m2	m88	68		27	11
Internal Link Dist (ft)			2545	2605		797	
Turn Bay Length (ft)		85					160
Base Capacity (vph)		352	4181	3771		669	629
Starvation Cap Reductn		0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.10	0.66	0.40		0.05	0.08

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 34 (38%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 90

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 3.4	Intersection LOS: A
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 465: Speedway Blvd & Prudence Rd



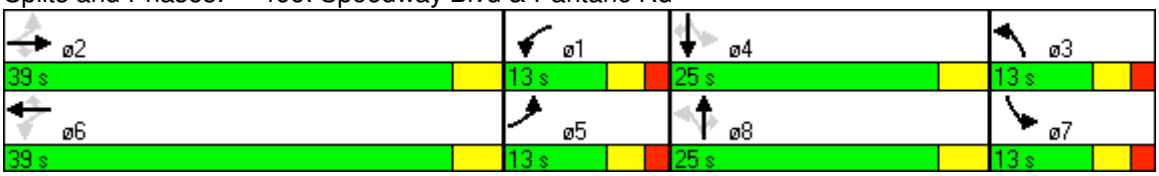
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	397	1785	397	176	705	158	299	689	109	160	584	160
Satd. Flow (prot)	1770	5085	1583	1770	5079	1583	3433	3539	1583	1770	3525	1583
Flt Permitted	0.273			0.109			0.183			0.183		
Satd. Flow (perm)	509	5085	1583	203	5079	1583	661	3539	1583	341	3525	1583
Satd. Flow (RTOR)			278			144			78			180
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.90	0.90	0.90	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	1	0	0	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	522	2349	522	202	810	182	332	766	121	180	656	180
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	7.0	36.0	36.0	7.0	36.0	36.0	7.0	21.0	21.0	7.0	21.0	21.0
Total Split (s)	13.0	39.0	39.0	13.0	39.0	39.0	13.0	25.0	25.0	13.0	25.0	25.0
Total Split (%)	14.4%	43.3%	43.3%	14.4%	43.3%	43.3%	14.4%	27.8%	27.8%	14.4%	27.8%	27.8%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	44.7	35.7	35.7	44.7	35.7	35.7	29.3	20.9	20.9	29.3	20.9	20.9
Actuated g/C Ratio	0.50	0.40	0.40	0.50	0.40	0.40	0.33	0.23	0.23	0.33	0.23	0.23
v/c Ratio	1.38	1.16	0.66	0.78	0.40	0.25	0.70	0.93	0.28	0.74	0.80	0.36
Control Delay	207.4	97.3	6.3	51.8	20.4	6.2	39.8	53.6	13.9	50.7	41.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	207.4	97.3	6.3	51.8	20.4	6.2	39.8	53.6	13.9	50.7	41.3	6.8
LOS	F	F	A	D	C	A	D	D	B	D	D	A
Approach Delay		100.3			23.6			45.9			36.8	
Approach LOS		F			C			D			D	
Queue Length 50th (ft)	~316	~587	52	57	120	13	65	225	19	70	185	0
Queue Length 95th (ft)	#268	#507	53	#164	147	51	97	#337	64	#137	246	49
Internal Link Dist (ft)		2605			5190			2630			4742	
Turn Bay Length (ft)	225		150	190		65	120		100	200		200
Base Capacity (vph)	379	2018	796	258	2016	715	497	826	429	257	823	507
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.38	1.16	0.66	0.78	0.40	0.25	0.67	0.93	0.28	0.70	0.80	0.36

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 67.7	Intersection LOS: E
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 466: Speedway Blvd & Pantano Rd



2030 Conditions – No Build

Synchro Reports

AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	6	108	886	65	10	764	2241	1013	4	291	1120	286
Satd. Flow (prot)	0	3433	5085	1583	0	3433	5085	2787	0	1770	5051	1583
Flt Permitted		0.060				0.211				0.143		
Satd. Flow (perm)	0	217	5085	1583	0	762	5085	2787	0	266	5051	1583
Satd. Flow (RTOR)				89				548				169
Peak Hour Factor	0.38	0.87	0.91	0.73	0.63	0.81	0.95	0.91	0.50	0.93	0.91	0.93
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	974	89	0	959	2359	1113	0	321	1231	308
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	27.0	27.0
Total Split (s)	26.0	26.0	70.0	70.0	26.0	26.0	70.0	70.0	27.0	27.0	35.0	35.0
Total Split (%)	17.3%	17.3%	46.7%	46.7%	17.3%	17.3%	46.7%	46.7%	18.0%	18.0%	23.3%	23.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	-1.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	5.0	4.0	4.0	4.0
Lead/Lag									Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		88.0	66.0	66.0		88.0	66.0	67.0		50.0	31.0	31.0
Actuated g/C Ratio		0.59	0.44	0.44		0.59	0.44	0.45		0.33	0.21	0.21
v/c Ratio		0.23	0.44	0.12		1.14	1.05	0.72		1.01	1.18	0.67
Control Delay		32.1	29.9	4.9		96.9	64.6	16.5		91.4	113.7	8.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		32.1	29.9	4.9		96.9	64.6	16.5		91.4	113.7	8.5
LOS		C	C	A		F	E	B		F	F	A
Approach Delay			28.3				59.5				92.4	
Approach LOS			C				E				F	
Queue Length 50th (ft)		27	239	0		~380	~912	178		~228	~506	19
Queue Length 95th (ft)		40	279	17		m186	m502	m116		m#332	m#538	m25
Internal Link Dist (ft)			2851				888				1737	
Turn Bay Length (ft)		210		210		280		220		275		180
Base Capacity (vph)		599	2237	746		839	2237	1548		319	1044	461
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.23	0.44	0.12		1.14	1.05	0.72		1.01	1.18	0.67

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

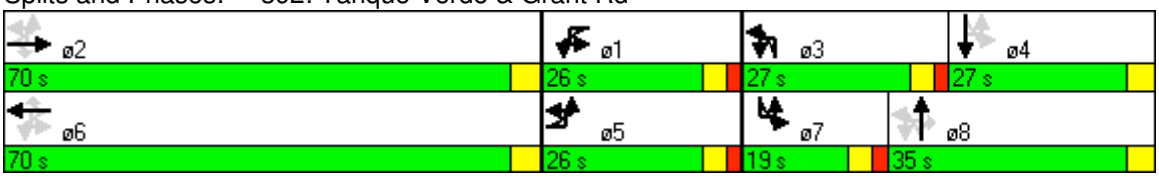
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	9	414	702	77
Satd. Flow (prot)	0	3433	5009	0
Flt Permitted		0.167		
Satd. Flow (perm)	0	603	5009	0
Satd. Flow (RTOR)			11	
Peak Hour Factor	0.36	0.90	0.87	0.86
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	485	897	0
Turn Type	pm+pt	pm+pt		
Protected Phases	7	7	4	
Permitted Phases	4	4		
Detector Phase	7	7	4	
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	
Minimum Split (s)	7.0	7.0	27.0	
Total Split (s)	19.0	19.0	27.0	0.0
Total Split (%)	12.7%	12.7%	18.0%	0.0%
Yellow Time (s)	3.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	0.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?				
Recall Mode	None	None	None	
Act Effct Green (s)		38.0	23.0	
Actuated g/C Ratio		0.25	0.15	
v/c Ratio		1.11	1.15	
Control Delay		116.9	137.6	
Queue Delay		0.0	0.0	
Total Delay		116.9	137.6	
LOS		F	F	
Approach Delay			130.3	
Approach LOS			F	
Queue Length 50th (ft)		~228	~375	
Queue Length 95th (ft)		#344	#445	
Internal Link Dist (ft)			2760	
Turn Bay Length (ft)		290		
Base Capacity (vph)		436	777	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		1.11	1.15	

Intersection Summary

Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 73.2 Intersection LOS: E
Intersection Capacity Utilization 93.7% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 392: Tanque Verde & Grant Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Volume (vph)	63	3	13	68	1	240	40	148	1413	23	3	14
Satd. Flow (prot)	1770	1634	0	1770	1863	1583	0	1770	5085	1583	0	1770
Flt Permitted	0.757			0.728				0.040				0.143
Satd. Flow (perm)	1410	1634	0	1356	1863	1583	0	75	5085	1583	0	266
Satd. Flow (RTOR)		36				47				11		
Peak Hour Factor	0.36	0.36	0.36	0.87	0.87	0.87	1.00	0.91	0.91	0.91	1.00	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	44	0	78	1	276	0	203	1553	25	0	19
Turn Type	Perm			Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases		8			4		5	5	2		1	1
Permitted Phases	8			4		4	2	2		2	6	6
Detector Phase	8	8		4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	2.0	2.0	15.0	15.0	2.0	2.0
Minimum Split (s)	37.0	37.0		37.0	37.0	37.0	7.0	7.0	19.0	19.0	7.0	7.0
Total Split (s)	37.0	37.0	0.0	37.0	37.0	37.0	13.0	13.0	100.0	100.0	13.0	13.0
Total Split (%)	24.7%	24.7%	0.0%	24.7%	24.7%	24.7%	8.7%	8.7%	66.7%	66.7%	8.7%	8.7%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	0.0	-1.0	0.0	0.0	0.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None	Min	Min	None	None
Act Effct Green (s)	28.1	28.1		28.1	28.1	28.1		113.4	107.8	107.8		101.9
Actuated g/C Ratio	0.19	0.19		0.19	0.19	0.19		0.76	0.72	0.72		0.68
v/c Ratio	0.66	0.13		0.31	0.00	0.82		0.95	0.43	0.02		0.08
Control Delay	68.4	18.6		54.4	46.0	68.1		91.5	5.9	3.7		4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	68.4	18.6		54.4	46.0	68.1		91.5	5.9	3.7		4.9
LOS	E	B		D	D	E		F	A	A		A
Approach Delay		58.4			65.0				15.7			
Approach LOS		E			E				B			
Queue Length 50th (ft)	159	6		66	1	218		~160	185	3		4
Queue Length 95th (ft)	85	0		111	6	306		m#320	m216	m5		m4
Internal Link Dist (ft)		419			426				888			
Turn Bay Length (ft)	40			30		105		95		65		100
Base Capacity (vph)	310	388		298	410	385		214	3654	1141		276
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.56	0.11		0.26	0.00	0.72		0.95	0.43	0.02		0.07

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 6:SWTL, Start of Green
Natural Cycle: 150

Lane Group	SWT	SWR
Lane Configurations		
Volume (vph)	3737	45
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Satd. Flow (RTOR)		20
Peak Hour Factor	0.90	0.90
Shared Lane Traffic (%)		
Lane Group Flow (vph)	4152	50
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	19.0	19.0
Total Split (s)	100.0	100.0
Total Split (%)	66.7%	66.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Recall Mode	C-Min	C-Min
Act Effct Green (s)	96.0	96.0
Actuated g/C Ratio	0.64	0.64
v/c Ratio	1.28	0.05
Control Delay	145.3	5.4
Queue Delay	0.0	0.0
Total Delay	145.3	5.4
LOS	F	A
Approach Delay	143.0	
Approach LOS	F	
Queue Length 50th (ft)	~1869	8
Queue Length 95th (ft)	m#1460	m7
Internal Link Dist (ft)	2038	
Turn Bay Length (ft)		200
Base Capacity (vph)	3254	1020
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.28	0.05

Intersection Summary

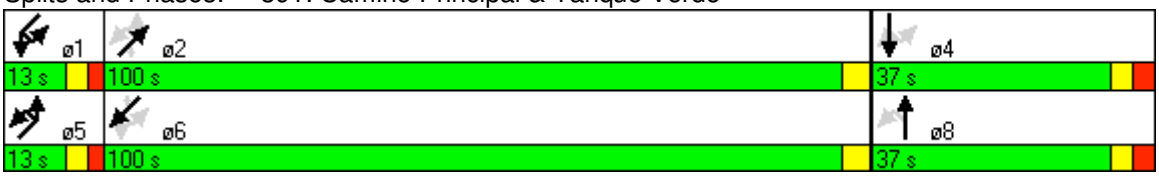
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 101.5 Intersection LOS: F
Intersection Capacity Utilization 119.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 391: Camino Principal & Tanque Verde



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	612	808	21	8	23	2233	896	36	24	23	1042	14
Satd. Flow (prot)	3433	5045	0	0	1770	5085	1583	1770	1713	0	3221	1617
Flt Permitted	0.061				0.950			0.950			0.950	0.954
Satd. Flow (perm)	220	5045	0	0	1770	5085	1583	1770	1713	0	3221	1617
Satd. Flow (RTOR)		4					482		26			
Peak Hour Factor	0.90	0.90	0.90	1.00	0.94	0.94	0.94	0.64	0.64	0.64	0.94	0.94
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	2	0	0	0
Shared Lane Traffic (%)											32%	
Lane Group Flow (vph)	680	921	0	0	32	2376	953	56	74	0	754	370
Turn Type	pm+pt			Prot	Prot		Perm	Split			Split	
Protected Phases	5 1	2 5		1	1	6		3	3		4	4
Permitted Phases	2 5						6					
Detector Phase	5 1	2 5		1	1	6	6	3	3		4	4
Switch Phase												
Minimum Initial (s)				2.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0
Minimum Split (s)				9.5	9.5	37.5	37.5	23.5	23.5		17.5	17.5
Total Split (s)	29.0	81.0	0.0	12.0	12.0	64.0	64.0	24.0	24.0	0.0	33.0	33.0
Total Split (%)	19.3%	54.0%	0.0%	8.0%	8.0%	42.7%	42.7%	16.0%	16.0%	0.0%	22.0%	22.0%
Yellow Time (s)				4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	-3.5	-3.5	0.0	0.0	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.0	4.0	4.0	7.5	4.0	4.0	4.0	4.0	4.0	0.5	4.0	4.0
Lead/Lag				Lag	Lag			Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None	None	C-Min	C-Min	None	None		None	None
Act Effct Green (s)	90.3	82.3			8.0	65.3	65.3	14.7	14.7		29.0	29.0
Actuated g/C Ratio	0.60	0.55			0.05	0.44	0.44	0.10	0.10		0.19	0.19
v/c Ratio	1.02	0.33			0.34	1.07	0.99	0.32	0.39		1.21	1.18
Control Delay	73.8	10.5			78.7	83.0	47.9	67.7	47.5		158.8	160.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	73.8	10.5			78.7	83.0	47.9	67.7	47.5		158.8	160.6
LOS	E	B			E	F	D	E	D		F	F
Approach Delay		37.3				73.0			56.2			171.7
Approach LOS		D				E			E			F
Queue Length 50th (ft)	~311	82			31	~929	588	52	45		~493	~476
Queue Length 95th (ft)	#447	105			69	#1069	#953	68	60		#631	#705
Internal Link Dist (ft)		2038				450			1096			297
Turn Bay Length (ft)	515				135			130			210	
Base Capacity (vph)	668	2768			94	2212	961	236	251		623	313
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	1.02	0.33			0.34	1.07	0.99	0.24	0.29		1.21	1.18

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 148 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

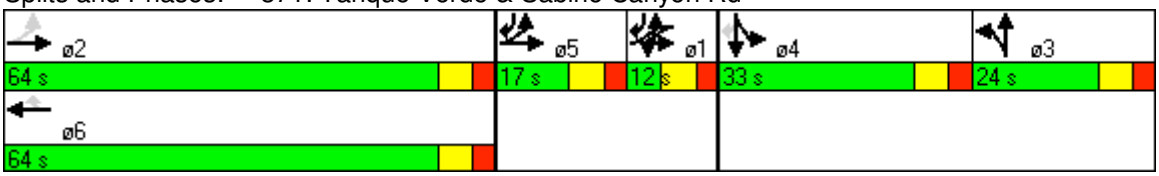
Lane Group	SBR	ø2	ø5
Lane Configurations			
Volume (vph)	1526		
Satd. Flow (prot)	2787		
Flt Permitted			
Satd. Flow (perm)	2787		
Satd. Flow (RTOR)	254		
Peak Hour Factor	0.94		
Bus Blockages (#/hr)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1623		
Turn Type	pm+ov		
Protected Phases	5 1	2	5
Permitted Phases	4		
Detector Phase	5 1		
Switch Phase			
Minimum Initial (s)		15.0	2.0
Minimum Split (s)		37.5	9.5
Total Split (s)	29.0	64.0	17.0
Total Split (%)	19.3%	43%	11%
Yellow Time (s)		4.5	4.5
All-Red Time (s)		3.0	3.0
Lost Time Adjust (s)	-3.5		
Total Lost Time (s)	4.0		
Lead/Lag			Lead
Lead-Lag Optimize?			
Recall Mode		C-Min	Min
Act Effct Green (s)	58.0		
Actuated g/C Ratio	0.39		
v/c Ratio	1.32		
Control Delay	180.2		
Queue Delay	0.0		
Total Delay	180.2		
LOS	F		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	~1073		
Queue Length 95th (ft)	#1225		
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)	1233		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	1.32		

Intersection Summary

Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 100.0	Intersection LOS: F
Intersection Capacity Utilization 114.9%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 371: Tanque Verde & Sabino Canyon Rd

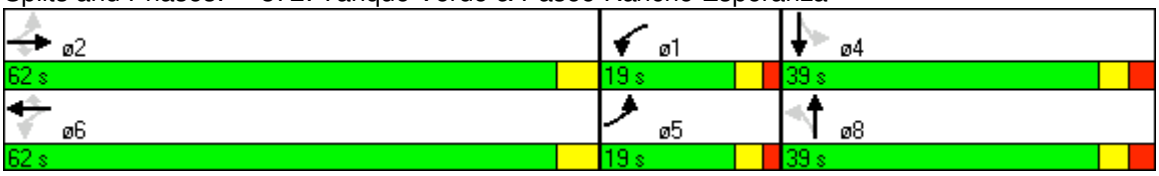


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	1570	18	36	3054	45	26	5	10	38	3	109
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1671	0	1770	1591	0
Flt Permitted	0.048			0.106			0.478			0.747		
Satd. Flow (perm)	89	5085	1583	197	5085	1583	890	1671	0	1391	1591	0
Satd. Flow (RTOR)			10			16		11			118	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	1707	20	39	3320	49	28	16	0	41	121	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	7.0	19.5	19.5	7.0	19.5	19.5	39.0	39.0		39.0	39.0	
Total Split (s)	19.0	62.0	62.0	19.0	62.0	62.0	39.0	39.0	0.0	39.0	39.0	0.0
Total Split (%)	15.8%	51.7%	51.7%	15.8%	51.7%	51.7%	32.5%	32.5%	0.0%	32.5%	32.5%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-0.5	-0.5	-1.0	-0.5	-0.5	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	95.4	83.1	83.1	95.4	83.1	83.1	12.6	12.6		12.6	12.6	
Actuated g/C Ratio	0.80	0.69	0.69	0.80	0.69	0.69	0.10	0.10		0.10	0.10	
v/c Ratio	0.75	0.48	0.02	0.12	0.94	0.04	0.30	0.09		0.28	0.44	
Control Delay	53.8	9.5	4.7	1.4	6.6	1.2	58.0	29.4		54.4	14.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.8	9.5	4.7	1.4	6.6	1.2	58.0	29.4		54.4	14.7	
LOS	D	A	A	A	A	A	E	C		D	B	
Approach Delay		13.7			6.5			47.6			24.7	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	85	206	2	2	139	2	20	4		30	2	
Queue Length 95th (ft)	166	269	11	m2	m142	m2	51	25		66	58	
Internal Link Dist (ft)		758			1520			739			1114	
Turn Bay Length (ft)	80		115	95		145	30			110		
Base Capacity (vph)	283	3520	1099	358	3520	1101	260	495		406	548	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.64	0.48	0.02	0.11	0.94	0.04	0.11	0.03		0.10	0.22	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 6:WBTL, Start of Green
Natural Cycle: 150

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 372: Tanque Verde & Paseo Rancho Esperanza



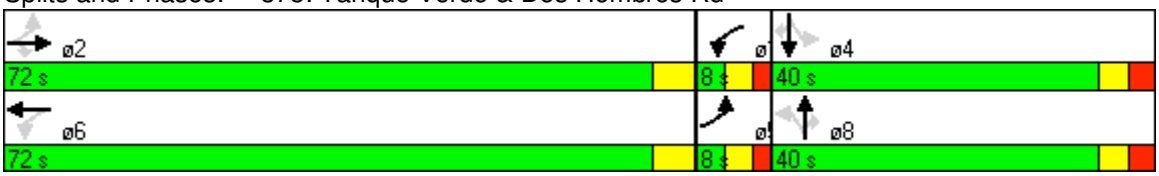
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	1418	107	54	2748	25	213	35	47	103	40	165
Satd. Flow (prot)	1770	5065	1583	1770	5060	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.057			0.105			0.726			0.720		
Satd. Flow (perm)	106	5065	1583	196	5060	0	1352	1863	1583	1341	1863	1583
Satd. Flow (RTOR)			101		2				69			47
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.62	0.62	0.62	0.86	0.86	0.86
Bus Blockages (#/hr)	0	3	0	0	3	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1593	120	59	3047	0	344	56	76	120	47	192
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	7.0	28.5	28.5	7.0	28.5		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	8.0	72.0	72.0	8.0	72.0	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	6.7%	60.0%	60.0%	6.7%	60.0%	0.0%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-0.5	0.0	-1.0	-0.5	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	73.9	69.9	69.4	73.9	69.9		34.1	34.1	34.1	34.1	34.1	34.1
Actuated g/C Ratio	0.62	0.58	0.58	0.62	0.58		0.28	0.28	0.28	0.28	0.28	0.28
v/c Ratio	0.68	0.54	0.13	0.34	1.03		0.90	0.11	0.15	0.31	0.09	0.40
Control Delay	49.2	14.0	3.2	20.0	51.7		67.4	31.3	9.2	35.7	31.0	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	14.0	3.2	20.0	51.7		67.4	31.3	9.2	35.7	31.0	28.0
LOS	D	B	A	B	D		E	C	A	D	C	C
Approach Delay		14.9			51.1			53.8			30.9	
Approach LOS		B			D			D			C	
Queue Length 50th (ft)	22	192	5	16	~953		250	31	4	71	26	87
Queue Length 95th (ft)	#91	210	28	32	#1039		224	43	15	118	54	146
Internal Link Dist (ft)		1520			652			2822			2288	
Turn Bay Length (ft)	120		155	130			100		100	100		100
Base Capacity (vph)	121	2950	958	173	2948		406	559	523	402	559	508
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.54	0.13	0.34	1.03		0.85	0.10	0.15	0.30	0.08	0.38

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green

Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 373: Tanque Verde & Dos Hombres Rd

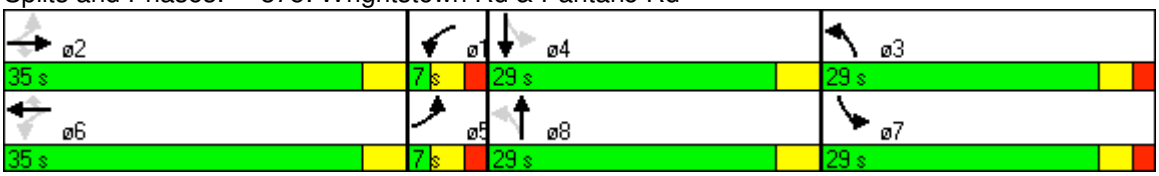


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	279	445	170	532	81	486	342	40	58	698	96
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3476	0	1770	3462	0
Flt Permitted	0.125			0.506			0.154			0.348		
Satd. Flow (perm)	233	3539	1583	943	1863	1583	287	3476	0	648	3462	0
Satd. Flow (RTOR)			506			49		12			14	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.84	0.84	0.84	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	317	506	200	626	95	579	455	0	63	863	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0		2.0	10.0	
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	7.0	31.0		7.0	31.0	
Total Split (s)	7.0	35.0	35.0	7.0	35.0	35.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	7.0%	35.0%	35.0%	7.0%	35.0%	35.0%	29.0%	29.0%	0.0%	29.0%	29.0%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0		2.0	0.0	
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	34.0	31.0	31.0	34.0	31.0	31.0	50.0	25.0		50.0	25.0	
Actuated g/C Ratio	0.34	0.31	0.31	0.34	0.31	0.31	0.50	0.25		0.50	0.25	
v/c Ratio	0.71	0.29	0.60	0.58	1.08	0.18	1.13	0.52		0.10	0.99	
Control Delay	64.2	27.0	5.8	32.6	96.3	14.5	112.2	33.9		12.8	64.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.2	27.0	5.8	32.6	96.3	14.5	112.2	33.9		12.8	64.7	
LOS	E	C	A	C	F	B	F	C		B	E	
Approach Delay		18.9			74.0			77.7			61.1	
Approach LOS		B			E			E			E	
Queue Length 50th (ft)	36	80	0	88	~450	21	~381	128		18	284	
Queue Length 95th (ft)	#92	114	65	134	#605	53	#526	164		38	#420	
Internal Link Dist (ft)		527			420			628			550	
Turn Bay Length (ft)	190		110	100		130	115			100		
Base Capacity (vph)	125	1097	840	345	578	525	514	878		605	876	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.71	0.29	0.60	0.58	1.08	0.18	1.13	0.52		0.10	0.99	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Natural Cycle: 110

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 58.6 Intersection LOS: E
Intersection Capacity Utilization 94.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 375: Wrightstown Rd & Pantano Rd



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	3	133	854	303	1	489	1929	535	5	562	1093	206
Satd. Flow (prot)	0	3433	5079	1583	0	3433	5085	1583	0	3433	5085	1583
Flt Permitted		0.067				0.173				0.103		
Satd. Flow (perm)	0	242	5079	1583	0	625	5085	1583	0	372	5085	1583
Satd. Flow (RTOR)				350				372				171
Peak Hour Factor	1.00	0.82	0.82	0.82	1.00	0.93	0.93	0.93	1.00	0.84	0.84	0.84
Bus Blockages (#/hr)	0	0	1	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	1041	370	0	527	2074	575	0	674	1301	245
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0
Total Split (s)	16.0	16.0	63.0	63.0	16.0	16.0	63.0	63.0	29.0	29.0	42.0	42.0
Total Split (%)	10.7%	10.7%	42.0%	42.0%	10.7%	10.7%	42.0%	42.0%	19.3%	19.3%	28.0%	28.0%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		71.0	59.0	59.0		71.0	59.0	59.0		63.0	38.0	38.0
Actuated g/C Ratio		0.47	0.39	0.39		0.47	0.39	0.39		0.42	0.25	0.25
v/c Ratio		0.45	0.52	0.44		1.01	1.04	0.68		1.01	1.01	0.46
Control Delay		49.1	35.9	5.5		69.0	57.0	14.0		94.0	82.5	17.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		49.1	35.9	5.5		69.0	57.0	14.0		94.0	82.5	17.7
LOS		D	D	A		E	E	B		F	F	B
Approach Delay			30.1				51.2				78.8	
Approach LOS			C				D				E	
Queue Length 50th (ft)		42	283	12		~174	~817	268		~299	~477	57
Queue Length 95th (ft)		58	292	50		m144	m699	m201		#377	#515	120
Internal Link Dist (ft)			5170				2545				3380	
Turn Bay Length (ft)		340		385		340		575		370		290
Base Capacity (vph)		370	1998	835		520	2000	848		666	1288	529
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.45	0.52	0.44		1.01	1.04	0.68		1.01	1.01	0.46

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 84 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	4	318	939	226
Satd. Flow (prot)	0	3433	5085	1583
Flt Permitted		0.103		
Satd. Flow (perm)	0	372	5085	1583
Satd. Flow (RTOR)				126
Peak Hour Factor	1.00	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	357	1043	251
Turn Type	pm+pt	pm+pt		Perm
Protected Phases	7	7	4	
Permitted Phases	4	4		4
Detector Phase	7	7	4	4
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0
Total Split (s)	29.0	29.0	42.0	42.0
Total Split (%)	19.3%	19.3%	28.0%	28.0%
Yellow Time (s)	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		63.0	38.0	38.0
Actuated g/C Ratio		0.42	0.25	0.25
v/c Ratio		0.54	0.81	0.51
Control Delay		48.9	57.8	33.3
Queue Delay		0.0	0.0	0.0
Total Delay		48.9	57.8	33.3
LOS		D	E	C
Approach Delay			52.2	
Approach LOS			D	
Queue Length 50th (ft)		113	395	95
Queue Length 95th (ft)		m98	m327	m82
Internal Link Dist (ft)			3682	
Turn Bay Length (ft)		295		250
Base Capacity (vph)		666	1288	495
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.54	0.81	0.51

Intersection Summary

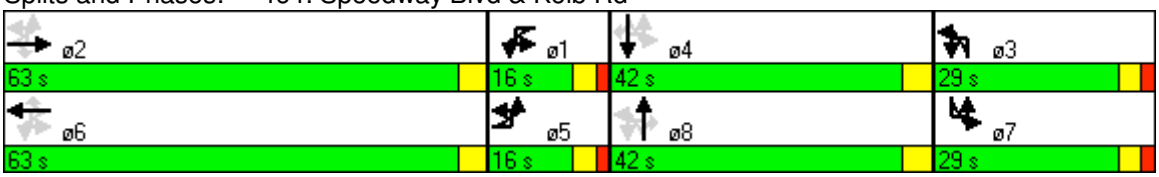
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 54.6 Intersection LOS: D
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 464: Speedway Blvd & Kolb Rd



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	44	97	1361	3464	19	69	115
Satd. Flow (prot)	0	1770	5085	5080	0	1770	1583
Flt Permitted		0.036				0.950	
Satd. Flow (perm)	0	67	5085	5080	0	1770	1583
Satd. Flow (RTOR)				1			42
Peak Hour Factor	1.00	0.94	0.94	0.85	0.85	0.58	0.58
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	147	1448	4097	0	119	198
Turn Type	pm+pt	pm+pt					Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	2.0	2.0	15.0	15.0		10.0	10.0
Minimum Split (s)	7.5	7.5	22.5	22.5		38.0	38.0
Total Split (s)	13.0	13.0	112.0	99.0	0.0	38.0	38.0
Total Split (%)	8.7%	8.7%	74.7%	66.0%	0.0%	25.3%	25.3%
Yellow Time (s)	4.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5		3.0	3.0
Lost Time Adjust (s)	0.0	-1.5	-1.5	-1.5	0.0	-2.0	-2.0
Total Lost Time (s)	5.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		119.5	119.5	106.5		22.5	22.5
Actuated g/C Ratio		0.80	0.80	0.71		0.15	0.15
v/c Ratio		0.94	0.36	1.14		0.45	0.73
Control Delay		121.3	8.6	80.1		62.1	62.2
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		121.3	8.6	80.1		62.1	62.2
LOS		F	A	F		E	E
Approach Delay			19.0	80.1		62.2	
Approach LOS			B	F		E	
Queue Length 50th (ft)		103	311	~1687		108	149
Queue Length 95th (ft)		#252	450	m#471		101	120
Internal Link Dist (ft)			2545	2605		797	
Turn Bay Length (ft)		85					160
Base Capacity (vph)		156	4052	3609		401	391
Starvation Cap Reductn		0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.94	0.36	1.14		0.30	0.51

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 150

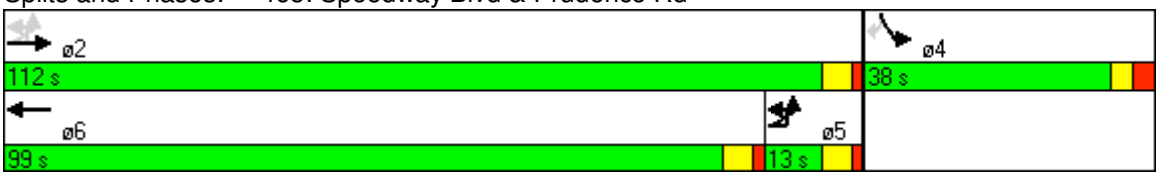
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 62.9	Intersection LOS: E
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 465: Speedway Blvd & Prudence Rd



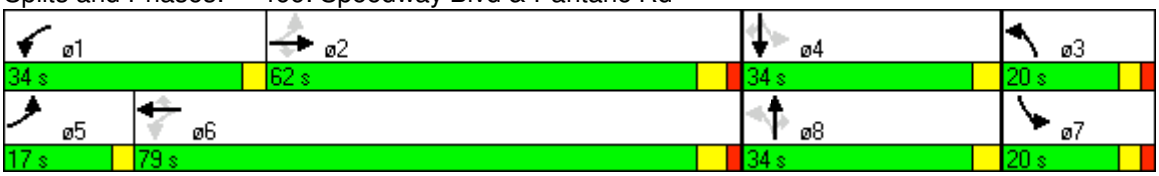
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	892	226	302	2600	237	573	599	87	175	735	383
Satd. Flow (prot)	1770	5085	1583	1770	5079	1583	3433	3539	1583	1770	3525	1583
Flt Permitted	0.062			0.150			0.129			0.129		
Satd. Flow (perm)	115	5085	1583	279	5079	1583	466	3539	1583	240	3525	1583
Satd. Flow (RTOR)			185			42			41			155
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.90	0.90	0.90	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	1	0	0	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	1174	297	347	2989	272	637	666	97	197	826	430
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	7.0	38.0	38.0	7.0	38.0	38.0	7.0	21.0	21.0	7.0	21.0	21.0
Total Split (s)	17.0	62.0	62.0	34.0	79.0	79.0	20.0	34.0	34.0	20.0	34.0	34.0
Total Split (%)	11.3%	41.3%	41.3%	22.7%	52.7%	52.7%	13.3%	22.7%	22.7%	13.3%	22.7%	22.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	2.0	6.0	6.0	2.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	83.0	64.0	64.0	93.4	73.0	73.0	46.0	30.0	30.0	46.0	30.0	30.0
Actuated g/C Ratio	0.55	0.43	0.43	0.62	0.49	0.49	0.31	0.20	0.20	0.31	0.20	0.20
v/c Ratio	1.49	0.54	0.38	0.84	1.21	0.34	1.39	0.94	0.28	0.83	1.17	0.98
Control Delay	275.9	30.8	14.7	42.2	133.1	21.2	231.6	80.9	32.0	86.6	142.9	74.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	275.9	30.8	14.7	42.2	133.1	21.2	231.6	80.9	32.0	86.6	142.9	74.6
LOS	F	C	B	D	F	C	F	F	C	F	F	E
Approach Delay		74.3			115.9			146.1			115.1	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	~414	189	33	191	~1302	135	~378	342	46	145	~505	290
Queue Length 95th (ft)	#489	287	113	286	#1298	194	#504	#462	101	#271	#629	#504
Internal Link Dist (ft)		2605			5190			2630			4742	
Turn Bay Length (ft)	225		150	190		65	120		100	200		200
Base Capacity (vph)	229	2170	782	493	2472	792	459	708	349	237	705	441
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.49	0.54	0.38	0.70	1.21	0.34	1.39	0.94	0.28	0.83	1.17	0.98

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 143 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 111.7	Intersection LOS: F
Intersection Capacity Utilization 116.2%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 466: Speedway Blvd & Pantano Rd



2030 Conditions – No Build

Synchro Reports

PM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	4	235	2142	111	6	663	1102	541	8	186	864	695
Satd. Flow (prot)	0	3433	5085	1583	0	3433	5085	2787	0	1770	5051	1583
Flt Permitted		0.117				0.075				0.167		
Satd. Flow (perm)	0	423	5085	1583	0	271	5085	2787	0	311	5051	1583
Satd. Flow (RTOR)				61				509				165
Peak Hour Factor	0.38	0.87	0.91	0.73	0.63	0.81	0.95	0.91	0.50	0.93	0.91	0.93
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	2354	152	0	829	1160	595	0	216	949	747
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	27.0	27.0
Total Split (s)	22.0	22.0	56.0	56.0	22.0	22.0	56.0	56.0	23.0	23.0	27.0	27.0
Total Split (%)	14.7%	14.7%	37.3%	37.3%	14.7%	14.7%	37.3%	37.3%	15.3%	15.3%	18.0%	18.0%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	-1.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	5.0	4.0	4.0	4.0
Lead/Lag									Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		70.0	52.0	52.0		70.0	52.0	53.0		40.3	23.0	23.0
Actuated g/C Ratio		0.47	0.35	0.35		0.47	0.35	0.35		0.27	0.15	0.15
v/c Ratio		0.50	1.34	0.26		1.64	0.66	0.45		0.86	1.23	1.96
Control Delay		46.8	193.6	21.9		322.0	34.1	4.9		80.5	131.5	450.8
Queue Delay		0.0	7.6	0.0		0.0	0.0	0.0		0.0	0.0	148.1
Total Delay		46.8	201.1	21.9		322.0	34.1	4.9		80.5	131.5	598.8
LOS		D	F	C		F	C	A		F	F	F
Approach Delay			175.8				119.8				308.3	
Approach LOS			F				F				F	
Queue Length 50th (ft)		76	~1094	62		~555	254	27		171	~400	~971
Queue Length 95th (ft)		101	#1181	85		#584	306	53		m171	m#358	m#911
Internal Link Dist (ft)			2851				888				1737	
Turn Bay Length (ft)		210		210		280		220		275		180
Base Capacity (vph)		559	1763	589		506	1763	1314		272	774	382
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	22	0		0	0	0		0	0	55
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.50	1.35	0.26		1.64	0.66	0.45		0.79	1.23	2.28

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

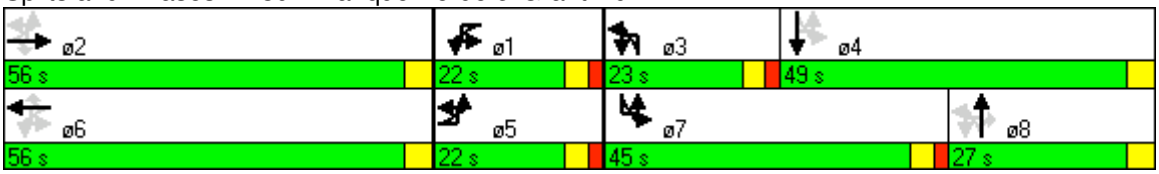
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	13	1159	1134	91
Satd. Flow (prot)	0	3433	5029	0
Flt Permitted		0.143		
Satd. Flow (perm)	0	517	5029	0
Satd. Flow (RTOR)			9	
Peak Hour Factor	0.36	0.90	0.87	0.86
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	1324	1409	0
Turn Type	pm+pt	pm+pt		
Protected Phases	7	7	4	
Permitted Phases	4	4		
Detector Phase	7	7	4	
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	
Minimum Split (s)	7.0	7.0	27.0	
Total Split (s)	45.0	45.0	49.0	0.0
Total Split (%)	30.0%	30.0%	32.7%	0.0%
Yellow Time (s)	3.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	0.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?				
Recall Mode	None	None	None	
Act Effct Green (s)		68.0	46.7	
Actuated g/C Ratio		0.45	0.31	
v/c Ratio		1.28	0.90	
Control Delay		172.4	57.8	
Queue Delay		9.6	0.0	
Total Delay		182.0	57.8	
LOS		F	E	
Approach Delay			118.0	
Approach LOS			F	
Queue Length 50th (ft)		~799	489	
Queue Length 95th (ft)		#938	529	
Internal Link Dist (ft)			2760	
Turn Bay Length (ft)		290		
Base Capacity (vph)		1031	1571	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		17	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		1.31	0.90	

Intersection Summary

Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.96
Intersection Signal Delay: 170.9 Intersection LOS: F
Intersection Capacity Utilization 150.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 392: Tanque Verde & Grant Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Volume (vph)	48	6	16	136	1	145	49	140	3757	60	48	14
Satd. Flow (prot)	1770	1662	0	1770	1863	1583	0	1770	5085	1583	0	1770
Flt Permitted	0.757			0.706				0.039				0.041
Satd. Flow (perm)	1410	1662	0	1315	1863	1583	0	73	5085	1583	0	76
Satd. Flow (RTOR)		6				106				12		
Peak Hour Factor	0.36	0.36	0.36	0.87	0.87	0.87	1.00	0.91	0.91	0.91	1.00	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	61	0	156	1	167	0	203	4129	66	0	64
Turn Type	Perm			Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases		8			4		5	5	2		1	1
Permitted Phases	8			4		4	2	2		2	6	6
Detector Phase	8	8		4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	2.0	2.0	15.0	15.0	2.0	2.0
Minimum Split (s)	37.0	37.0		37.0	37.0	37.0	7.0	7.0	19.0	19.0	7.0	7.0
Total Split (s)	37.0	37.0	0.0	37.0	37.0	37.0	24.0	24.0	106.0	106.0	7.0	7.0
Total Split (%)	24.7%	24.7%	0.0%	24.7%	24.7%	24.7%	16.0%	16.0%	70.7%	70.7%	4.7%	4.7%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	0.0	-1.0	0.0	0.0	0.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None	C-Min	C-Min	None	None
Act Effct Green (s)	24.7	24.7		24.7	24.7	24.7		117.2	107.0	107.0		103.0
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.16		0.78	0.71	0.71		0.69
v/c Ratio	0.57	0.22		0.72	0.00	0.48		0.83	1.14	0.06		0.52
Control Delay	66.5	48.5		77.1	48.0	25.0		49.4	80.6	2.3		38.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	5.5	0.0		0.0
Total Delay	66.5	48.5		77.1	48.0	25.0		49.4	86.1	2.3		38.4
LOS	E	D		E	D	C		D	F	A		D
Approach Delay		60.9			50.2				83.1			
Approach LOS		E			D				F			
Queue Length 50th (ft)	122	47		147	1	53		143	~1716	4		20
Queue Length 95th (ft)	66	31		208	6	113		m86	m396	m3		m#52
Internal Link Dist (ft)		419			426				888			
Turn Bay Length (ft)	40			30		105		95		65		100
Base Capacity (vph)	310	370		289	410	431		286	3626	1132		124
Starvation Cap Reductn	0	0		0	0	0		0	39	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.43	0.16		0.54	0.00	0.39		0.71	1.15	0.06		0.52

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 112 (75%), Referenced to phase 2:NETL, Start of Green
Natural Cycle: 150

Lane Group	SWT	SWR
Lane Configurations		
Volume (vph)	2193	45
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Satd. Flow (RTOR)		28
Peak Hour Factor	0.90	0.90
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2437	50
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	19.0	19.0
Total Split (s)	89.0	89.0
Total Split (%)	59.3%	59.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Recall Mode	Min	Min
Act Effct Green (s)	96.7	96.7
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.74	0.05
Control Delay	9.6	1.8
Queue Delay	0.0	0.0
Total Delay	9.6	1.8
LOS	A	A
Approach Delay	10.2	
Approach LOS	B	
Queue Length 50th (ft)	173	0
Queue Length 95th (ft)	m241	m3
Internal Link Dist (ft)	2038	
Turn Bay Length (ft)		200
Base Capacity (vph)	3277	1030
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	0.05

Intersection Summary

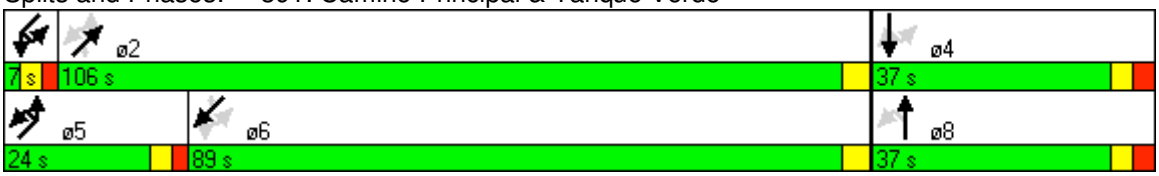
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 56.2 Intersection LOS: E
Intersection Capacity Utilization 100.2% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 391: Camino Principal & Tanque Verde



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	1696	1969	125	39	45	1202	683	65	112	63	1278	44
Satd. Flow (prot)	3433	5019	0	0	1770	5085	1583	1770	1748	0	3221	1622
Flt Permitted	0.121				0.950			0.950			0.950	0.957
Satd. Flow (perm)	437	5019	0	0	1770	5085	1583	1770	1748	0	3221	1622
Satd. Flow (RTOR)		9					453		15			
Peak Hour Factor	0.90	0.90	0.90	1.00	0.94	0.94	0.94	0.64	0.64	0.64	0.94	0.94
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	2	0	0	0
Shared Lane Traffic (%)											31%	
Lane Group Flow (vph)	1884	2327	0	0	87	1279	727	102	273	0	938	469
Turn Type	pm+pt			Prot	Prot		Perm	Split			Split	
Protected Phases	5 1	2 5		1	1	6		3	3		4	4
Permitted Phases	2 5						6					
Detector Phase	5 1	2 5		1	1	6	6	3	3		4	4
Switch Phase												
Minimum Initial (s)				2.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0
Minimum Split (s)				9.5	9.5	37.5	37.5	23.5	23.5		17.5	17.5
Total Split (s)	50.0	76.0	0.0	11.0	11.0	37.0	37.0	24.0	24.0	0.0	39.0	39.0
Total Split (%)	33.3%	50.7%	0.0%	7.3%	7.3%	24.7%	24.7%	16.0%	16.0%	0.0%	26.0%	26.0%
Yellow Time (s)				4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	-3.5	-3.5	0.0	0.0	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	4.0	4.0	4.0	7.5	4.0	4.0	4.0	4.0	4.0	0.5	4.0	4.0
Lead/Lag				Lag	Lag			Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None	None	C-Min	C-Min	None	None		None	None
Act Effct Green (s)	79.0	72.0			7.0	33.0	33.0	20.0	20.0		35.0	35.0
Actuated g/C Ratio	0.53	0.48			0.05	0.22	0.22	0.13	0.13		0.23	0.23
v/c Ratio	1.64	0.96			1.05	1.14	1.04	0.43	1.11		1.25	1.24
Control Delay	320.3	42.4			178.1	126.5	64.5	66.1	144.2		168.8	175.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	320.3	42.4			178.1	126.5	64.5	66.1	144.2		168.8	175.5
LOS	F	D			F	F	E	E	F		F	F
Approach Delay		166.8				107.2			122.9			109.9
Approach LOS		F				F			F			F
Queue Length 50th (ft)	~1362	538			~93	~534	~396	93	~291		~626	~624
Queue Length 95th (ft)	m#1148	m489			#212	#632	#649	108	#265		#770	#871
Internal Link Dist (ft)		2038				450			1096			297
Turn Bay Length (ft)	515				135			130			210	
Base Capacity (vph)	1149	2414			83	1119	702	236	246		752	378
Starvation Cap Reductn	0	0			0	0	0	0	0		0	0
Spillback Cap Reductn	0	0			0	0	0	0	0		0	0
Storage Cap Reductn	0	0			0	0	0	0	0		0	0
Reduced v/c Ratio	1.64	0.96			1.05	1.14	1.04	0.43	1.11		1.25	1.24

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 116 (77%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Lane Group	SBR	ø2	ø5
Lane Configurations			
Volume (vph)	852		
Satd. Flow (prot)	2787		
Flt Permitted			
Satd. Flow (perm)	2787		
Satd. Flow (RTOR)	257		
Peak Hour Factor	0.94		
Bus Blockages (#/hr)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	906		
Turn Type	pm+ov		
Protected Phases	5 1	2	5
Permitted Phases	4		
Detector Phase	5 1		
Switch Phase			
Minimum Initial (s)		15.0	2.0
Minimum Split (s)		37.5	9.5
Total Split (s)	50.0	37.0	39.0
Total Split (%)	33.3%	25%	26%
Yellow Time (s)		4.5	4.5
All-Red Time (s)		3.0	3.0
Lost Time Adjust (s)	-3.5		
Total Lost Time (s)	4.0		
Lead/Lag			Lead
Lead-Lag Optimize?			
Recall Mode		C-Min	Min
Act Effct Green (s)	85.0		
Actuated g/C Ratio	0.57		
v/c Ratio	0.54		
Control Delay	15.0		
Queue Delay	0.0		
Total Delay	15.0		
LOS	B		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	214		
Queue Length 95th (ft)	278		
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)	1691		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.54		

Intersection Summary

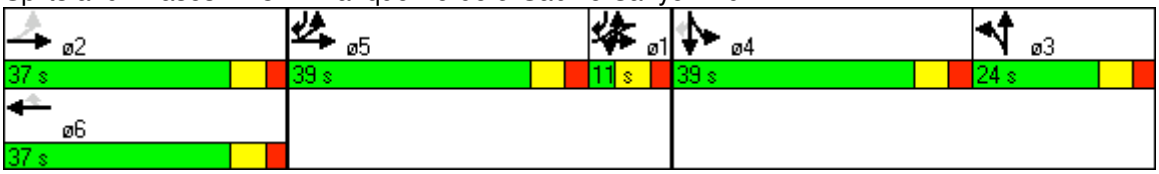
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.64
Intersection Signal Delay: 136.4 Intersection LOS: F
Intersection Capacity Utilization 119.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 371: Tanque Verde & Sabino Canyon Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	233	2961	18	48	1813	43	20	3	13	74	1	121
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1632	0	1770	1585	0
Flt Permitted	0.070			0.050			0.474			0.746		
Satd. Flow (perm)	130	5085	1583	93	5085	1583	883	1632	0	1390	1585	0
Satd. Flow (RTOR)			6			27		14			132	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	3218	20	52	1971	47	22	17	0	80	133	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	7.0	19.5	19.5	7.0	19.5	19.5	39.0	39.0		39.0	39.0	
Total Split (s)	17.0	64.0	64.0	17.0	64.0	64.0	39.0	39.0	0.0	39.0	39.0	0.0
Total Split (%)	14.2%	53.3%	53.3%	14.2%	53.3%	53.3%	32.5%	32.5%	0.0%	32.5%	32.5%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-0.5	-0.5	-1.0	-0.5	-0.5	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	93.1	80.1	80.1	93.1	80.1	80.1	14.9	14.9		14.9	14.9	
Actuated g/C Ratio	0.78	0.67	0.67	0.78	0.67	0.67	0.12	0.12		0.12	0.12	
v/c Ratio	0.91	0.95	0.02	0.20	0.58	0.04	0.20	0.08		0.46	0.43	
Control Delay	71.0	26.3	6.2	10.1	9.5	4.7	50.1	23.2		57.0	12.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	71.0	26.3	6.2	10.1	9.5	4.7	50.1	23.2		57.0	12.1	
LOS	E	C	A	B	A	A	D	C		E	B	
Approach Delay		29.4			9.4			38.4			28.9	
Approach LOS		C			A			D			C	
Queue Length 50th (ft)	122	743	3	6	165	3	16	2		59	1	
Queue Length 95th (ft)	#288	#1039	13	m18	245	m14	41	23		106	56	
Internal Link Dist (ft)		758			1520			739			1114	
Turn Bay Length (ft)	80		115	95		145	30			110		
Base Capacity (vph)	279	3394	1059	254	3394	1065	258	486		405	556	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.91	0.95	0.02	0.20	0.58	0.04	0.09	0.03		0.20	0.24	

Intersection Summary

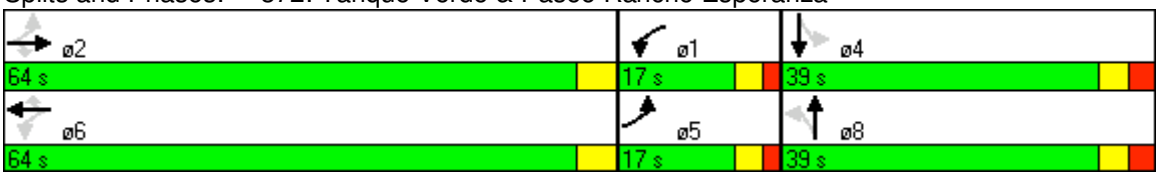
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 112 (93%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 150

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 372: Tanque Verde & Paseo Rancho Esperanza

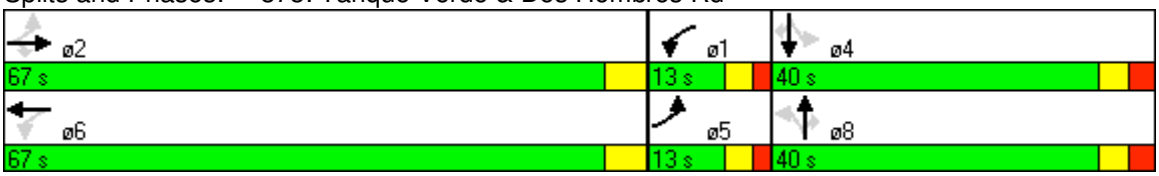


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	189	2761	104	65	1720	67	107	36	43	86	13	84
Satd. Flow (prot)	1770	5065	1583	1770	5035	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.067			0.052			0.748			0.719		
Satd. Flow (perm)	125	5065	1583	97	5035	0	1393	1863	1583	1339	1863	1583
Satd. Flow (RTOR)			46		7				69			98
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.62	0.62	0.62	0.86	0.86	0.86
Bus Blockages (#/hr)	0	3	0	0	3	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	3102	117	71	1964	0	173	58	69	100	15	98
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	7.0	28.5	28.5	7.0	28.5		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	13.0	67.0	67.0	13.0	67.0	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	10.8%	55.8%	55.8%	10.8%	55.8%	0.0%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-0.5	0.0	-1.0	-0.5	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	Min		None	None	None	None	None	None
Act Effct Green (s)	85.8	76.8	76.3	85.8	76.8		22.2	22.2	22.2	22.2	22.2	22.2
Actuated g/C Ratio	0.72	0.64	0.64	0.72	0.64		0.18	0.18	0.18	0.18	0.18	0.18
v/c Ratio	1.00	0.96	0.11	0.36	0.61		0.67	0.17	0.20	0.40	0.04	0.26
Control Delay	65.0	14.2	3.5	29.2	14.5		57.5	39.9	9.8	46.3	37.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	14.2	3.5	29.2	14.5		57.5	39.9	9.8	46.3	37.0	8.9
LOS	E	B	A	C	B		E	D	A	D	D	A
Approach Delay		17.0			15.0			43.1			28.5	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	102	135	4	13	304		126	38	0	69	10	0
Queue Length 95th (ft)	m#142	#1021	m9	54	420		121	48	12	108	26	38
Internal Link Dist (ft)		1520			652			2822			2288	
Turn Bay Length (ft)	120		155	130			100		100	100		100
Base Capacity (vph)	213	3240	1023	195	3223		418	559	523	402	559	544
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.96	0.11	0.36	0.61		0.41	0.10	0.13	0.25	0.03	0.18

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 80.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 373: Tanque Verde & Dos Hombres Rd

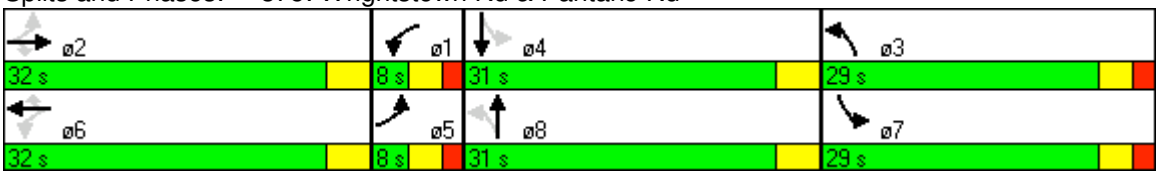


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	604	498	78	274	60	449	598	50	63	369	49
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3490	0	1770	3462	0
Flt Permitted	0.350			0.210			0.364			0.157		
Satd. Flow (perm)	652	3539	1583	391	1863	1583	678	3490	0	292	3462	0
Satd. Flow (RTOR)			423			68		9			14	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.84	0.84	0.84	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	686	566	92	322	71	535	772	0	68	454	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0		2.0	10.0	
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	7.0	31.0		7.0	31.0	
Total Split (s)	8.0	32.0	32.0	8.0	32.0	32.0	29.0	31.0	0.0	29.0	31.0	0.0
Total Split (%)	8.0%	32.0%	32.0%	8.0%	32.0%	32.0%	29.0%	31.0%	0.0%	29.0%	31.0%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0		2.0	0.0	
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	30.7	26.6	26.6	30.7	26.6	26.6	46.7	24.4		46.7	24.4	
Actuated g/C Ratio	0.33	0.28	0.28	0.33	0.28	0.28	0.50	0.26		0.50	0.26	
v/c Ratio	0.48	0.68	0.75	0.49	0.61	0.14	0.89	0.84		0.14	0.50	
Control Delay	33.0	34.6	15.6	38.5	35.8	8.4	45.1	42.5		15.6	31.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	33.0	34.6	15.6	38.5	35.8	8.4	45.1	42.5		15.6	31.1	
LOS	C	C	B	D	D	A	D	D		B	C	
Approach Delay		26.6			32.3			43.6			29.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	55	205	75	39	179	1	202	239		19	123	
Queue Length 95th (ft)	95	262	202	70	252	30	#280	284		38	172	
Internal Link Dist (ft)		527			420			628			550	
Turn Bay Length (ft)	190		110	100		130	115			100		
Base Capacity (vph)	262	1073	775	188	565	527	656	1027		555	1022	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.48	0.64	0.73	0.49	0.57	0.13	0.82	0.75		0.12	0.44	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 93.6
Natural Cycle: 80

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 33.7 Intersection LOS: C
Intersection Capacity Utilization 71.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 375: Wrightstown Rd & Pantano Rd



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	3	113	1921	571	5	411	861	268	9	623	1257	536
Satd. Flow (prot)	0	3433	5079	1583	0	3433	5085	1583	0	3433	5085	1583
Flt Permitted		0.206				0.069				0.100		
Satd. Flow (perm)	0	744	5079	1583	0	249	5085	1583	0	361	5085	1583
Satd. Flow (RTOR)				331				288				135
Peak Hour Factor	1.00	0.82	0.82	0.82	1.00	0.93	0.93	0.93	1.00	0.84	0.84	0.84
Bus Blockages (#/hr)	0	0	1	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	2343	696	0	447	926	288	0	751	1496	638
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0
Total Split (s)	17.0	17.0	61.0	61.0	17.0	17.0	61.0	61.0	29.0	29.0	43.0	43.0
Total Split (%)	11.3%	11.3%	40.7%	40.7%	11.3%	11.3%	40.7%	40.7%	19.3%	19.3%	28.7%	28.7%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		70.0	57.0	57.0		70.0	57.0	57.0		64.0	39.0	39.0
Actuated g/C Ratio		0.47	0.38	0.38		0.47	0.38	0.38		0.43	0.26	0.26
v/c Ratio		0.24	1.21	0.86		1.14	0.48	0.37		1.13	1.13	1.25
Control Delay		25.7	141.6	34.0		118.9	20.1	2.8		126.5	118.6	163.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		25.7	141.6	34.0		118.9	20.1	2.8		126.5	118.6	163.0
LOS		C	F	C		F	C	A		F	F	F
Approach Delay			112.9				43.7				130.5	
Approach LOS			F				D				F	
Queue Length 50th (ft)		37	~1023	369		~211	77	0		~387	~620	~675
Queue Length 95th (ft)		51	#947	447		#327	128	30		#456	#637	#817
Internal Link Dist (ft)			5170				2545				3380	
Turn Bay Length (ft)		340		385		340		575		370		290
Base Capacity (vph)		580	1930	807		392	1932	780		666	1322	511
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.24	1.21	0.86		1.14	0.48	0.37		1.13	1.13	1.25

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 86 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

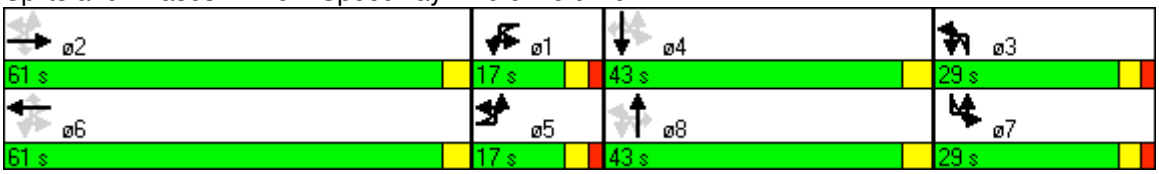
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	10	643	1175	122
Satd. Flow (prot)	0	3433	5085	1583
Flt Permitted		0.100		
Satd. Flow (perm)	0	361	5085	1583
Satd. Flow (RTOR)				102
Peak Hour Factor	1.00	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	724	1306	136
Turn Type	pm+pt	pm+pt		Perm
Protected Phases	7	7	4	
Permitted Phases	4	4		4
Detector Phase	7	7	4	4
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0
Total Split (s)	29.0	29.0	43.0	43.0
Total Split (%)	19.3%	19.3%	28.7%	28.7%
Yellow Time (s)	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		64.0	39.0	39.0
Actuated g/C Ratio		0.43	0.26	0.26
v/c Ratio		1.09	0.99	0.28
Control Delay		79.8	69.1	24.1
Queue Delay		0.0	0.0	0.0
Total Delay		79.8	69.1	24.1
LOS		E	E	C
Approach Delay			69.8	
Approach LOS			E	
Queue Length 50th (ft)		~347	450	39
Queue Length 95th (ft)		m#285	m419	m36
Internal Link Dist (ft)			3682	
Turn Bay Length (ft)		295		250
Base Capacity (vph)		666	1322	487
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		1.09	0.99	0.28

Intersection Summary

Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 97.0 Intersection LOS: F
Intersection Capacity Utilization 114.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 464: Speedway Blvd & Kolb Rd



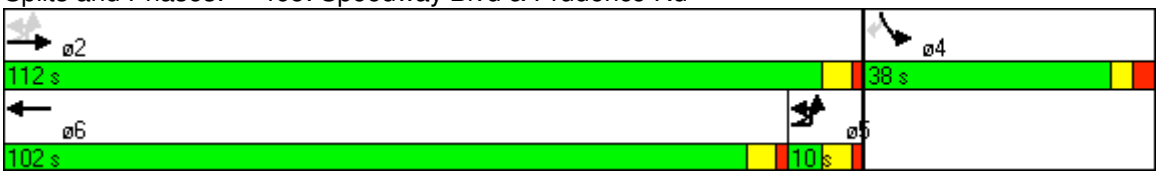
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	25	18	3266	1601	9	23	36
Satd. Flow (prot)	0	1770	5085	5080	0	1770	1583
Flt Permitted		0.077				0.950	
Satd. Flow (perm)	0	143	5085	5080	0	1770	1583
Satd. Flow (RTOR)				1			55
Peak Hour Factor	1.00	0.94	0.94	0.85	0.85	0.58	0.58
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	44	3474	1895	0	40	62
Turn Type	pm+pt	pm+pt					Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	2.0	2.0	15.0	15.0		10.0	10.0
Minimum Split (s)	7.5	7.5	22.5	22.5		38.0	38.0
Total Split (s)	10.0	10.0	112.0	102.0	0.0	38.0	38.0
Total Split (%)	6.7%	6.7%	74.7%	68.0%	0.0%	25.3%	25.3%
Yellow Time (s)	4.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5		3.0	3.0
Lost Time Adjust (s)	0.0	-1.5	-1.5	-1.5	0.0	-2.0	-2.0
Total Lost Time (s)	5.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		133.6	133.6	101.5		12.4	12.4
Actuated g/C Ratio		0.89	0.89	0.68		0.08	0.08
v/c Ratio		0.10	0.77	0.55		0.27	0.34
Control Delay		1.8	7.2	11.3		69.3	23.6
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		1.8	7.2	11.3		69.3	23.6
LOS		A	A	B		E	C
Approach Delay			7.1	11.3		41.5	
Approach LOS			A	B		D	
Queue Length 50th (ft)		4	268	200		38	6
Queue Length 95th (ft)		m4	m102	m172		49	16
Internal Link Dist (ft)			2545	2605		797	
Turn Bay Length (ft)		85					160
Base Capacity (vph)		454	4528	3671		401	401
Starvation Cap Reductn		0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.10	0.77	0.52		0.10	0.15

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 72 (48%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 130

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 9.2	Intersection LOS: A
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 465: Speedway Blvd & Prudence Rd



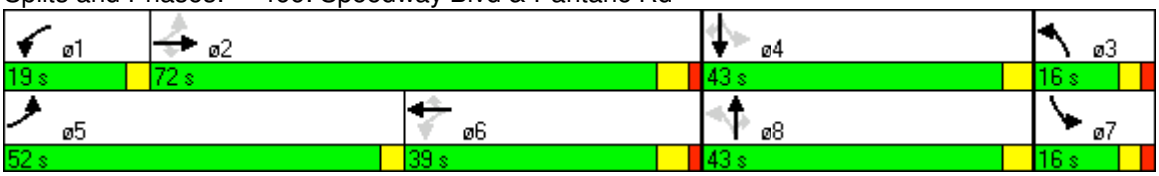
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	2246	500	221	887	199	376	867	137	201	735	201
Satd. Flow (prot)	1770	5085	1583	1770	5079	1583	3433	3539	1583	1770	3525	1583
Flt Permitted	0.111			0.118			0.100			0.100		
Satd. Flow (perm)	207	5085	1583	220	5079	1583	361	3539	1583	186	3525	1583
Satd. Flow (RTOR)			182			68			49			152
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.90	0.90	0.90	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	1	0	0	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	658	2955	658	254	1020	229	418	963	152	226	826	226
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	7.0	38.0	38.0	7.0	38.0	38.0	7.0	21.0	21.0	7.0	21.0	21.0
Total Split (s)	52.0	72.0	72.0	19.0	39.0	39.0	16.0	43.0	43.0	16.0	43.0	43.0
Total Split (%)	34.7%	48.0%	48.0%	12.7%	26.0%	26.0%	10.7%	28.7%	28.7%	10.7%	28.7%	28.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	2.0	6.0	6.0	2.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	89.0	66.0	66.0	54.0	33.0	33.0	51.0	39.0	39.0	51.0	39.0	39.0
Actuated g/C Ratio	0.59	0.44	0.44	0.36	0.22	0.22	0.34	0.26	0.26	0.34	0.26	0.26
v/c Ratio	1.02	1.32	0.82	1.00	0.91	0.57	1.13	1.05	0.34	1.19	0.90	0.43
Control Delay	81.3	179.9	31.4	101.8	69.8	42.5	141.7	95.4	32.5	176.6	67.4	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	179.9	31.4	101.8	69.8	42.5	141.7	95.4	32.5	176.6	67.4	18.1
LOS	F	F	C	F	E	D	F	F	C	F	E	B
Approach Delay		141.8			71.1			101.8			78.0	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	~626	~1359	362	196	360	142	~194	~536	81	~216	414	57
Queue Length 95th (ft)	#624	#1080	389	#361	401	223	#308	#674	148	#387	#516	134
Internal Link Dist (ft)		2605			5190			2630			4742	
Turn Bay Length (ft)	225		150	190		65	120		100	200		200
Base Capacity (vph)	644	2237	798	255	1117	401	369	920	448	190	917	524
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.32	0.82	1.00	0.91	0.57	1.13	1.05	0.34	1.19	0.90	0.43

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 24 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 112.8	Intersection LOS: F
Intersection Capacity Utilization 105.7%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 466: Speedway Blvd & Pantano Rd



2030 Conditions – With Project

Synchro Reports

AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	6	108	863	65	10	144	2237	1013	4	291	1120	67
Satd. Flow (prot)	0	3433	5085	1583	0	3433	5085	2787	0	1770	5051	1583
Flt Permitted		0.056				0.230				0.113		
Satd. Flow (perm)	0	202	5085	1583	0	831	5085	2787	0	210	5051	1583
Satd. Flow (RTOR)				89				583				38
Peak Hour Factor	0.38	0.87	0.91	0.73	0.63	0.81	0.95	0.91	0.50	0.93	0.91	0.93
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	948	89	0	194	2355	1113	0	321	1231	72
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	28.0	28.0
Total Split (s)	9.0	9.0	75.0	75.0	9.0	9.0	75.0	75.0	30.0	30.0	32.0	32.0
Total Split (%)	6.0%	6.0%	50.0%	50.0%	6.0%	6.0%	50.0%	50.0%	20.0%	20.0%	21.3%	21.3%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	-1.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	5.0	4.0	5.0	5.0
Lead/Lag									Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		76.0	71.0	71.0		76.0	71.0	72.0		59.9	34.5	34.5
Actuated g/C Ratio		0.51	0.47	0.47		0.51	0.47	0.48		0.40	0.23	0.23
v/c Ratio		0.67	0.39	0.11		0.38	0.98	0.68		0.94	1.06	0.18
Control Delay		60.2	26.2	4.3		11.8	26.0	4.4		79.9	97.5	26.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		60.2	26.2	4.3		11.8	26.0	4.4		79.9	97.5	26.7
LOS		E	C	A		B	C	A		E	F	C
Approach Delay			28.6				18.7				90.9	
Approach LOS			C				B				F	
Queue Length 50th (ft)		33	216	0		32	731	137		258	~481	26
Queue Length 95th (ft)		53	253	16		m27	m639	m95		#455	#652	75
Internal Link Dist (ft)			2851				888				1737	
Turn Bay Length (ft)		210		210		280		220		275		180
Base Capacity (vph)		210	2407	796		508	2407	1641		355	1162	393
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.67	0.39	0.11		0.38	0.98	0.68		0.90	1.06	0.18

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

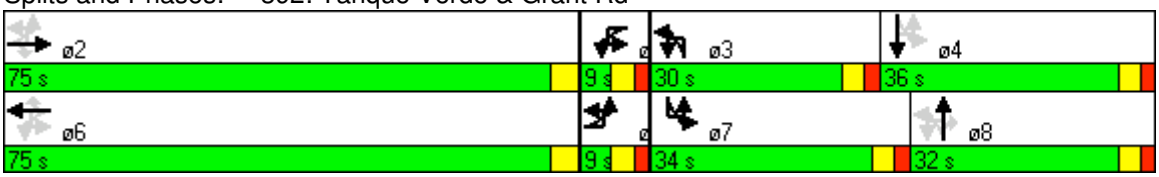
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	9	414	702	77
Satd. Flow (prot)	0	3433	5009	0
Flt Permitted		0.120		
Satd. Flow (perm)	0	434	5009	0
Satd. Flow (RTOR)			11	
Peak Hour Factor	0.36	0.90	0.87	0.86
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	485	897	0
Turn Type	pm+pt	pm+pt		
Protected Phases	7	7	4	
Permitted Phases	4	4		
Detector Phase	7	7	4	
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	
Minimum Split (s)	7.0	7.0	28.0	
Total Split (s)	34.0	34.0	36.0	0.0
Total Split (%)	22.7%	22.7%	24.0%	0.0%
Yellow Time (s)	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?				
Recall Mode	None	None	None	
Act Effct Green (s)		55.9	32.4	
Actuated g/C Ratio		0.37	0.22	
v/c Ratio		0.79	0.82	
Control Delay		48.6	62.8	
Queue Delay		0.0	0.0	
Total Delay		48.6	62.8	
LOS		D	E	
Approach Delay			57.8	
Approach LOS			E	
Queue Length 50th (ft)		187	310	
Queue Length 95th (ft)		238	350	
Internal Link Dist (ft)			2760	
Turn Bay Length (ft)		290		
Base Capacity (vph)		779	1091	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		0.62	0.82	

Intersection Summary

Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 42.0 Intersection LOS: D
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 392: Tanque Verde & Grant Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Volume (vph)	63	3	13	68	1	240	40	148	1172	23	3	14
Satd. Flow (prot)	1770	1634	0	1770	1863	1583	0	1770	5085	1583	0	1770
Flt Permitted	0.757			0.728				0.040				0.174
Satd. Flow (perm)	1410	1634	0	1356	1863	1583	0	75	5085	1583	0	324
Satd. Flow (RTOR)		36				89				12		
Peak Hour Factor	0.36	0.36	0.36	0.87	0.87	0.87	1.00	0.91	0.91	0.91	1.00	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	44	0	78	1	276	0	203	1288	25	0	19
Turn Type	Perm			Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases		8			4		5	5	2		1	1
Permitted Phases	8			4		4	2	2		2	6	6
Detector Phase	8	8		4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	2.0	2.0	15.0	15.0	2.0	2.0
Minimum Split (s)	37.0	37.0		37.0	37.0	37.0	7.0	7.0	19.0	19.0	7.0	7.0
Total Split (s)	37.0	37.0	0.0	37.0	37.0	37.0	18.0	18.0	95.0	95.0	18.0	18.0
Total Split (%)	24.7%	24.7%	0.0%	24.7%	24.7%	24.7%	12.0%	12.0%	63.3%	63.3%	12.0%	12.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	0.0	-1.0	0.0	0.0	0.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None	C-Min	C-Min	None	None
Act Effct Green (s)	25.7	25.7		25.7	25.7	25.7		112.3	98.3	98.3		112.3
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.17		0.75	0.66	0.66		0.75
v/c Ratio	0.72	0.14		0.33	0.00	0.80		0.95	0.39	0.02		0.05
Control Delay	75.1	19.1		56.9	47.0	56.8		92.5	8.3	3.5		4.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	75.1	19.1		56.9	47.0	56.8		92.5	8.3	3.5		4.0
LOS	E	B		E	D	E		F	A	A		A
Approach Delay		63.8			56.8				19.5			
Approach LOS		E			E				B			
Queue Length 50th (ft)	164	7		68	1	181		153	175	1		3
Queue Length 95th (ft)	85	0		111	6	262		#326	217	m7		m4
Internal Link Dist (ft)		419			426				888			
Turn Bay Length (ft)	40			30		105		95		65		100
Base Capacity (vph)	310	388		298	410	418		214	3332	1041		378
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.56	0.11		0.26	0.00	0.66		0.95	0.39	0.02		0.05

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 150

Lane Group	SWT	SWR
Lane Configurations		
Volume (vph)	3114	45
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Satd. Flow (RTOR)		22
Peak Hour Factor	0.90	0.90
Shared Lane Traffic (%)		
Lane Group Flow (vph)	3460	50
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	19.0	19.0
Total Split (s)	95.0	95.0
Total Split (%)	63.3%	63.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	C-Min
Act Effct Green (s)	98.3	98.3
Actuated g/C Ratio	0.66	0.66
v/c Ratio	1.04	0.05
Control Delay	32.1	2.4
Queue Delay	0.0	0.0
Total Delay	32.1	2.4
LOS	C	A
Approach Delay	31.5	
Approach LOS	C	
Queue Length 50th (ft)	~1345	4
Queue Length 95th (ft)	m#1321	m4
Internal Link Dist (ft)	2038	
Turn Bay Length (ft)		200
Base Capacity (vph)	3332	1045
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.04	0.05

Intersection Summary

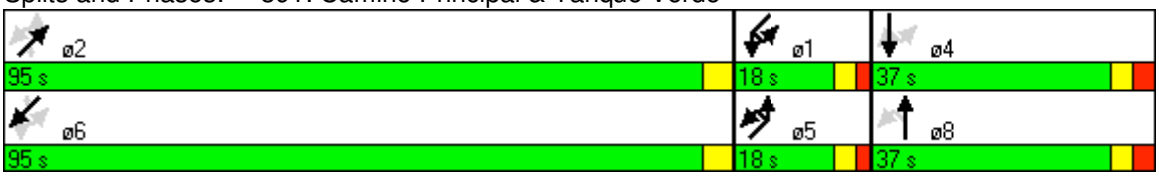
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 107.1%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 391: Camino Principal & Tanque Verde



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	489	727	11	8	239	2010	672	46	369	97	781	656
Satd. Flow (prot)	3433	5055	0	0	3433	5085	1583	1770	3525	1583	3433	3539
Flt Permitted	0.950				0.950			0.186			0.157	
Satd. Flow (perm)	3433	5055	0	0	3433	5085	1583	346	3525	1583	567	3539
Satd. Flow (RTOR)		2					420			154		
Peak Hour Factor	0.94	0.89	0.83	0.86	0.69	0.92	0.87	0.81	0.77	0.63	0.77	0.63
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	520	830	0	0	355	2185	772	57	479	154	1014	1041
Turn Type	Prot			Prot	Prot		Perm	pm+pt		Perm	pm+pt	
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases							6	8		8	4	
Detector Phase	5	2		1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	2.0	15.0		2.0	2.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.5	37.5		12.5	12.5	32.0	32.0	12.5	23.5	23.5	23.5	17.5
Total Split (s)	23.0	63.0	0.0	23.0	23.0	63.0	63.0	12.0	24.0	24.0	40.0	52.0
Total Split (%)	15.3%	42.0%	0.0%	15.3%	15.3%	42.0%	42.0%	8.0%	16.0%	16.0%	26.7%	34.7%
Yellow Time (s)	3.0	4.5		3.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	3.0		1.0	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-3.5	-3.5	0.0	0.0	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	0.5	4.0	4.0	4.0	0.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes					Yes	Yes					
Recall Mode	C-Min	Min		None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.5	59.8			21.7	59.0	59.0	28.0	20.0	20.0	60.0	50.4
Actuated g/C Ratio	0.15	0.40			0.14	0.39	0.39	0.19	0.13	0.13	0.40	0.34
v/c Ratio	1.01	0.41			0.71	1.09	0.88	0.40	1.02	0.45	1.11	0.88
Control Delay	103.5	31.1			69.8	93.0	31.3	41.0	109.2	12.6	105.8	56.8
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.5	31.1			69.8	93.0	31.3	41.0	109.2	12.6	105.8	56.8
LOS	F	C			E	F	C	D	F	B	F	E
Approach Delay		59.0				76.1			82.0			65.3
Approach LOS		E				E			F			E
Queue Length 50th (ft)	~281	179			172	~880	372	34	~260	0	~534	517
Queue Length 95th (ft)	#402	220			169	#970	545	59	#287	5	#497	374
Internal Link Dist (ft)		2038				450			1045			297
Turn Bay Length (ft)	515				180			140		210		
Base Capacity (vph)	515	2015			515	2000	877	141	470	345	915	1189
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.41			0.69	1.09	0.88	0.40	1.02	0.45	1.11	0.88

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 85 (57%), Referenced to phase 5:EBL, Start of Green

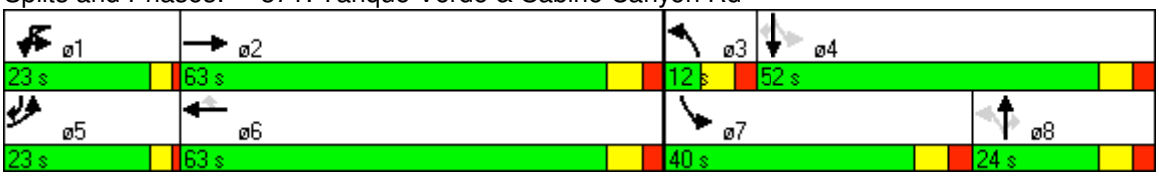
Lane Group	SBR
Lane Configurations	
Volume (vph)	1145
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Satd. Flow (RTOR)	58
Peak Hour Factor	0.89
Bus Blockages (#/hr)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	1287
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Detector Phase	5
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	9.5
Total Split (s)	23.0
Total Split (%)	15.3%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	-3.5
Total Lost Time (s)	0.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	C-Min
Act Effct Green (s)	76.9
Actuated g/C Ratio	0.51
v/c Ratio	0.88
Control Delay	40.2
Queue Delay	0.0
Total Delay	40.2
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	623
Queue Length 95th (ft)	740
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1457
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.88

Intersection Summary

Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 69.8	Intersection LOS: E
Intersection Capacity Utilization 98.6%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 371: Tanque Verde & Sabino Canyon Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	1303	18	36	2823	45	26	5	10	38	3	109
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1671	0	1770	1591	0
Flt Permitted	0.052			0.147			0.478			0.747		
Satd. Flow (perm)	97	5085	1583	274	5085	1583	890	1671	0	1391	1591	0
Satd. Flow (RTOR)			16			18		11			106	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	1416	20	39	3068	49	28	16	0	41	121	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	7.0	19.5	19.5	7.0	19.5	19.5	39.0	39.0		39.0	39.0	
Total Split (s)	16.0	74.0	74.0	7.0	65.0	65.0	39.0	39.0	0.0	39.0	39.0	0.0
Total Split (%)	13.3%	61.7%	61.7%	5.8%	54.2%	54.2%	32.5%	32.5%	0.0%	32.5%	32.5%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-0.5	-0.5	-1.0	-0.5	-0.5	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	85.1	77.9	77.9	93.2	83.6	83.6	12.6	12.6		12.6	12.6	
Actuated g/C Ratio	0.71	0.65	0.65	0.78	0.70	0.70	0.10	0.10		0.10	0.10	
v/c Ratio	0.78	0.43	0.02	0.08	0.87	0.04	0.30	0.09		0.28	0.46	
Control Delay	58.4	13.7	6.7	1.5	5.2	0.7	58.0	29.4		54.4	18.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	58.4	13.7	6.7	1.5	5.2	0.7	58.0	29.4		54.4	18.3	
LOS	E	B	A	A	A	A	E	C		D	B	
Approach Delay		18.7			5.1			47.6			27.4	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	97	260	1	2	109	1	20	4		30	11	
Queue Length 95th (ft)	#214	286	13	m3	m114	m2	51	25		66	67	
Internal Link Dist (ft)		758			1520			739			1114	
Turn Bay Length (ft)	80		115	95		145	30			110		
Base Capacity (vph)	236	3475	1087	478	3545	1109	260	495		406	539	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.77	0.41	0.02	0.08	0.87	0.04	0.11	0.03		0.10	0.22	

Intersection Summary

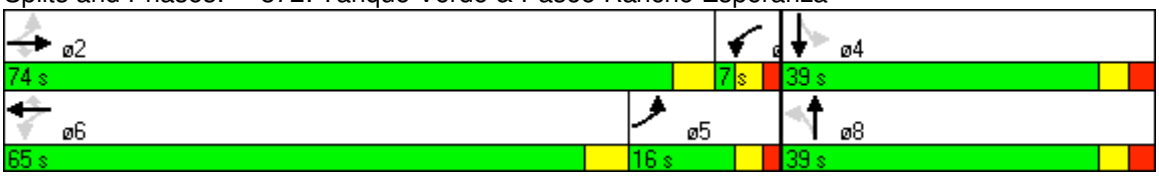
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 6:WBTL, Start of Green
Natural Cycle: 140

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 372: Tanque Verde & Paseo Rancho Esperanza



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	1151	107	54	2517	25	213	35	47	103	40	165
Satd. Flow (prot)	1770	5065	1583	1770	5060	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.059			0.159			0.726			0.720		
Satd. Flow (perm)	110	5065	1583	296	5060	0	1352	1863	1583	1341	1863	1583
Satd. Flow (RTOR)			116		2				76			109
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.62	0.62	0.62	0.86	0.86	0.86
Bus Blockages (#/hr)	0	3	0	0	3	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1293	120	59	2793	0	344	56	76	120	47	192
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	7.0	28.5	28.5	7.0	28.5		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	12.0	68.0	68.0	12.0	68.0	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	10.0%	56.7%	56.7%	10.0%	56.7%	0.0%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-0.5	0.0	-1.0	-0.5	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	75.6	68.8	68.3	75.6	68.8		34.3	34.3	34.3	34.3	34.3	34.3
Actuated g/C Ratio	0.63	0.57	0.57	0.63	0.57		0.29	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.50	0.45	0.13	0.22	0.96		0.89	0.11	0.15	0.31	0.09	0.36
Control Delay	28.0	11.4	1.5	13.2	36.0		66.2	31.1	7.5	35.5	30.8	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	11.4	1.5	13.2	36.0		66.2	31.1	7.5	35.5	30.8	16.3
LOS	C	B	A	B	D		E	C	A	D	C	B
Approach Delay		11.5			35.5			52.7			24.6	
Approach LOS		B			D			D			C	
Queue Length 50th (ft)	22	88	0	17	~852		246	31	0	70	26	47
Queue Length 95th (ft)	64	119	15	32	#942		224	43	11	118	54	102
Internal Link Dist (ft)		1520			652			2822			2288	
Turn Bay Length (ft)	120		155	130			100		100	100		100
Base Capacity (vph)	181	2903	951	288	2901		409	563	531	405	563	554
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.45	0.13	0.20	0.96		0.84	0.10	0.14	0.30	0.08	0.35

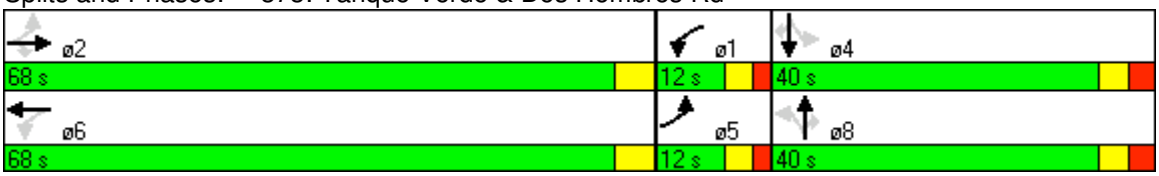
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 6:WBTL, Start of Green

Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 29.4 Intersection LOS: C
Intersection Capacity Utilization 81.7% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 373: Tanque Verde & Dos Hombres Rd

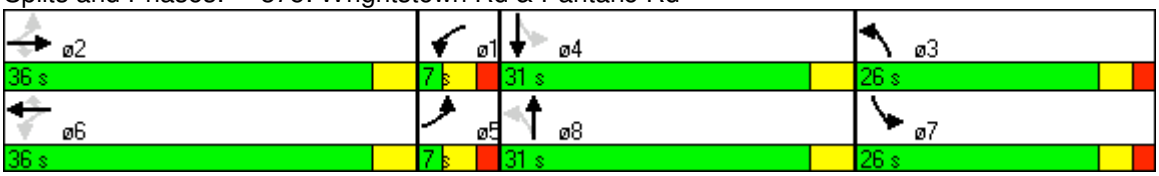


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	279	178	170	532	81	255	342	40	58	698	96
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3476	0	1770	3462	0
Flt Permitted	0.121			0.520			0.148			0.373		
Satd. Flow (perm)	225	3539	1583	969	1863	1583	276	3476	0	695	3462	0
Satd. Flow (RTOR)			202			50		12			15	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.84	0.84	0.84	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	317	202	200	626	95	304	455	0	63	863	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0		2.0	10.0	
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	7.0	31.0		7.0	31.0	
Total Split (s)	7.0	36.0	36.0	7.0	36.0	36.0	26.0	31.0	0.0	26.0	31.0	0.0
Total Split (%)	7.0%	36.0%	36.0%	7.0%	36.0%	36.0%	26.0%	31.0%	0.0%	26.0%	31.0%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0		2.0	0.0	
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	35.2	32.1	32.1	35.2	32.1	32.1	42.8	26.0		42.8	26.0	
Actuated g/C Ratio	0.37	0.34	0.34	0.37	0.34	0.34	0.46	0.28		0.46	0.28	
v/c Ratio	0.66	0.26	0.30	0.52	0.98	0.17	0.78	0.47		0.12	0.89	
Control Delay	56.8	24.2	4.9	27.6	64.9	13.6	44.8	29.9		13.6	45.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.8	24.2	4.9	27.6	64.9	13.6	44.8	29.9		13.6	45.3	
LOS	E	C	A	C	E	B	D	C		B	D	
Approach Delay		22.6			51.5			35.9			43.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	33	73	0	79	~379	19	121	116		19	257	
Queue Length 95th (ft)	#91	112	46	132	#592	52	192	159		39	#394	
Internal Link Dist (ft)		527			420			628			550	
Turn Bay Length (ft)	190		110	100		130	115			100		
Base Capacity (vph)	134	1210	674	388	637	574	493	1011		608	1010	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.66	0.26	0.30	0.52	0.98	0.17	0.62	0.45		0.10	0.85	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 94
Natural Cycle: 90

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 39.9 Intersection LOS: D
Intersection Capacity Utilization 82.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 375: Wrightstown Rd & Pantano Rd



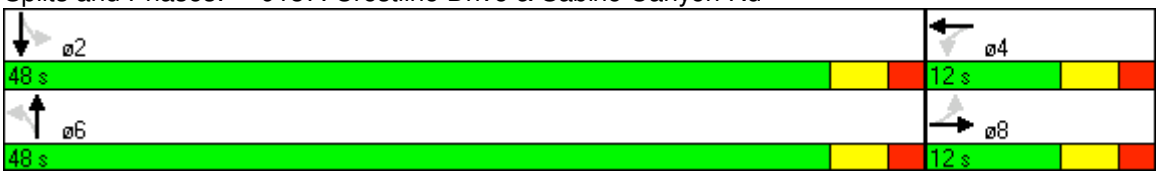
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	5	38	143	5	41	29	458	168	48	848	10
Satd. Flow (prot)	1770	1613	0	1770	1611	0	1770	3398	0	1770	3532	0
Flt Permitted	0.724			0.727			0.271			0.377		
Satd. Flow (perm)	1349	1613	0	1354	1611	0	505	3398	0	702	3532	0
Satd. Flow (RTOR)		41			45			183			5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	46	0	155	50	0	32	681	0	52	933	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	12.0	12.0	0.0	12.0	12.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%	80.0%	80.0%	0.0%	80.0%	80.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	14.2	14.2		14.2	14.2		37.8	37.8		37.8	37.8	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.63	0.63		0.63	0.63	
v/c Ratio	0.04	0.11		0.48	0.12		0.10	0.31		0.12	0.42	
Control Delay	16.4	7.6		24.5	7.4		6.0	4.2		6.2	6.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.4	7.6		24.5	7.4		6.0	4.2		6.2	6.7	
LOS	B	A		C	A		A	A		A	A	
Approach Delay		9.6			20.3			4.3			6.7	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	4	1		48	1		4	35		7	76	
Queue Length 95th (ft)	15	21		91	22		12	56		22	127	
Internal Link Dist (ft)		391			604			2540			1045	
Turn Bay Length (ft)	110			120			120			200		
Base Capacity (vph)	319	413		320	415		370	2541		515	2591	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.11		0.48	0.12		0.09	0.27		0.10	0.36	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 40

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9137: Crestline Drive & Sabino Canyon Rd



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	1552	466	5	887	871	19
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted			0.100		0.950	
Satd. Flow (perm)	5085	1583	186	5085	3433	1583
Satd. Flow (RTOR)		187				20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1687	507	5	964	947	21
Turn Type		Free	Perm			Perm
Protected Phases	6			2	4	
Permitted Phases		Free	2			4
Detector Phase	6		2	2	4	4
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (s)	80.0	0.0	80.0	80.0	40.0	40.0
Total Split (%)	66.7%	0.0%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	3.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max		C-Max	C-Max	Max	Max
Act Effct Green (s)	76.0	120.0	76.0	76.0	36.0	36.0
Actuated g/C Ratio	0.63	1.00	0.63	0.63	0.30	0.30
v/c Ratio	0.52	0.32	0.04	0.30	0.92	0.04
Control Delay	12.8	0.5	9.4	10.2	51.4	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	0.5	9.4	10.2	51.4	11.0
LOS	B	A	A	B	D	B
Approach Delay	10.0			10.2	50.6	
Approach LOS	A			B	D	
Queue Length 50th (ft)	244	0	1	115	372	1
Queue Length 95th (ft)	281	0	7	138	#471	m17
Internal Link Dist (ft)	1891			1690	2540	
Turn Bay Length (ft)		165	120		470	
Base Capacity (vph)	3221	1583	118	3221	1030	489
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.32	0.04	0.30	0.92	0.04

Intersection Summary

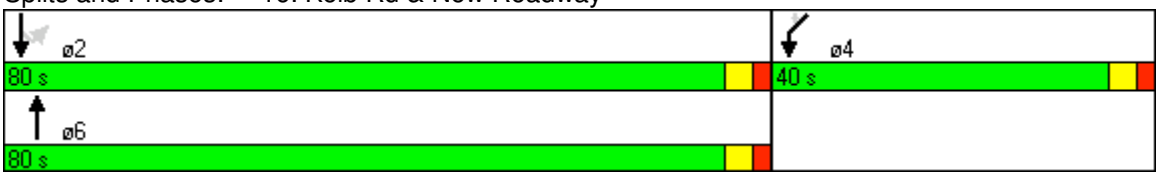
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 13 (11%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 45

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Kolb Rd & New Roadway



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	3	136	854	303	1	489	1929	604	5	562	1275	206
Satd. Flow (prot)	0	3433	5079	1583	0	3433	5085	1583	0	3433	5085	1583
Flt Permitted		0.083				0.128				0.087		
Satd. Flow (perm)	0	300	5079	1583	0	463	5085	1583	0	314	5085	1583
Satd. Flow (RTOR)				337				361				144
Peak Hour Factor	1.00	0.82	0.82	0.82	1.00	0.93	0.93	0.93	1.00	0.84	0.84	0.84
Bus Blockages (#/hr)	0	0	1	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	1041	370	0	527	2074	649	0	674	1518	245
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	27.0	27.0	7.0	7.0	28.0	28.0	7.0	7.0	26.0	26.0
Total Split (s)	9.0	9.0	52.0	52.0	19.0	19.0	62.0	62.0	30.0	30.0	49.0	49.0
Total Split (%)	6.0%	6.0%	34.7%	34.7%	12.7%	12.7%	41.3%	41.3%	20.0%	20.0%	32.7%	32.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		53.0	47.0	47.0		67.0	57.0	57.0		71.0	45.0	45.0
Actuated g/C Ratio		0.35	0.31	0.31		0.45	0.38	0.38		0.47	0.30	0.30
v/c Ratio		0.80	0.65	0.51		1.05	1.07	0.79		0.98	0.99	0.43
Control Delay		55.3	46.8	8.2		55.8	62.5	12.8		84.9	73.8	19.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		55.3	46.8	8.2		55.8	62.5	12.8		84.9	73.8	19.2
LOS		E	D	A		E	E	B		F	E	B
Approach Delay			38.7				51.5				71.4	
Approach LOS			D				D				E	
Queue Length 50th (ft)		48	323	23		~198	~817	247		291	545	75
Queue Length 95th (ft)		#73	333	68		m140	m563	m158		#365	#563	136
Internal Link Dist (ft)			5170				2545				3380	
Turn Bay Length (ft)		340		385		340		575		370		290
Base Capacity (vph)		210	1591	727		504	1932	825		689	1526	576
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.80	0.65	0.51		1.05	1.07	0.79		0.98	0.99	0.43

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 133 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

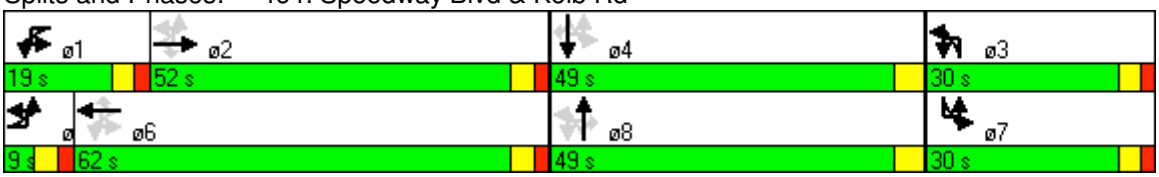
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	4	399	1126	230
Satd. Flow (prot)	0	3433	5085	1583
Flt Permitted		0.087		
Satd. Flow (perm)	0	314	5085	1583
Satd. Flow (RTOR)				54
Peak Hour Factor	1.00	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	447	1251	256
Turn Type	pm+pt	pm+pt		Perm
Protected Phases	7	7	4	
Permitted Phases	4	4		4
Detector Phase	7	7	4	4
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0
Total Split (s)	30.0	30.0	49.0	49.0
Total Split (%)	20.0%	20.0%	32.7%	32.7%
Yellow Time (s)	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		71.0	45.0	45.0
Actuated g/C Ratio		0.47	0.30	0.30
v/c Ratio		0.65	0.82	0.50
Control Delay		55.0	54.1	37.5
Queue Delay		0.0	0.0	0.0
Total Delay		55.0	54.1	37.5
LOS		D	D	D
Approach Delay			52.1	
Approach LOS			D	
Queue Length 50th (ft)		158	417	163
Queue Length 95th (ft)		219	478	255
Internal Link Dist (ft)			1891	
Turn Bay Length (ft)		295		250
Base Capacity (vph)		689	1526	513
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.65	0.82	0.50

Intersection Summary

Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 54.7 Intersection LOS: D
Intersection Capacity Utilization 93.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 464: Speedway Blvd & Kolb Rd



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	44	97	1442	3533	19	69	115
Satd. Flow (prot)	0	1770	5085	5080	0	1770	1583
Flt Permitted		0.036				0.950	
Satd. Flow (perm)	0	67	5085	5080	0	1770	1583
Satd. Flow (RTOR)				1			34
Peak Hour Factor	1.00	0.94	0.94	0.85	0.85	0.58	0.58
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	147	1534	4178	0	119	198
Turn Type	pm+pt	pm+pt					Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	2.0	2.0	15.0	15.0		10.0	10.0
Minimum Split (s)	7.5	7.5	22.5	22.5		38.0	38.0
Total Split (s)	12.0	12.0	112.0	100.0	0.0	38.0	38.0
Total Split (%)	8.0%	8.0%	74.7%	66.7%	0.0%	25.3%	25.3%
Yellow Time (s)	4.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5		3.0	3.0
Lost Time Adjust (s)	0.0	-1.5	-1.5	-1.5	0.0	-2.0	-2.0
Total Lost Time (s)	5.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		118.9	118.9	106.9		23.1	23.1
Actuated g/C Ratio		0.79	0.79	0.71		0.15	0.15
v/c Ratio		1.02	0.38	1.15		0.44	0.73
Control Delay		123.2	2.9	89.9		61.1	64.3
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		123.2	2.9	89.9		61.1	64.3
LOS		F	A	F		E	E
Approach Delay			13.4	89.9		63.1	
Approach LOS			B	F		E	
Queue Length 50th (ft)		~104	15	~1742		107	156
Queue Length 95th (ft)		#257	344m	#1335		101	127
Internal Link Dist (ft)			2545	2605		797	
Turn Bay Length (ft)		85					160
Base Capacity (vph)		144	4029	3619		401	385
Starvation Cap Reductn		0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		1.02	0.38	1.15		0.30	0.51

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 150

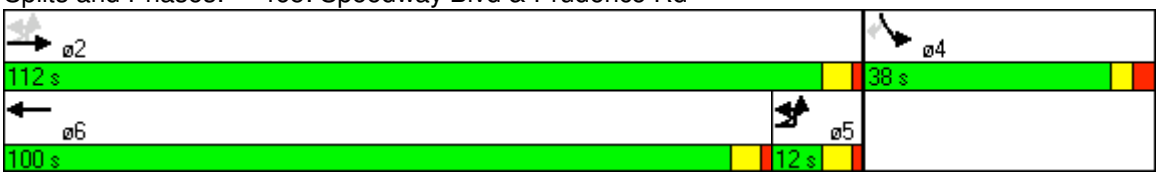
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 67.7	Intersection LOS: E
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 465: Speedway Blvd & Prudence Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	964	235	302	2662	167	579	437	87	95	548	383
Satd. Flow (prot)	1770	5085	1583	1770	5079	1583	3433	3539	1583	1770	3525	1583
Flt Permitted	0.054			0.146			0.174			0.296		
Satd. Flow (perm)	101	5085	1583	272	5079	1583	629	3539	1583	551	3525	1583
Satd. Flow (RTOR)			212			30			54			191
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.90	0.90	0.90	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	1	0	0	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	1268	309	347	3060	192	643	486	97	107	616	430
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	7.0	38.0	38.0	7.0	38.0	38.0	7.0	23.0	23.0	7.0	23.0	23.0
Total Split (s)	22.0	77.0	77.0	26.0	81.0	81.0	22.0	29.0	29.0	18.0	25.0	25.0
Total Split (%)	14.7%	51.3%	51.3%	17.3%	54.0%	54.0%	14.7%	19.3%	19.3%	12.0%	16.7%	16.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	94.9	73.2	73.2	98.2	75.0	75.0	44.0	26.0	26.0	34.0	19.0	19.0
Actuated g/C Ratio	0.63	0.49	0.49	0.65	0.50	0.50	0.29	0.17	0.17	0.23	0.13	0.13
v/c Ratio	1.24	0.51	0.35	0.90	1.20	0.24	1.19	0.79	0.30	0.48	1.38	1.17
Control Delay	179.9	21.3	7.3	50.0	130.4	18.7	142.9	69.8	29.3	48.0	230.2	132.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	179.9	21.3	7.3	50.0	130.4	18.7	142.9	69.8	29.3	48.0	230.2	132.6
LOS	F	C	A	D	F	B	F	E	C	D	F	F
Approach Delay		47.2			116.7			104.9			176.9	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	~369	208	2	182	~1330	87	~335	243	36	79	~419	~328
Queue Length 95th (ft)	#433	284	73	#315	#1322	133	#461	#348	95	130	#536	#535
Internal Link Dist (ft)		2605			5190			2630			4742	
Turn Bay Length (ft)	225		150	190		65	120		100	200		200
Base Capacity (vph)	275	2481	881	411	2540	807	540	614	319	258	447	367
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	0.51	0.35	0.84	1.20	0.24	1.19	0.79	0.30	0.41	1.38	1.17

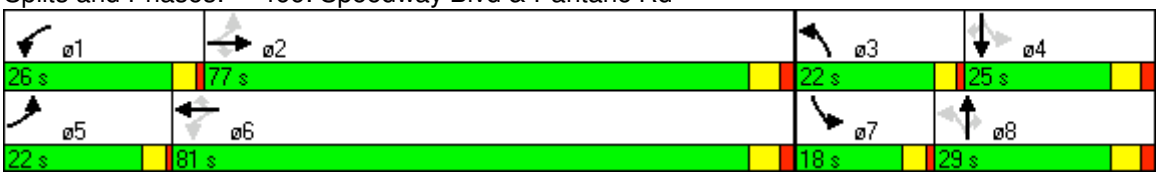
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 29 (19%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 106.8 Intersection LOS: F
Intersection Capacity Utilization 114.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 466: Speedway Blvd & Pantano Rd



2030 Conditions – With Project

Synchro Reports

PM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	4	235	2076	111	6	141	1096	541	8	186	864	113
Satd. Flow (prot)	0	3433	5085	1583	0	3433	5085	2787	0	1770	5051	1583
Flt Permitted		0.148				0.063				0.154		
Satd. Flow (perm)	0	535	5085	1583	0	228	5085	2787	0	287	5051	1583
Satd. Flow (RTOR)				70				570				27
Peak Hour Factor	0.38	0.87	0.91	0.73	0.63	0.81	0.95	0.91	0.50	0.93	0.91	0.93
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	2281	152	0	184	1154	595	0	216	949	122
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0	7.0	7.0	26.0	26.0	7.0	7.0	28.0	28.0
Total Split (s)	8.0	8.0	66.0	66.0	8.0	8.0	66.0	66.0	20.0	20.0	30.0	30.0
Total Split (%)	5.3%	5.3%	44.0%	44.0%	5.3%	5.3%	44.0%	44.0%	13.3%	13.3%	20.0%	20.0%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	-1.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	5.0	4.0	5.0	5.0
Lead/Lag									Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		66.0	62.0	62.0		66.0	62.0	63.0		41.6	25.0	25.0
Actuated g/C Ratio		0.44	0.41	0.41		0.44	0.41	0.42		0.28	0.17	0.17
v/c Ratio		0.90	1.09	0.22		0.99	0.55	0.40		0.92	1.13	0.43
Control Delay		74.1	88.8	15.8		102.2	18.8	1.8		84.6	127.2	48.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		74.1	88.8	15.8		102.2	18.8	1.8		84.6	127.2	48.5
LOS		E	F	B		F	B	A		F	F	D
Approach Delay			83.2				21.5				112.6	
Approach LOS			F				C				F	
Queue Length 50th (ft)		80	~913	49		58	308	31		157	~392	84
Queue Length 95th (ft)		#134	#1001	70		m#103	m207	m3		#319	#487	152
Internal Link Dist (ft)			2851				888				1737	
Turn Bay Length (ft)		210		210		280		220		275		180
Base Capacity (vph)		313	2102	695		186	2102	1501		239	842	286
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.90	1.09	0.22		0.99	0.55	0.40		0.90	1.13	0.43

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

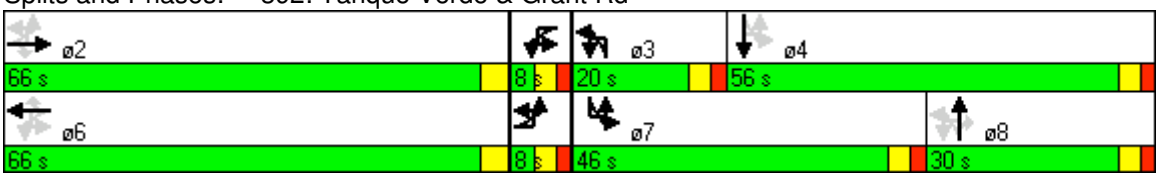
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	13	1159	1134	91
Satd. Flow (prot)	0	3433	5029	0
Flt Permitted		0.133		
Satd. Flow (perm)	0	481	5029	0
Satd. Flow (RTOR)			9	
Peak Hour Factor	0.36	0.90	0.87	0.86
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	1324	1409	0
Turn Type	pm+pt	pm+pt		
Protected Phases	7	7	4	
Permitted Phases	4	4		
Detector Phase	7	7	4	
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	
Minimum Split (s)	7.0	7.0	28.0	
Total Split (s)	46.0	46.0	56.0	0.0
Total Split (%)	30.7%	30.7%	37.3%	0.0%
Yellow Time (s)	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	4.0
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?				
Recall Mode	None	None	None	
Act Effct Green (s)		72.0	51.4	
Actuated g/C Ratio		0.48	0.34	
v/c Ratio		1.25	0.82	
Control Delay		159.0	49.4	
Queue Delay		0.0	0.0	
Total Delay		159.0	49.4	
LOS		F	D	
Approach Delay			102.5	
Approach LOS			F	
Queue Length 50th (ft)		~783	460	
Queue Length 95th (ft)		#922	497	
Internal Link Dist (ft)			2760	
Turn Bay Length (ft)		290		
Base Capacity (vph)		1057	1728	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		1.25	0.82	

Intersection Summary

Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 79.9 Intersection LOS: E
Intersection Capacity Utilization 108.6% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 392: Tanque Verde & Grant Rd



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Volume (vph)	48	6	16	136	1	145	49	140	3110	60	48	14
Satd. Flow (prot)	1770	1662	0	1770	1863	1583	0	1770	5085	1583	0	1770
Flt Permitted	0.757			0.706				0.089				0.037
Satd. Flow (perm)	1410	1662	0	1315	1863	1583	0	166	5085	1583	0	69
Satd. Flow (RTOR)		21				50				13		
Peak Hour Factor	0.36	0.36	0.36	0.87	0.87	0.87	1.00	0.91	0.91	0.91	1.00	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	61	0	156	1	167	0	203	3418	66	0	64
Turn Type	Perm			Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases		8			4		5	5	2		1	1
Permitted Phases	8			4		4	2	2		2	6	6
Detector Phase	8	8		4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	2.0	2.0	15.0	15.0	2.0	2.0
Minimum Split (s)	37.0	37.0		37.0	37.0	37.0	7.0	7.0	19.0	19.0	7.0	7.0
Total Split (s)	37.0	37.0	0.0	37.0	37.0	37.0	10.0	10.0	103.0	103.0	10.0	10.0
Total Split (%)	24.7%	24.7%	0.0%	24.7%	24.7%	24.7%	6.7%	6.7%	68.7%	68.7%	6.7%	6.7%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0	0.0	0.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	0.0	-1.0	0.0	0.0	0.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None	C-Min	C-Min	None	None
Act Effct Green (s)	24.7	24.7		24.7	24.7	24.7		113.3	107.3	107.3		113.3
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.16		0.76	0.72	0.72		0.76
v/c Ratio	0.57	0.21		0.72	0.00	0.55		1.07	0.94	0.06		0.53
Control Delay	66.5	36.5		77.1	48.0	45.8		72.3	11.9	3.9		53.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	1.0	0.0		0.0
Total Delay	66.5	36.5		77.1	48.0	45.8		72.3	12.9	3.9		53.1
LOS	E	D		E	D	D		E	B	A		D
Approach Delay		57.1			60.9				16.0			
Approach LOS		E			E				B			
Queue Length 50th (ft)	122	34		147	1	106		~103	491	11		25
Queue Length 95th (ft)	66	19		208	6	166		m#75	m434	m13		m43
Internal Link Dist (ft)		419			426				888			
Turn Bay Length (ft)	40			30		105		95		65		100
Base Capacity (vph)	310	382		289	410	387		189	3637	1136		120
Starvation Cap Reductn	0	0		0	0	0		0	77	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.43	0.16		0.54	0.00	0.43		1.07	0.96	0.06		0.53

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 129 (86%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 150

Lane Group	SWT	SWR
Lane Configurations		
Volume (vph)	1665	45
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Satd. Flow (RTOR)		47
Peak Hour Factor	0.90	0.90
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1850	50
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	19.0	19.0
Total Split (s)	103.0	103.0
Total Split (%)	68.7%	68.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Min	C-Min
Act Effct Green (s)	107.3	107.3
Actuated g/C Ratio	0.72	0.72
v/c Ratio	0.51	0.04
Control Delay	7.8	0.1
Queue Delay	0.0	0.0
Total Delay	7.8	0.1
LOS	A	A
Approach Delay	9.0	
Approach LOS	A	
Queue Length 50th (ft)	489	0
Queue Length 95th (ft)	m478	m0
Internal Link Dist (ft)	2038	
Turn Bay Length (ft)		200
Base Capacity (vph)	3637	1146
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.04

Intersection Summary

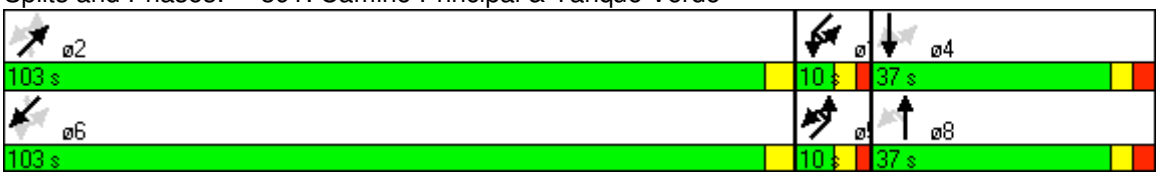
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 391: Camino Principal & Tanque Verde



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	1357	1772	62	39	272	961	512	82	620	241	959	619
Satd. Flow (prot)	3433	5040	0	0	3433	5085	1583	1770	3525	1583	3433	3539
Flt Permitted	0.950				0.950			0.081			0.148	
Satd. Flow (perm)	3433	5040	0	0	3433	5085	1583	151	3525	1583	535	3539
Satd. Flow (RTOR)		4					294			117		
Peak Hour Factor	0.94	0.89	0.83	0.86	0.69	0.92	0.87	0.81	0.77	0.63	0.77	0.63
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1444	2066	0	0	439	1045	589	101	805	383	1245	983
Turn Type	Prot			Prot	Prot		Perm	D.P+P		Perm	D.P+P	
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases							6	4		8	8	
Detector Phase	5	2		1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	2.0	15.0		2.0	2.0	15.0	15.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.5	37.5		12.5	12.5	32.0	32.0	12.5	23.5	23.5	23.5	17.5
Total Split (s)	50.0	61.0	0.0	19.0	19.0	30.0	30.0	17.0	31.0	31.0	39.0	53.0
Total Split (%)	33.3%	40.7%	0.0%	12.7%	12.7%	20.0%	20.0%	11.3%	20.7%	20.7%	26.0%	35.3%
Yellow Time (s)	3.0	4.5		3.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	3.0		1.0	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-3.5	-3.5	0.0	0.0	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5	-3.5
Total Lost Time (s)	0.5	4.0	4.0	4.0	0.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes					Yes	Yes					
Recall Mode	C-Min	Min		None	None	None	None	None	None	None	None	None
Act Effct Green (s)	49.5	57.0			18.5	26.0	26.0	62.0	27.0	27.0	62.0	49.5
Actuated g/C Ratio	0.33	0.38			0.12	0.17	0.17	0.41	0.18	0.18	0.41	0.33
v/c Ratio	1.27	1.08			1.04	1.19	1.14	0.51	1.27	1.01	1.39	0.84
Control Delay	162.7	68.9			116.2	147.1	110.7	36.8	180.9	89.1	217.0	54.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	162.7	68.9			116.2	147.1	110.7	36.8	180.9	89.1	217.0	54.5
LOS	F	E			F	F	F	D	F	F	F	D
Approach Delay		107.5				130.2			142.3			113.4
Approach LOS		F				F			F			F
Queue Length 50th (ft)	~913	~822			~237	~449	~419	58	~520	~282	~786	472
Queue Length 95th (ft)	m#1014	#894			214	#545	#612	90	#511	226	#713	346
Internal Link Dist (ft)		2038				450			1045			297
Turn Bay Length (ft)	515				180			140		210		
Base Capacity (vph)	1133	1918			423	881	517	203	635	381	897	1168
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.27	1.08			1.04	1.19	1.14	0.50	1.27	1.01	1.39	0.84

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 39 (26%), Referenced to phase 5:EBL, Start of Green

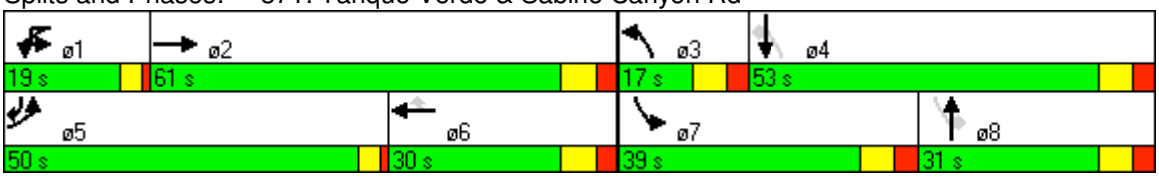
Lane Group	SBR
Lane Configurations	
Volume (vph)	596
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Satd. Flow (RTOR)	182
Peak Hour Factor	0.89
Bus Blockages (#/hr)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	670
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Detector Phase	5
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	9.5
Total Split (s)	50.0
Total Split (%)	33.3%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	-3.5
Total Lost Time (s)	0.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	C-Min
Act Effct Green (s)	103.0
Actuated g/C Ratio	0.69
v/c Ratio	0.34
Control Delay	7.2
Queue Delay	0.0
Total Delay	7.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	99
Queue Length 95th (ft)	130
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1971
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.34

Intersection Summary

Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.39
Intersection Signal Delay: 118.6 Intersection LOS: F
Intersection Capacity Utilization 115.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 371: Tanque Verde & Sabino Canyon Rd



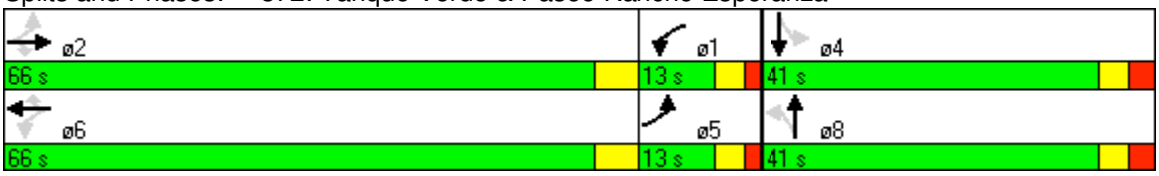
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	233	2622	18	48	1629	43	20	3	13	74	1	121
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1632	0	1770	1585	0
Flt Permitted	0.074			0.061			0.474			0.746		
Satd. Flow (perm)	138	5085	1583	114	5085	1583	883	1632	0	1390	1585	0
Satd. Flow (RTOR)			7			31		14			132	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	2850	20	52	1771	47	22	17	0	80	133	0
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	7.0	19.5	19.5	7.0	19.5	19.5	39.0	39.0		39.0	39.0	
Total Split (s)	13.0	66.0	66.0	13.0	66.0	66.0	41.0	41.0	0.0	41.0	41.0	0.0
Total Split (%)	10.8%	55.0%	55.0%	10.8%	55.0%	55.0%	34.2%	34.2%	0.0%	34.2%	34.2%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-0.5	-0.5	-1.0	-0.5	-0.5	-2.0	-2.0	0.0	-2.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	97.1	87.8	87.8	73.3	66.1	66.1	14.9	14.9		14.9	14.9	
Actuated g/C Ratio	0.81	0.73	0.73	0.61	0.55	0.55	0.12	0.12		0.12	0.12	
v/c Ratio	0.53	0.77	0.02	0.31	0.63	0.05	0.20	0.08		0.46	0.43	
Control Delay	32.8	12.9	4.8	13.8	13.1	4.1	50.1	23.2		57.0	12.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.8	12.9	4.8	13.8	13.1	4.1	50.1	23.2		57.0	12.1	
LOS	C	B	A	B	B	A	D	C		E	B	
Approach Delay		14.5			12.9			38.4			28.9	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	101	443	2	6	161	2	16	2		59	1	
Queue Length 95th (ft)	200	645	12	m30	189	m9	41	23		106	56	
Internal Link Dist (ft)		758			1520			739			1114	
Turn Bay Length (ft)	80		115	95		145	30			110		
Base Capacity (vph)	479	3721	1160	195	2800	885	272	513		429	580	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.53	0.77	0.02	0.27	0.63	0.05	0.08	0.03		0.19	0.23	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 1 (1%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 110

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 372: Tanque Verde & Paseo Rancho Esperanza



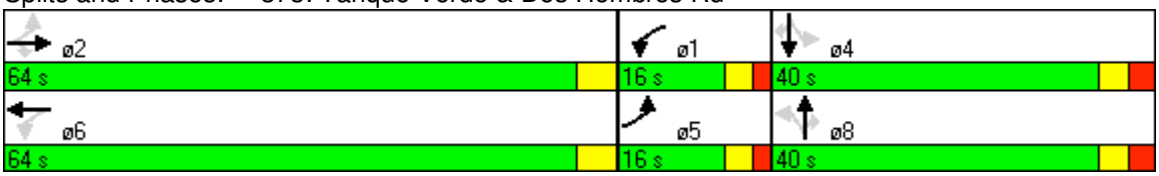
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	189	2422	104	65	1536	67	107	36	43	86	13	84
Satd. Flow (prot)	1770	5065	1583	1770	5035	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.087			0.054			0.748			0.719		
Satd. Flow (perm)	162	5065	1583	101	5035	0	1393	1863	1583	1339	1863	1583
Satd. Flow (RTOR)			50		8				69			98
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.62	0.62	0.62	0.86	0.86	0.86
Bus Blockages (#/hr)	0	3	0	0	3	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	2721	117	71	1762	0	173	58	69	100	15	98
Turn Type	pm+pt		Perm	pm+pt			Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	7.0	28.5	28.5	7.0	28.5		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	16.0	64.0	64.0	16.0	64.0	0.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	13.3%	53.3%	53.3%	13.3%	53.3%	0.0%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-0.5	0.0	-1.0	-0.5	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	Min		None	None	None	None	None	None
Act Effct Green (s)	85.8	74.0	73.5	85.8	74.0		22.2	22.2	22.2	22.2	22.2	22.2
Actuated g/C Ratio	0.72	0.62	0.61	0.72	0.62		0.18	0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.78	0.87	0.12	0.30	0.57		0.67	0.17	0.20	0.40	0.04	0.26
Control Delay	36.2	16.4	6.9	25.6	15.2		57.5	39.9	9.8	46.3	37.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	16.4	6.9	25.6	15.2		57.5	39.9	9.8	46.3	37.0	8.9
LOS	D	B	A	C	B		E	D	A	D	D	A
Approach Delay		17.4			15.6			43.1			28.5	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	77	239	12	13	276		126	38	0	69	10	0
Queue Length 95th (ft)	m#158	#656	m33	51	380		121	48	12	108	26	38
Internal Link Dist (ft)		1520			652			2822			2288	
Turn Bay Length (ft)	120		155	130			100		100	100		100
Base Capacity (vph)	277	3124	989	239	3108		418	559	523	402	559	544
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.87	0.12	0.30	0.57		0.41	0.10	0.13	0.25	0.03	0.18

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 373: Tanque Verde & Dos Hombres Rd

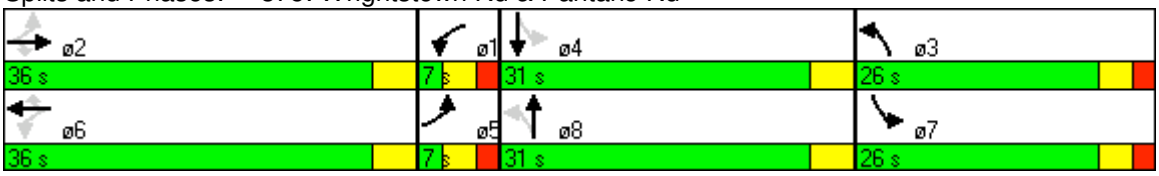


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	604	160	78	274	60	265	598	50	63	369	49
Satd. Flow (prot)	1770	3539	1583	1770	1863	1583	1770	3490	0	1770	3462	0
Flt Permitted	0.403			0.253			0.395			0.172		
Satd. Flow (perm)	751	3539	1583	471	1863	1583	736	3490	0	320	3462	0
Satd. Flow (RTOR)			144			71		9			14	
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.84	0.84	0.84	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	686	182	92	322	71	315	772	0	68	454	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0		2.0	10.0	
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	7.0	31.0		7.0	31.0	
Total Split (s)	7.0	36.0	36.0	7.0	36.0	36.0	26.0	31.0	0.0	26.0	31.0	0.0
Total Split (%)	7.0%	36.0%	36.0%	7.0%	36.0%	36.0%	26.0%	31.0%	0.0%	26.0%	31.0%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0		2.0	0.0	
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	28.5	25.4	25.4	28.5	25.4	25.4	34.0	22.6		34.0	22.6	
Actuated g/C Ratio	0.36	0.32	0.32	0.36	0.32	0.32	0.43	0.29		0.43	0.29	
v/c Ratio	0.41	0.60	0.30	0.42	0.54	0.13	0.68	0.77		0.20	0.45	
Control Delay	23.8	26.1	8.1	27.4	27.2	6.5	28.1	32.8		17.7	25.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.8	26.1	8.1	27.4	27.2	6.5	28.1	32.8		17.7	25.4	
LOS	C	C	A	C	C	A	C	C		B	C	
Approach Delay		22.5			24.2			31.4			24.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	39	149	13	28	130	0	92	178		17	92	
Queue Length 95th (ft)	87	237	61	64	228	26	154	275		42	166	
Internal Link Dist (ft)		527			420			628			550	
Turn Bay Length (ft)	190		110	100		130	115			100		
Base Capacity (vph)	311	1482	746	221	780	704	720	1239		601	1232	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.46	0.24	0.42	0.41	0.10	0.44	0.62		0.11	0.37	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 79.1
Natural Cycle: 75

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 60.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 375: Wrightstown Rd & Pantano Rd



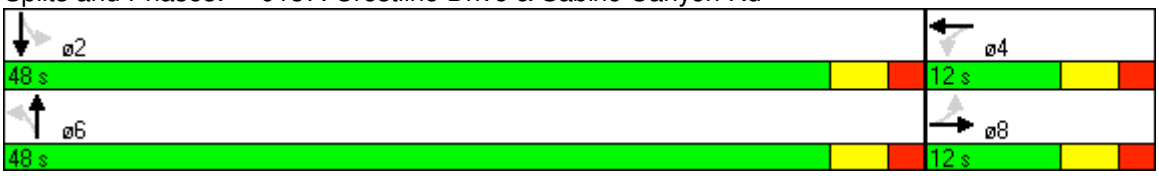
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	5	33	124	5	36	34	896	151	43	899	11
Satd. Flow (prot)	1770	1617	0	1770	1615	0	1770	3644	0	1770	3532	0
Flt Permitted	0.728			0.730			0.262			0.232		
Satd. Flow (perm)	1356	1617	0	1360	1615	0	488	3644	0	432	3532	0
Satd. Flow (RTOR)		36			39			91			5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	41	0	135	44	0	37	1138	0	47	989	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	12.0	12.0	0.0	12.0	12.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%	80.0%	80.0%	0.0%	80.0%	80.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	12.4	12.4		12.8	12.8		42.5	42.5		42.5	42.5	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.71	0.71		0.71	0.71	
v/c Ratio	0.04	0.11		0.47	0.12		0.11	0.44		0.15	0.40	
Control Delay	17.3	8.4		25.3	8.2		5.5	5.2		6.6	5.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.3	8.4		25.3	8.2		5.5	5.2		6.6	5.7	
LOS	B	A		C	A		A	A		A	A	
Approach Delay		10.4			21.1			5.2			5.7	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	3	1		43	1		4	77		6	75	
Queue Length 95th (ft)	14	21		82	21		m11	118		22	130	
Internal Link Dist (ft)		391			604			2540			1045	
Turn Bay Length (ft)	110			120			120			200		
Base Capacity (vph)	287	371		289	374		384	2886		340	2779	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.11		0.47	0.12		0.10	0.39		0.14	0.36	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 45

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9137: Crestline Drive & Sabino Canyon Rd



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	1082	815	15	1441	854	13
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted			0.199		0.950	
Satd. Flow (perm)	5085	1583	371	5085	3433	1583
Satd. Flow (RTOR)		469				14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1176	886	16	1566	928	14
Turn Type		Free	Perm			Perm
Protected Phases	6			2	4	
Permitted Phases		Free	2			4
Detector Phase	6		2	2	4	4
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (s)	80.0	0.0	80.0	80.0	40.0	40.0
Total Split (%)	66.7%	0.0%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	3.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max		C-Max	C-Max	Max	Max
Act Effct Green (s)	76.0	120.0	76.0	76.0	36.0	36.0
Actuated g/C Ratio	0.63	1.00	0.63	0.63	0.30	0.30
v/c Ratio	0.37	0.56	0.07	0.49	0.90	0.03
Control Delay	10.9	1.4	9.4	12.3	50.0	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	1.4	9.4	12.3	50.0	11.8
LOS	B	A	A	B	D	B
Approach Delay	6.8			12.3	49.4	
Approach LOS	A			B	D	
Queue Length 50th (ft)	147	0	4	219	361	1
Queue Length 95th (ft)	175	0	14	253	#451	m12
Internal Link Dist (ft)	1891			1690	2540	
Turn Bay Length (ft)		165	120		470	
Base Capacity (vph)	3221	1583	235	3221	1030	485
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.56	0.07	0.49	0.90	0.03

Intersection Summary

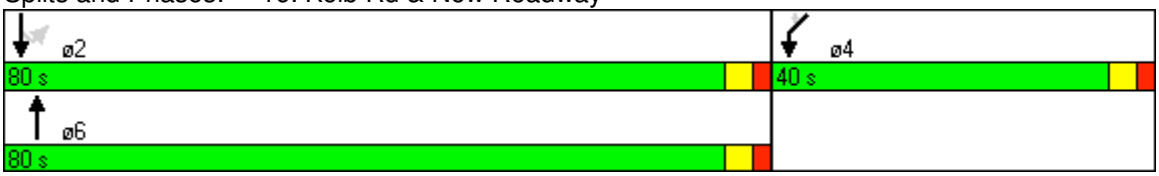
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 15 (13%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 40

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Kolb Rd & New Roadway



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	3	126	1921	571	5	411	861	323	9	623	1440	536
Satd. Flow (prot)	0	3433	5079	1583	0	3433	5085	1583	0	3433	5085	1583
Flt Permitted		0.225				0.070				0.085		
Satd. Flow (perm)	0	813	5079	1583	0	253	5085	1583	0	307	5085	1583
Satd. Flow (RTOR)				330				341				64
Peak Hour Factor	1.00	0.82	0.82	0.82	1.00	0.93	0.93	0.93	1.00	0.84	0.84	0.84
Bus Blockages (#/hr)	0	0	1	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	2343	696	0	447	926	347	0	751	1714	638
Turn Type	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	5	5	2		1	1	6		3	3	8	
Permitted Phases	2	2		2	6	6		6	8	8		8
Detector Phase	5	5	2	2	1	1	6	6	3	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	2.0	15.0	15.0	2.0	2.0	15.0	15.0	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	27.0	27.0	7.0	7.0	28.0	28.0	7.0	7.0	26.0	26.0
Total Split (s)	10.0	10.0	57.0	57.0	14.0	14.0	61.0	61.0	29.0	29.0	50.0	50.0
Total Split (%)	6.7%	6.7%	38.0%	38.0%	9.3%	9.3%	40.7%	40.7%	19.3%	19.3%	33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
Act Effct Green (s)		59.0	52.0	52.0		67.0	56.0	56.0		71.0	46.0	46.0
Actuated g/C Ratio		0.39	0.35	0.35		0.45	0.37	0.37		0.47	0.31	0.31
v/c Ratio		0.37	1.33	0.91		1.38	0.49	0.43		1.13	1.10	1.20
Control Delay		27.0	191.6	41.4		210.4	22.7	9.1		126.1	102.9	148.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		27.0	191.6	41.4		210.4	22.7	9.1		126.1	102.9	148.5
LOS		C	F	D		F	C	A		F	F	F
Approach Delay			150.8				68.7				117.9	
Approach LOS			F				E				F	
Queue Length 50th (ft)		45	~1086	393		~237	272	144		~387	~694	~714
Queue Length 95th (ft)		62	#1010	475		#352	311	222		#456	#698	#855
Internal Link Dist (ft)			5170				2545				3380	
Turn Bay Length (ft)		340		385		340		575		370		290
Base Capacity (vph)		425	1761	764		325	1898	805		666	1559	530
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.37	1.33	0.91		1.38	0.49	0.43		1.13	1.10	1.20

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 105 (70%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Volume (vph)	10	745	1412	129
Satd. Flow (prot)	0	3433	5085	1583
Flt Permitted		0.085		
Satd. Flow (perm)	0	307	5085	1583
Satd. Flow (RTOR)				91
Peak Hour Factor	1.00	0.90	0.90	0.90
Bus Blockages (#/hr)	0	0	0	0
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	838	1569	143
Turn Type	pm+pt	pm+pt		Perm
Protected Phases	7	7	4	
Permitted Phases	4	4		4
Detector Phase	7	7	4	4
Switch Phase				
Minimum Initial (s)	2.0	2.0	10.0	10.0
Minimum Split (s)	7.0	7.0	26.0	26.0
Total Split (s)	29.0	29.0	50.0	50.0
Total Split (%)	19.3%	19.3%	33.3%	33.3%
Yellow Time (s)	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		71.0	46.0	46.0
Actuated g/C Ratio		0.47	0.31	0.31
v/c Ratio		1.26	1.01	0.26
Control Delay		173.8	75.6	16.4
Queue Delay		0.0	0.0	0.0
Total Delay		173.8	75.6	16.4
LOS		F	E	B
Approach Delay			104.6	
Approach LOS			F	
Queue Length 50th (ft)		~479	~571	37
Queue Length 95th (ft)		#613	#683	93
Internal Link Dist (ft)			1891	
Turn Bay Length (ft)		295		250
Base Capacity (vph)		666	1559	549
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		1.26	1.01	0.26

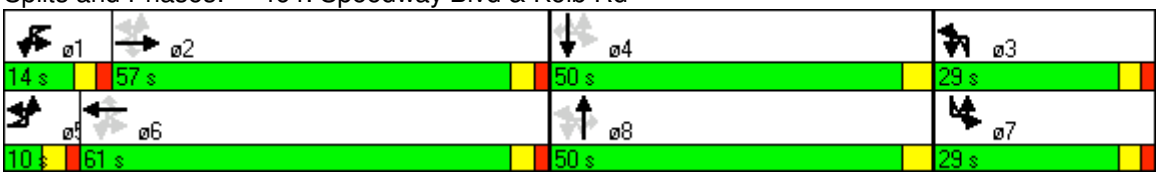
Intersection Summary

Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 116.6 Intersection LOS: F
Intersection Capacity Utilization 117.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 464: Speedway Blvd & Kolb Rd

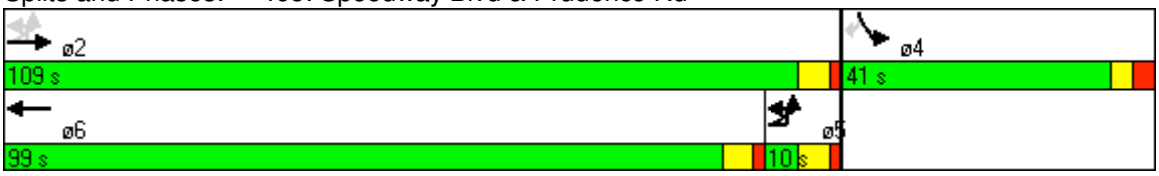


Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	25	18	3368	1656	9	23	36
Satd. Flow (prot)	0	1770	5085	5080	0	1770	1583
Flt Permitted		0.071				0.950	
Satd. Flow (perm)	0	132	5085	5080	0	1770	1583
Satd. Flow (RTOR)				1			50
Peak Hour Factor	1.00	0.94	0.94	0.85	0.85	0.58	0.58
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	44	3583	1959	0	40	62
Turn Type	pm+pt	pm+pt					Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	2.0	2.0	15.0	15.0		10.0	10.0
Minimum Split (s)	7.5	7.5	22.5	22.5		38.0	38.0
Total Split (s)	10.0	10.0	109.0	99.0	0.0	41.0	41.0
Total Split (%)	6.7%	6.7%	72.7%	66.0%	0.0%	27.3%	27.3%
Yellow Time (s)	4.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5		3.0	3.0
Lost Time Adjust (s)	0.0	-1.5	-1.5	-1.5	0.0	-2.0	-2.0
Total Lost Time (s)	5.5	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		133.6	133.6	102.5		12.4	12.4
Actuated g/C Ratio		0.89	0.89	0.68		0.08	0.08
v/c Ratio		0.10	0.79	0.56		0.27	0.35
Control Delay		4.0	9.2	5.3		69.3	27.1
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		4.0	9.2	5.3		69.3	27.1
LOS		A	A	A		E	C
Approach Delay			9.1	5.3		43.7	
Approach LOS			A	A		D	
Queue Length 50th (ft)		0	942	94		38	11
Queue Length 95th (ft)		m1	m660	84		49	21
Internal Link Dist (ft)			2545	2605		797	
Turn Bay Length (ft)		85					160
Base Capacity (vph)		435	4528	3590		437	428
Starvation Cap Reductn		0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.10	0.79	0.55		0.09	0.14

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 31 (21%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 140

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 465: Speedway Blvd & Prudence Rd



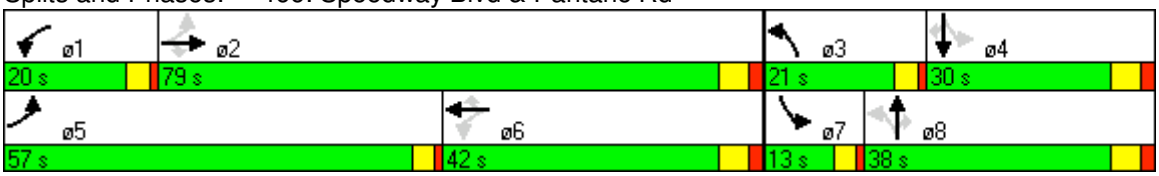
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	2337	510	221	937	143	382	738	137	100	498	201
Satd. Flow (prot)	1770	5085	1583	1770	5079	1583	3433	3539	1583	1770	3525	1583
Flt Permitted	0.097			0.104			0.140			0.157		
Satd. Flow (perm)	181	5085	1583	194	5079	1583	506	3539	1583	292	3525	1583
Satd. Flow (RTOR)			195			47			54			197
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.90	0.90	0.90	0.89	0.89	0.89
Bus Blockages (#/hr)	0	0	0	0	1	0	0	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	658	3075	671	254	1077	164	424	820	152	112	560	226
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0	15.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	7.0	38.0	38.0	7.0	38.0	38.0	7.0	23.0	23.0	7.0	23.0	23.0
Total Split (s)	57.0	79.0	79.0	20.0	42.0	42.0	21.0	38.0	38.0	13.0	30.0	30.0
Total Split (%)	38.0%	52.7%	52.7%	13.3%	28.0%	28.0%	14.0%	25.3%	25.3%	8.7%	20.0%	20.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0	-1.0	0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	96.0	73.0	73.0	57.3	37.3	37.3	48.0	32.3	32.3	37.2	24.5	24.5
Actuated g/C Ratio	0.64	0.49	0.49	0.38	0.25	0.25	0.32	0.22	0.22	0.25	0.16	0.16
v/c Ratio	0.98	1.24	0.77	1.00	0.85	0.38	0.84	1.07	0.40	0.67	0.97	0.53
Control Delay	56.3	143.9	23.0	106.0	61.6	36.4	55.8	108.9	35.6	58.0	93.0	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	143.9	23.0	106.0	61.6	36.4	55.8	108.9	35.6	58.0	93.0	15.8
LOS	E	F	C	F	E	D	E	F	D	E	F	B
Approach Delay		112.4			66.4			84.8			69.2	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	542	~1368	447	~204	375	96	166	~472	82	80	292	25
Queue Length 95th (ft)	542	#1068	355	#369	416	160	#232	#606	153	#134	#412	106
Internal Link Dist (ft)		2605			5190			2630			4742	
Turn Bay Length (ft)	225		150	190		65	120		100	200		200
Base Capacity (vph)	688	2475	870	253	1262	429	513	763	384	172	576	424
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	1.24	0.77	1.00	0.85	0.38	0.83	1.07	0.40	0.65	0.97	0.53

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 134 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 94.6	Intersection LOS: F
Intersection Capacity Utilization 100.0%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 466: Speedway Blvd & Pantano Rd



12. APPENDIX D – CRASH DATA

E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	4	F	6	1959-00-00	0	7
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	3	6/4/1962	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/3/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/19/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	6/19/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	10/12/1954	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	3	1	1	2	0	0	0	1A	0	0	1	REAREN	1	F	1	9/17/1980	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	3	1	1	2	0	0	0	1A	0	0	1	REAREN	1	M	1	12/4/1950	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	4	F	1	11/20/1965	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	7/29/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1/26/1942	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	SINGLE	1	F	1	7/14/1936	3	2
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/9/1964	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/9/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	8/5/1971	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	6/1/1945	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	F	6	12/9/1984	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	1/23/1975	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	12/22/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	6	5/26/1983	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	4/22/1939	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	1982-00-00	0	9
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	6/8/1928	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	2/15/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	M	2	1/20/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	F	1	12/28/1953	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/16/1975	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	4/23/1980	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/19/1935	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	3	0	1A	0	4	1	SWSAME	1	M	1	8/25/1959	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	3	0	1A	0	4	1	SWSAME	1	M	1	7/16/1963	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	3	0	1A	0	4	1	SWSAME	1	M	1	9/5/1942	0	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	3	0	1A	0	4	1	SWSAME	1	F	1	1/8/1969	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/20/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/12/1986	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	1	2/5/1955	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	1	11/3/1924	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	0	0	1A	0	4	1	SWSAME	1	M	1	6/13/1959	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	0	0	1A	0	4	1	SWSAME	1	M	1	4/25/1965	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	4/23/1964	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	5/11/1936	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/20/1975	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/12/1931	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	6/11/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	10/21/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	2A	0	4	1	REAREN	1	U	1	12/24/1976	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	7/23/1984	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/25/1977	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/9/1925	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	4	12/13/1951	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/14/1927	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	F	1	1927-00-00	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	M	6	1984-00-00	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	5/10/1969	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	12/8/1979	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	5/11/1963	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	8/8/1967	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	2	5/31/1967	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	8/2/1962	1	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	6/4/1978	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	F	1	7/28/1936	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	10/3/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	6	6/30/1947	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	8/23/1952	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	8/27/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	8/30/1983	0	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/19/1922	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	4/19/1981	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	6/11/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/3/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/25/1944	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/25/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/3/1951	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	9/4/1984	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/27/1984	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	2	1	4	1	0	0	1A	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	2	1	4	1	0	0	1A	0	4	1	SINGLE	1	F	1	6/17/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/14/1987	2	1

E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	10/9/1979	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	9/20/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	4/10/1968	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	7/24/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	1	0	0	4	1	REAREN	1	F	1	11/22/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	1	0	0	4	1	REAREN	1	M	1	12/4/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	2/10/1974	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	12/3/1955	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	F	1	10/10/1945	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	F	2	12/30/1952	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	M	1	10/9/1956	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	F	1	2/10/1961	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	2	REAREN	1	M	1	6/3/1964	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	2	REAREN	1	F	1	11/10/1986	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	2	REAREN	1	F	1	9/28/1986	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	3/5/1932	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	2/8/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	9/22/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/26/1959	3	2
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/10/1947	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	7/12/1957	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	5/1/1984	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	8/27/1985	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	11/20/1956	3	1
E	02400N	7200	E	TANQUE VERDE	RD	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	M	2	5/18/1972	0	7
E	02400N	7200	E	TANQUE VERDE	RD	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	2/19/1966	0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	12/3/1957	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	1/10/1966	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	4/7/1952	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	3	1/18/1950	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/27/1972	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	6/9/1958	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	8/16/1945	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	10/25/1943	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	2	9/11/1948	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	6/2/1966	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	9/10/1951	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	11/7/1955	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	10/3/1949	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	5/12/1951	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	6/16/1930	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/27/1934	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	5/11/1972	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	4/21/1951	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	2	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/14/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	2	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/11/1988	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/17/1924	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/27/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	8	0	0	0	4	1	LTURN	1	M	1	9/7/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	8	0	0	0	4	1	LTURN	1	F	1	10/8/1984	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	LTURN	1	F	4	9/2/1922	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/1/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/3/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	10/11/1939	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/5/1986	0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1980-00-00	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	2	3/5/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	1	1/13/1935	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	4A	0	4	1	LTURN	1	F	3	8/19/1956	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	4A	0	4	1	LTURN	1	M	3	5/24/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	4A	0	4	1	LTURN	1	M	1	7/11/1955	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	2	1/15/1972	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	1	F	1	2/5/1954	1	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	1	M	1	2/24/1978	1	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	1/18/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	1/28/1961	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	SWSAME	1	F	1	12/5/1961	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	SWSAME	1	M	1	8/28/1928	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	4	0	1A	0	4	1	REAREN	1	F	1	11/19/1961	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	4	0	1A	0	4	1	REAREN	1	F	1	6/17/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	5/6/1981	1	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	3	2/23/1918	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	12/20/1979	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	3/30/1986	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/20/1976	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	3/17/1956	0	7

E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	2	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/28/1985	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	2	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/9/1987	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	2	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	2/5/1974	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	1	F	5	4/27/1986	3	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/17/1974	1	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/1/1987	1	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/29/1925	1	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	5/20/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/31/1964	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	11/10/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	9/12/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	4/4/1979	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	2	REAREN	1	M	1	1/6/1959	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	2	REAREN	1	M	1	3/29/1917	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	2/7/1952	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	4/14/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	10/28/1984	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	2A	0	1	REAREN	1	M	1	12/6/1984	0	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	2A	0	1	REAREN	1	M	1	2/29/1936	1	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	11/20/1947	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	1/26/1947	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	11/25/1981	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	1979-00-00	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	11/26/1953	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	11/11/1977	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	2/22/1946	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	5/17/1960	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	2/6/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	11/6/1965	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	9/30/1961	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	2/6/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/29/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	11/11/1984	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	2	9/29/1971	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	1/1/1918	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	2/18/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	2/18/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	12/14/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	2/4/1941	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/24/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	12/24/1967	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	7/30/1973	3	5
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	OTHER	4	U	6		0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	OTHER	1	M	1	3/23/1965	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	OTHER	1	M	1	1/15/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/16/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/5/1935	3	2
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	11/9/1968	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	2	6/28/1945	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/3/1956	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	11/21/1950	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/31/1952	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/9/1986	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/22/1982	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/8/1985	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/11/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/10/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/14/1981	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	2/25/1945	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/20/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	7/15/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	7/1/1961	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/14/1954	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/3/1926	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	6/25/1974	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	3/23/1977	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	2	12/20/1961	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/9/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/12/1930	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/22/1965	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	SINGLE	1	M	2	10/18/1985	1	5
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	10/28/1932	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	3	M	1	8/1/1961	6	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	3	OTHER	1	M	1	1/13/1945	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	3	OTHER	1	F	1	5/10/1932	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	12/7/1935	3	1

E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	1	3	0	0	0	4	1	REAREN	1	M	1	2/22/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	7/5/1938	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	11/1/1973	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6	1995-00-00	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6	2000-00-00	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6	2002-00-00	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	6	1983-00-00	0	9
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/14/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PIO DECIMO	0	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	8/11/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PIO DECIMO	0	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	12/3/1947	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	2/24/1974	0	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	3/18/1945	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/17/1920	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	2/15/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	12/10/1944	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	3/3/1941	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/22/1960	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/25/1978	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	2/16/1984	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	10/10/1985	0	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	3/30/1953	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	11/18/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/30/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/13/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	M	1	6/2/1968	3	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	M	1	10/10/1981	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	2	0	1A	0	4	1	REAREN	1	F	1	5/25/1949	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	2	0	1A	0	4	1	REAREN	1	F	1	9/9/1926	3	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	1/16/1961	3	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	12/27/1961	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	4/1/1985	2	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	10/19/1967	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	2/21/1971	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	10/8/1965	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/12/1928	0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/24/1949	0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	7/30/1956	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	10/5/1951	0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/20/1956	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/10/1915	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	4	5/17/1965	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	2	5/19/1983	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	2	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	1/9/1984	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	2	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	3/11/1975	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	0	0	0	3A	0	2	1	REAREN	1	M	1	7/2/1953	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	0	0	0	3A	0	2	1	REAREN	1	M	1	2/18/1941	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	1	F	1	10/6/1941	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	1	M	1	3/22/1978	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	3/11/1963	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	5/30/1984	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/30/1948	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	3	3	1	3	0	4	0	0	0	4	1	REAREN	1	M	1	10/7/1972	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	3	3	1	3	0	4	0	0	0	4	1	REAREN	1	M	1	7/13/1939	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	1/30/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	11/26/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RIDGE	DR	1	1	1	1	1	0	0	3A	0	0	1	ANGLE	1	F	6		0	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RIDGE	DR	1	1	1	1	1	0	0	3A	0	0	1	ANGLE	1	F	1	4/19/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RIDGE	DR	1	1	1	1	1	0	0	3A	0	0	1	ANGLE	1	F	2	2/22/1983	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/26/1946	0	7
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	2	0	1A	0	4	1	REAREN	1	F	1	9/17/1950	3	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	2	0	1A	0	4	1	REAREN	1	M	1	2/27/1942	0	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	U	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	F	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	2	5/4/1979	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	1	8/25/1962	3	1
E	02400N	0	N	INDIAN RUINS	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	9/29/1987	3	1
E	02400N	0	N	INDIAN RUINS	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	7/19/1957	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	11/30/1986	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	4	1/1/1954	0	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/13/1954	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	6		0	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	8/21/1983	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	4/9/1974	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	12/8/1951	2	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	5/16/1982	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/22/1955	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	11/4/1984	3	1

E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/13/1960	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	1	9	0	1A	0	4	1	REAREN	1	F	1	5/5/1952	3	2
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	1	9	0	1A	0	4	1	REAREN	1	M	2	3/9/1977	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	1	9	0	1A	0	4	1	REAREN	1	F	1	4/22/1954	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	1/10/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/9/1939	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/4/1944	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/4/1957	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	2	10/29/1953	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	2/8/1980	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	11/6/1981	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	5/15/1957	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	9/30/1967	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/6/1945	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	5/2/1949	0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	3	REAREN	1	F	3	3/13/1946	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	3	REAREN	1	F	1	2/18/1951	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	3/28/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	10/11/1948	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	4	2/19/1940	1	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	3/11/1974	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/29/1921	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/6/1958	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	12/2/1957	3	2
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	4/28/1978	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	6/29/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PIO DECIMO	0	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	6/3/1938	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PIO DECIMO	0	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	6/6/1984	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	2	REAREN	1	M	1	2/25/1985	2	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	2	REAREN	1	F	2	8/29/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	7/23/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	12/4/1930	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	5/18/1984	4	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/26/1943	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	4	5/19/1924	0	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	F	3	4/17/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	5/18/1921	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	F	1	6/25/1957	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	2	SINGLE	1	M	3	6/19/1979	6	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	3/4/1951	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	6/1/1974	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	11/30/1951	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	7/10/1936	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1/25/1965	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	9/23/1944	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	0	0	4	1	REAREN	1	F	3	10/31/1978	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	0	0	4	1	REAREN	1	F	3	5/28/1966	4	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	0	0	4	1	REAREN	1	F	3	5/25/1965	4	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	RTURN	1	M	1	7/9/1954	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	RTURN	1	M	1	4/10/1928	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	10/28/1936	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	8/10/1944	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/23/1952	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	12/8/1961	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	8/25/1963	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	4/14/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/1/1953	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	2	6/16/1982	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	7/15/1952	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	7/5/1940	2	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	4/15/1977	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	0	1	SINGLE	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	0	1	SINGLE	1	M	1	7/24/1983	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	1	M	2	4/24/1981	3	2
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	M	6	7/8/1941	0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/7/1923	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/16/1960	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	2	9/30/1949	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	11/11/1960	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/15/1983	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	3	1923-00-00	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	2	6/27/1948	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	2	0	1A	0	4	1	ANGLE	4	U	6		0	7
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	2	0	1A	0	4	1	ANGLE	4	F	4	6/24/1984	0	7
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	2	0	1A	0	4	1	ANGLE	1	M	4	3/31/1981	0	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	2	0	1A	0	4	1	ANGLE	1	M	4	7/20/1989	3	1

E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	F	1	4/20/1931	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	M	1	9/23/1917	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/9/1985	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	11/7/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	8/2/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	3	2	1	2	1	0	0	0	0	4	4	REAREN	1	F	3	9/17/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	3	2	1	2	1	0	0	0	0	4	4	REAREN	1	M	2	12/4/1982	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	2	1	3	1	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	2	1	3	1	0	0	0	0	4	1	SINGLE	1	M	1	1/2/1933	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	1/23/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	4/27/1957	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	F	1	6/8/1947	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	F	1	10/27/1949	3	9
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	3/18/1951	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	3/29/1929	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	9	0	1A	0	4	1	REAREN	1	M	4	10/24/1943	0	9
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	9	0	1A	0	4	1	REAREN	1	M	1	8/23/1943	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	12/24/1937	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	2	4/13/1935	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	10/9/1965	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/16/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	11/2/1983	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	3	4/2/1959	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	4/26/1943	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	2	REAREN	1	F	2	4/20/1977	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	2	REAREN	1	M	1	7/4/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	F	2	4/24/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	M	1	3/18/1921	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	M	3	8/17/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	0	9	0	1A	0	4	1	LTURN	1	M	1	3/26/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	0	9	0	1A	0	4	1	LTURN	1	M	1	9/9/1945	3	2
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	7/28/1955	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	10/3/1936	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	4/13/1934	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/2/1987	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	8/4/1979	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	3/14/1951	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/18/1985	3	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	0	0	0	1A	0	4	1	OTHER	1	M	1	4/7/1975	0	8
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	0	0	0	1A	0	4	1	OTHER	1	M	1	8/18/1983	3	8
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	0	0	0	1A	0	4	1	OTHER	1	M	1	12/30/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/4/1928	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	9/4/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/11/1947	3	9
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	UTURN	1	M	1	10/2/1955	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	8/23/1963	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	4	0	0	0	0	0	4	1	SWSAME	1	F	1	10/7/1984	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	4	0	0	0	0	0	4	1	SWSAME	1	M	1	6/14/1974	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	1	0	0	1A	0	0	1	SINGLE	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	1	0	0	1A	0	0	1	SINGLE	1	F	1	10/23/1969	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/28/1961	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	3	1/26/1944	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	0	0	0	1A	0	4	1	LTURN	1	F	1	7/29/1982	3	2
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	0	0	0	1A	0	4	1	LTURN	1	U	1	4/14/1988	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/12/1985	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1945-00-00	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	4	F	6	4/13/1975	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	2	7/28/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	3	5/28/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	F	3	6/29/1979	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	3	4/11/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	U	6		4	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/5/1943	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	2/24/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	2	7/18/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	9/1/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	9/2/1987	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	5/17/1968	0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	1	1	REAREN	1	M	1	1/30/1944	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	1	1	REAREN	1	M	1	8/4/1976	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	2	4/21/1951	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	6	7/20/1960	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	0	0	4	1	RTURN	1	F	1	4/4/1925	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	0	0	4	1	RTURN	1	F	1	3/16/1963	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	10/7/1971	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	1/7/1924	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/8/1940	3	1

E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	0	0	3	1	SWSAME	1	M	1	8/14/1941	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	3/14/1956	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/28/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	11/25/1968	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/3/1983	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/12/1985	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1967-00-00	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	OTHER	1	F	1	7/5/1941	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	OTHER	1	F	6		0	9
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	4	F	1	8/30/1976	0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	9/13/1979	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	2/7/1976	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	10/10/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	3	6/26/1930	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	0	3	REAREN	1	M	2	9/19/1985	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	0	3	REAREN	1	F	1	8/10/1948	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	0	1	ANGLE	1	M	1	3/10/1984	3	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	0	1	ANGLE	1	F	1	5/6/1960	3	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/27/1960	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1980-00-00	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	3A	0	4	4	LTURN	1	M	1	12/7/1950	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	3A	0	4	4	LTURN	1	F	1	2/22/1946	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	5/18/1953	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	12/13/1949	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	4/29/1987	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	8/2/1961	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/12/1983	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/14/1972	3	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	11/8/1964	0	7
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	10/8/1982	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	5/2/1989	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	10/6/1979	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	9/26/1984	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	7/23/1979	0	7
E	02400N	0	N	CAMINO VALLE VERDE	0	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	9/13/1986	3	1
E	02400N	0	N	CAMINO VALLE VERDE	0	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	11/18/1960	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/7/1951	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/30/1977	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	2/16/1982	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/23/1983	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1/8/1980	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	7100	E	TANQUE VERDE	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	7/23/1982	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/14/1961	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	4	10/17/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/18/1935	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/18/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/28/1956	3	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/24/1980	3	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	7/18/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	8/11/1954	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	3	2/1/1936	3	2
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	12/8/1979	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	7/12/1932	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	5/17/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	0	0	4	1	ANGLE	1	M	1	11/1/1936	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	0	0	4	1	ANGLE	1	F	1	3/4/1966	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	4/24/1926	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	12/27/1966	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	2/15/1979	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	M	1	7/29/1981	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	F	1	9/8/1966	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	0	1	RTURN	1	M	1	6/29/1948	3	9
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	0	1	RTURN	1	F	1	5/9/1954	3	9
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	4/18/1953	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	6/25/1989	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	5/15/1948	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	2	11/24/1978	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	3	9/11/1956	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	3	2/19/1988	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	7/13/1981	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/14/1982	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/16/1976	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/19/1970	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	3	1/21/1950	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/1/1977	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	3	5/6/1983	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7

E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	6/13/1956	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	2	1	1	1	0	6	6A	0	0	1	ANGLE	1	M	1	7/7/1946	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	2	1	1	1	0	6	6A	0	0	1	ANGLE	1	M	1	6/1/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	1/19/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	3	3/11/1985	4	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	4/28/1953	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	10/31/1979	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	2/4/1981	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/16/1976	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/10/1973	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/16/1960	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	10/7/1986	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/20/1959	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	10/21/1966	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/13/1936	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/5/1954	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/6/1985	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	2/4/1959	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	2/28/1967	0	7
E	02400N	7200	E	TANQUE VERDE	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/18/1986	0	7
E	02400N	7200	E	TANQUE VERDE	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/17/1934	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/1/1963	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/7/1944	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	4/23/1956	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/3/1976	0	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	2	5/16/1953	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/16/1984	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/16/1949	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/7/1954	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/28/1952	0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	OTHER	1	M	1	4/13/1939	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	OTHER	1	M	1	12/1/1960	0	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	2A	0	0	1	REAREN	4	U	6		0	7
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	F	1	3/13/1956	3	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	M	1	11/10/1931	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/26/1985	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/2/1953	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	9/6/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	1	0	0	4	1	REAREN	1	F	2	3/13/1974	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	1	0	0	4	1	REAREN	1	F	1	6/11/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	2/10/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	6	1980-00-00	0	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/16/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/24/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/26/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	12/31/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/7/1943	3	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	2	6/28/1949	4	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	6/22/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	LTURN	1	F	1	7/8/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	LTURN	1	F	1	12/27/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	LTURN	1	M	1	1/18/1931	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	5/24/1945	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	1/10/1975	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	1/1/1978	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	5/29/1982	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	10/22/1984	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	11/23/1988	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	0	0	0	0	0	4	1	UTURN	1	M	1	7/24/1967	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	0	0	0	0	0	4	1	UTURN	1	F	1	8/24/1955	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	2/23/1939	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	9/28/1981	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	7/11/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	7/30/1984	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/7/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/21/1946	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/28/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	9/17/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/19/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/2/1985	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	4	5/2/1985	1	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	4	5/23/1980	0	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/1/1965	0	7
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	3	1	1	1	1	0	0	1A	0	0	2	LTURN	1	M	1	3/23/1987	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	3	1	1	1	1	0	0	1A	0	0	2	LTURN	1	M	1	2/5/1925	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	NCM	1	M	3	8/30/1983	1	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	0	0	4	1	RTURN	1	M	1	7/5/1971	3	1

E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	3	REAREN	1	F	1	10/5/1982	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	3	REAREN	1	M	1	7/13/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	1	4	0	1A	0	4	1	REAREN	1	M	1	8/18/1949	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	1	4	0	1A	0	4	1	REAREN	1	M	1	11/26/1974	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	11/6/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	8/13/1970	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	2	1	1	3	0	0	0	0	0	4	3	REAREN	1	F	1	12/7/1926	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	2	1	1	3	0	0	0	0	0	4	3	REAREN	1	F	3	11/17/1959	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	1/22/1986	3	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	2	11/20/1940	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	0	3	LTURN	1	M	1	2/14/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	0	3	LTURN	1	F	1	5/28/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	0	3	LTURN	1	F	1	4/10/1971	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/2/1960	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	10/4/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	2	12/22/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	4/1/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/1/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/4/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	4	3/20/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	8/18/1925	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	9/24/1929	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	4	0	0	0	0	0	4	1	LTURN	1	M	4	3/1/1968	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	4	0	0	0	0	0	4	1	LTURN	1	M	3	12/14/1984	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	12/17/1976	1	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	2/16/1946	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PIO DECIMO	0	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	3	8/31/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PIO DECIMO	0	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	8/11/1966	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	5/6/1959	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	4	M	3	1960-00-00	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	3	2/16/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	6		0	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	3	SINGLE	4	U	1		0	7
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	3	SINGLE	4	F	6	7/29/1993	0	7
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	3	SINGLE	1	F	1	1/6/1989	3	8
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	0	0	REAREN	1	U	6		0	9
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	0	0	REAREN	1	F	1	11/16/1938	3	7
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	0	0	REAREN	1	M	1	8/27/1958	3	7
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	3	1	2	1	0	0	2A	0	4	1	REAREN	1	F	1	10/4/1952	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	3	1	2	1	0	0	2A	0	4	1	REAREN	1	M	1	3/1/1944	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	3/6/1964	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	9/22/1982	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/25/1963	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	10/28/1936	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	NCM	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	NCM	1	M	2	10/30/1975	6	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	RTURN	1	M	1	12/16/1967	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	RTURN	1	F	1	4/22/1984	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	11/25/1988	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	1/28/1932	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	11/8/1984	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	1/8/1972	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	3/16/1938	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/26/1981	0	7
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	3	REAREN	1	M	1	7/7/1979	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	3	REAREN	1	M	1	7/18/1988	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	2	11/18/1986	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	2	1/2/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	4/13/1929	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	9/25/1945	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1		0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	2	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	3/1/1959	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	2	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	6/23/1984	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	1	6/17/1989	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	4/2/1990	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/22/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	1	5/25/1985	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	1	1/24/1955	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/14/1956	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/17/1957	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	5/10/1953	3	9
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	2	4/6/1952	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	5/12/1960	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	BACKNG	4	U	6		0	7

E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	1	1	1	1	1	0	1	1A	0	4	1	LTURN	1	F	2	12/4/1964	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	1	1	1	1	1	0	1	1A	0	4	1	LTURN	1	F	1	2/9/1955	3	2
E	02400N	0	N	INDIAN RUINS	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	3A	0	2	1	REAREN	1	F	1	8/1/1988	3	1
E	02400N	0	N	INDIAN RUINS	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	3A	0	2	1	REAREN	1	F	1	9/2/1959	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	M	1	11/12/1987	3	7
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	F	1		3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	F	2	5/28/1952	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	F	1	2/1/1950	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	3	REAREN	1	F	1	2/14/1942	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	3	REAREN	1	F	1	5/1/1960	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	3	REAREN	1	M	1	7/23/1979	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	1	1/29/1937	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	8/2/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	OTHER	1	F	1	10/24/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	OTHER	1	F	1	5/20/1962	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	2	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	12/9/1988	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	2	1	1	1	0	0	1A	0	0	1	LTURN	1	M	6	9/8/1986	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/9/1983	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	M	2	4/3/1965	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/11/1983	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	3A	0	4	1	BICYCL	1	M	2	1/25/1976	1	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	3A	0	4	1	BICYCL	1	M	1	2/12/1983	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	2	ANGLE	1	F	1	4/9/1954	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	2	ANGLE	1	M	1	10/12/1977	3	2
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	5/13/1913	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	3/21/1989	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	7/9/1941	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/17/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/2/1955	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/21/1939	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/4/1964	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	8/19/1959	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/21/1931	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	3	2/7/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	12/24/1956	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	2	1/7/1939	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	3/11/1976	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	9/27/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/22/1977	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/20/1930	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/8/1952	3	2
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	4/6/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	11/27/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	7/21/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/18/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2		3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/13/1951	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/29/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	6	1/4/1978	0	9
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	8/10/1981	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	2	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	11/16/1987	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	2	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	2	8/31/1987	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/19/1970	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/23/1954	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	2/11/1963	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	7/25/1952	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/2/1988	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	1	1	3	0	1A	0	4	1	REAREN	1	M	1	11/21/1975	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	1	1	3	0	1A	0	4	1	REAREN	1	M	3	4/14/1960	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	1	1	3	0	1A	0	4	1	REAREN	1	M	1	8/31/1947	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	1	1	3	0	1A	0	4	1	REAREN	1	F	1	7/8/1929	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	7/31/1953	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	8/2/1984	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/18/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	DOS HOMBRES	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	4/24/1965	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	DOS HOMBRES	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	12/5/1934	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	0	0	0	0	0	0	0	1	REAREN	1	M	2	11/13/1958	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	0	0	0	0	0	0	0	1	REAREN	1	M	1	7/4/1918	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	UTURN	1	M	1	8/29/1985	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	UTURN	1	M	1	2/15/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	4	0	0	0	0	0	4	1	SINGLE	1	M	1	12/28/1970	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	4	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7

E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/13/1947	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	9/9/1950	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/12/1954	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	9/12/1921	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	SWSAME	1	F	1	12/19/1945	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	SWSAME	1	F	1	7/22/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	5/4/1954	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	5/19/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	3/7/1953	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	0	0	0	0	4	1	UTURN	1	U	1	9/9/1957	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	4	6/12/1957	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	6	9/22/1930	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	10/23/1939	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	12/20/1973	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	11/15/1976	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/24/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	1/23/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	6/7/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/26/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/31/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/1/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	8/18/1975	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	2/2/1977	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/10/1948	4	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	7/17/1943	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/22/1975	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	2/21/1976	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	3/21/1953	0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/28/1987	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/27/1980	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	1		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/12/1951	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/3/1952	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	8/27/1953	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	10/19/1947	3	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/3/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	1/1/1946	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/27/1964	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/12/1943	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	NCM	1	M	1	2/10/1983	6	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	4	U	6		0	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	10/14/1979	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	12/23/1982	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	8/18/1976	3	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	5/4/1977	3	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	10/18/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/28/1946	3	1
E	02200N	0	E	TANQUE VERDE	RD	AT	N	PANTANO WASH	0	1	1	1	1	0	4	0	0	0	4	1	REAREN	4	U	6		0	7
E	02200N	0	E	TANQUE VERDE	RD	AT	N	PANTANO WASH	0	1	1	1	1	0	4	0	0	0	4	1	REAREN	4	U	6		0	7
E	02200N	0	E	TANQUE VERDE	RD	AT	N	PANTANO WASH	0	1	1	1	1	0	4	0	0	0	4	1	REAREN	1	M	1	12/10/1951	3	1
E	02200N	0	E	TANQUE VERDE	RD	AT	N	PANTANO WASH	0	1	1	1	1	0	4	0	0	0	4	1	REAREN	1	F	1	4/18/1959	3	1
E	02200N	0	E	TANQUE VERDE	RD	AT	N	PANTANO WASH	0	1	1	1	1	0	4	0	0	0	4	1	REAREN	1	F	1	10/20/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	2	6/19/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	6	6/5/1979	0	2
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	8/12/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	2/12/1963	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	11/1/1982	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	12/8/1981	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	2/15/1976	0	7
E	02400N	0	N	CAMINO VALLE VERDE	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/21/1966	0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	6/30/1953	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	4/28/1978	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/2/1988	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/12/1955	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	2	11/13/1982	0	7
E	02400N	0	N	CAMINO VALLE VERDE	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	9/25/1958	0	7
E	02400N	0	N	CAMINO VALLE VERDE	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/9/1957	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/9/1986	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	6	2/23/1918	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7

E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	3/12/1926	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	9/24/1953	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	1/18/1946	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	3	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	3/18/1977	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	3	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	9/22/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	3	1	REAREN	1	M	1	8/24/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	3	1	REAREN	1	F	2	8/25/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	11/14/1932	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	12/30/1951	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	12/14/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	3/24/1986	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/14/1971	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/27/1989	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/13/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	2	4/18/1976	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	3	8/16/1967	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	2	6/27/1987	4	1
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	4	F	1	3/23/1976	0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	4	F	1	12/31/1958	0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	2	4/17/1957	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	2	5/28/1927	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	1/27/1949	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	6		0	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	2	1/30/1937	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	6/20/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/14/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	2/8/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/24/1947	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	4	0	0	0	4	1	REAREN	1	M	1	1/23/1967	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	4	0	0	0	4	1	REAREN	1	M	1	2/19/1947	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	4	0	0	0	4	1	REAREN	1	F	1		3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	6/19/1928	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	11/17/1968	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/7/1975	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/15/1960	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	0	0	4	2	REAREN	1	M	1	11/24/1954	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	0	0	4	2	REAREN	1	F	1	1/1/1963	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	4/15/1989	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	1/20/1950	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	3/20/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	6/15/1936	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	HEADON	1	M	1	4/12/1976	3	2
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	HEADON	1	M	1	5/5/1973	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/11/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/18/1959	4	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	3	1	LTURN	1	F	1	2/25/1964	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	3	1	LTURN	1	M	1	9/20/1974	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	4/17/1923	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/10/1945	3	1
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	3/18/1951	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	8	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	8	1	REAREN	1	M	1	1/11/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	8	1	REAREN	1	M	1	2/27/1989	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	12/30/1955	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	12/30/1955	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/4/1959	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/4/1936	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/14/1932	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	7/22/1925	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/19/1966	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/8/1977	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1/18/1940	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	11/4/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	10/2/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	5/11/1944	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/26/1960	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/21/1950	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	11/24/1961	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	7/29/1919	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/8/1964	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	UTURN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	UTURN	1	F	1	9/24/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	UTURN	1	M	1	9/7/1984	3	1

E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/16/1990	0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/30/1944	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/3/1961	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	3	9/1/1954	3	2
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	7/8/1975	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	6/12/1961	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	10/10/1989	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/27/1963	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/12/1932	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	11/18/1961	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/5/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	2/21/1973	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	7/28/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	4/19/1975	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	6/13/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	4	F	6	11/19/1951	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	4	F	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	1	F	3	8/22/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	1	M	3	2/1/1964	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	F	6	1986-00-00	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	7/31/1968	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	6	1986-00-00	0	9
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1		0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/31/1955	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/2/1975	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	1	1	0	0	0	0	0	1	REAREN	1	F	1	7/23/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	1	1	0	0	0	0	0	1	REAREN	1	F	3	2/9/1971	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	8/11/1962	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	2/6/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/10/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	4/12/1965	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	6/21/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	12/19/1986	3	1
E	02400N	0	N	CAMINO VALLE VERDE	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	3/29/1954	3	1
E	02400N	0	N	CAMINO VALLE VERDE	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	3/28/1966	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	3/16/1982	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	7/10/1962	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/26/1936	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	2/16/1949	3	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	LTURN	1	M	1	8/16/1951	3	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	LTURN	1	M	2	1/18/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/11/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/22/1970	3	1
E	02400N	7115	E	TANQUE VERDE	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	7115	E	TANQUE VERDE	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1931-00-00	0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	1/2/1940	3	7
E	02400N	0	N	CAMINO PIO DECIMO	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	12/26/1986	3	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/17/1980	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/4/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/6/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/9/1987	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/18/1988	4	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	U	6		0	9
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/25/1965	0	7
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/13/1944	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/8/1942	0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/21/1975	0	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	5/29/1975	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/15/1964	3	2
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	3	1	3	0	0	0	0	0	4	1	SINGLE	1	M	3	1/2/1949	0	8
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	6/13/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	7/18/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	4/14/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	U	2	4/26/1960	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	2/9/1925	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	7/14/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	4/10/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	AVENIDA VALIENTE	0	1	3	1	1	1	0	0	3A	0	4	1	ANGLE	1	M	3	11/24/1974	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	AVENIDA VALIENTE	0	1	3	1	1	1	0	0	3A	0	4	1	ANGLE	1	M	1	7/30/1951	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	2A	0	0	1	REAREN	1	F	1	1/5/1981	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	2A	0	0	1	REAREN	1	F	1	3/9/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	12/23/1979	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	5/19/1953	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	2	1	0	0	0	0	0	1	REAREN	1	F	1	7/8/1968	3	1

E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/10/1961	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/1/1983	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/24/1985	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/22/1937	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	5/16/1965	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	1/16/1973	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	8/22/1936	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	10/21/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	4	0	0	0	0	0	4	1	ANGLE	1	U	6		0	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	4	0	0	0	0	0	4	1	ANGLE	3	M	3	3/2/1984	0	1
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	0	ANGLE	4	U	6		0	7
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	0	ANGLE	1	M	2	11/16/1964	3	9
E	02300N	0	E	CAMINO PRINCIPAL	0	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	0	ANGLE	1	F	2	8/22/1948	3	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/13/1971	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	3/18/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	7/12/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	4/9/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	12/20/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/6/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	7/20/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/5/1928	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	2	2/29/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	2	2/7/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	0	0	0	1A	0	4	1	LTURN	1	M	1	3/18/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	0	0	0	1A	0	4	1	LTURN	1	M	1	5/22/1986	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	10/5/1985	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	4/12/1980	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	3/13/1989	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	5/8/1947	3	8
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	10/8/1980	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	3/12/1921	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/10/1972	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	5/2/1965	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	5/2/1965	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	9/28/1956	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	5/5/1987	0	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/27/1951	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	U	1	6/10/1962	3	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	10/26/1923	0	7
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/11/1928	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/17/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	11/20/1985	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	10/9/1954	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	3/17/1930	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	9/17/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	3	12/15/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	7/13/1938	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/27/1977	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/18/1949	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/20/1965	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/21/1944	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/1/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	9/18/1956	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	2	7/17/1930	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/20/1982	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/9/1956	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	3/31/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	2/2/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	0	0	0	2A	0	4	1	REAREN	1	F	1	2/4/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	0	0	0	2A	0	4	1	REAREN	1	M	1	5/8/1971	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	HEADON	1	F	1	9/28/1969	3	2
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	HEADON	1	M	1	1/23/1946	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	HEADON	1	M	1	10/27/1979	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	3/9/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	6	3/27/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/26/1964	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/5/1942	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/4/1937	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/4/1950	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	11/14/1987	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	11/28/1971	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	5/10/1958	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	3	3	1	3	0	4	0	0	0	4	1	SWSAME	4	M	6		0	7
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	3	3	1	3	0	4	0	0	0	4	1	SWSAME	4	F	6		0	7
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	3	3	1	3	0	4	0	0	0	4	1	SWSAME	1	M	1	5/11/1986	3	1

E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	0	0	4	1	SWSAME	1	M	1	8/17/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	0	0	4	1	SWSAME	1	M	6	1966-00-00	0	9
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/2/1989	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1986-00-00	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/11/1988	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/2/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	4/5/1989	3	1
E	02400N	0	N	CAMINO VALLE VERDE	0	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	2/28/1989	3	5
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/22/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/26/1974	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	9/30/1972	0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/27/1955	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/13/1975	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/16/1982	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/5/1986	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/14/1975	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	4	F	6	10/26/1985	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	4	M	6	8/20/1985	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	4	F	6	5/7/1988	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	4	M	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	4	M	6	12/20/1987	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	1	U	1	7/3/1987	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	1	F	1	4/5/1983	0	2
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	12/9/1957	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	4/30/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	LTURN	1	M	2	11/15/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	LTURN	1	F	3	12/29/1927	3	9
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1946-00-00	0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/18/1985	0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/12/1945	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/14/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	3/24/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	1/12/1932	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	4	M	6	4/24/1969	0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	1	M	3	7/12/1982	3	4
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	1	M	1	4/28/1968	0	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	2	REAREN	1	M	1	12/27/1983	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	2	REAREN	1	M	1	9/12/1966	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	4	7/27/1949	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/6/1973	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/27/1943	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/11/1979	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	6	11/2/1986	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/7/1937	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1	2/27/1990	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	12/7/1989	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	F	1	8/20/1990	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	SWSAME	1	M	1	6/26/1925	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	SWSAME	1	F	1	6/26/1954	3	1
E	02400N	0	N	CAMINO VALLE VERDE	0	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	8/24/1936	3	1
E	02400N	0	N	CAMINO VALLE VERDE	0	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	9/13/1966	3	8
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/16/1975	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	3/16/1924	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	1	1	SWSAME	1	M	1	8/29/1925	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	1	1	SWSAME	1	F	6		0	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	1/26/1932	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	6/13/1931	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/23/1960	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	U	1	8/31/1931	3	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	1/26/1962	3	1
E	02300N	0	N	TANQUE VERDE	RD	AT	E	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	10/18/1956	4	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/27/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	11/3/1940	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/20/1980	4	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	11/17/1981	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/24/1989	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/11/1950	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/2/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	4	1	UTURN	1	U	1	11/14/1938	3	1

E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	2	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	12/17/1926	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	2	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	2	2/3/1977	3	8
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	9/4/1937	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	3	1	3	0	0	0	3A	0	4	1	SWSAME	1	M	1	12/19/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	3	1	3	0	0	0	3A	0	4	1	SWSAME	1	M	1	12/31/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	M	1	6/25/1952	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	F	1	7/19/1947	3	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	LTURN	4	U	6		0	7
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	LTURN	4	U	6		0	7
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	LTURN	1	M	2	1/2/1975	3	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	LTURN	1	F	2	12/4/1952	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/12/1960	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	4/16/1984	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1971-00-00	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/9/1930	0	7
E	02400N	0	N	CAMINO VALLE VERDE	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	1/25/1953	0	7
E	02400N	0	N	CAMINO VALLE VERDE	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/16/1923	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/11/1961	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/7/1977	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/16/1970	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6		0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	3	2/6/1981	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	2	8/20/1948	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/26/1988	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02375N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02375N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	6/11/1960	3	1
E	02375N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	4/14/1969	3	1
E	02375N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	2	1	1	1	1	0	0	1A	0	0	1	REAREN	4	U	6		0	7
E	02375N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	2	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	2	2/21/1954	3	1
E	02375N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	2	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	3/10/1955	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	4/21/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/24/1983	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	12/22/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/11/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/20/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	M	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/1/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/3/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/10/1956	3	2
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	1	F	1	8/6/1926	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	1	F	1	7/2/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	1	M	1	8/10/1981	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	8	0	1A	0	3	1	BICYCL	1	F	1	8/6/1983	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	8	0	1A	0	3	1	BICYCL	3	F	3	6/10/1985	6	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	0	0	4	1	LTURN	1	F	1	11/24/1965	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	0	0	4	1	LTURN	1	F	3	3/5/1979	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	0	0	4	1	LTURN	1	M	1	2/8/1935	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/17/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	12/31/1961	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	1/11/1963	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	11/21/1960	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/27/1957	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/6/1958	3	2
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	8/22/1957	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/11/1981	1	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/10/1938	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/16/1974	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	6/18/1946	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/5/1934	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/7/1983	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	4/12/1956	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1		3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	PASEO RANCHO ESPER	0	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	5/19/1982	3	1

E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/5/1962	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	10/21/1970	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/10/1935	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/1/1966	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/9/1977	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/9/1954	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	6/29/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	11/28/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	4/4/1970	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/21/1990	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	9	0	0	0	4	1	LTURN	4	M	1	9/18/1963	0	7
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	9	0	0	0	4	1	LTURN	1	M	2	10/31/1940	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	9	0	0	0	4	1	LTURN	1	F	1	6/14/1989	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	HEADON	1	F	4	4/19/1950	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	HEADON	1	F	2	4/14/1986	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	4	M	1	10/28/1968	0	7
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	F	1	2/20/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	LTURN	1	M	1	12/20/1990	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	LTURN	1	M	1	10/9/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	4	M	6	1986-00-00	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	7/9/1956	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	5/13/1984	0	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	7/18/1940	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	10/20/1962	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	2	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	9/18/1990	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	2	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/13/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	2/6/1955	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	5/28/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	1	0	3	4A	0	4	1	REAREN	1	F	2	7/19/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	3	1	0	3	4A	0	4	1	REAREN	1	M	1	7/3/1940	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/10/1971	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/26/1950	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	12/4/1981	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	4/29/1965	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	2/23/1954	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	12/5/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	7/16/1975	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	11/28/1966	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	8/7/1958	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	10/25/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/8/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/22/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/10/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/23/1990	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	2	4/7/1950	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	11/14/1988	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1	8/26/1971	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	2/21/1941	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/11/1968	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1978-00-00	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/27/1989	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	2	3/27/1983	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/1/1959	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/3/1928	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/10/1979	0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	7/11/1981	0	7
E	02400N	0	N	CAMINO PIO DECIMO	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	10/11/1983	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/14/1977	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/20/1979	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1/30/1988	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/14/1961	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1937-00-00	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/30/1985	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	3	1	1	1	1	0	0	3A	0	4	1	LTURN	1	F	1	3/21/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	3	1	1	1	1	0	0	3A	0	4	1	LTURN	1	M	1	11/9/1976	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	3	1	SINGLE	4	U	1		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	3	1	SINGLE	1	M	1	10/28/1926	3	2
E	02400N	7255	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/27/1940	0	7
E	02400N	7255	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	3	LTURN	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	3	LTURN	1	F	2	1/19/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	3	LTURN	1	F	1	10/2/1968	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	12/26/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	2	5/12/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	12/24/1964	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	8/11/1978	3	1

E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	0	1	REAREN	1	F	1	10/17/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	0	1	REAREN	1	F	1	7/9/1979	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	6/1/1945	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/16/1951	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	1	1	REAREN	1	F	1	2/9/1976	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	1	1	REAREN	1	M	1		0	9
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	F	1	11/10/1979	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	F	1	9/20/1958	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	F	3	10/23/1963	3	1
E	02300N	0	E	CAMINO PRINCIPAL	0	FROM	N	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	3	10/5/1973	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	0	1	LTURN	1	M	1	7/27/1948	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	0	1	LTURN	1	M	1	8/2/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/28/1943	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/1/1985	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	3/29/1956	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/30/1970	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	3	1	1	3	0	0	0	3A	0	4	1	PEDEST	4	M	6	6/19/1949	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	3	1	1	3	0	0	0	3A	0	4	1	PEDEST	4	M	6	9/26/1987	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	3	1	1	3	0	0	0	3A	0	4	1	PEDEST	4	F	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	3	1	1	3	0	0	0	3A	0	4	1	PEDEST	4	M	6	11/8/1988	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	3	1	1	3	0	0	0	3A	0	4	1	PEDEST	1	M	1	11/4/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	3	1	1	3	0	0	0	3A	0	4	1	PEDEST	2	M	5	4/6/1954	0	9
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/11/1969	0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1	9/5/1967	0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	2/24/1955	0	7
E	02400N	0	N	AVENIDA VALIENTE	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1/19/1967	0	7
E	02400N	0	N	AVENIDA VALIENTE	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	6	5/25/1960	0	7
E	02400N	0	N	CAMINO DE LA CIENE	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/20/1957	0	7
E	02400N	0	N	CAMINO DE LA CIENE	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/3/1989	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/21/1934	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	6/25/1982	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	9/13/1986	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	3	9/8/1963	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/3/1981	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/4/1982	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	2/5/1957	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/12/1972	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	10/9/1971	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/21/1987	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/6/1962	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/4/1989	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/24/1943	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	4	1/30/1985	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	8/11/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	4/4/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/4/1988	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/11/1947	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	10/25/1985	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/11/1989	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/18/1945	3	1
E	02400N	7067	E	TANQUE VERDE	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	6/13/1938	0	7
E	02400N	7067	E	TANQUE VERDE	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/15/1973	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/15/1972	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	2/16/1973	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	2A	0	4	1	REAREN	1	F	2	11/19/1963	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	2A	0	4	1	REAREN	1	F	1	7/1/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/23/1970	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/9/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	4/1/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/11/1962	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	2	3	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	11/16/1946	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	2	3	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	10/19/1981	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	2	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	12/30/1937	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	2	1	1	2	1	0	0	1A	0	4	1	REAREN	4	F	6	3/6/1953	0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	2	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	1/16/1960	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	2	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	6	7/22/1984	0	9
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	11/7/1986	0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	9/4/1949	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1987-00-00	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/13/1980	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/27/1940	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	10/29/1969	0	7

E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	4	F	6	1987-00-00	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	4	F	1	9/21/1969	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	7/16/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	10/23/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	0	0	0	0	0	0	0	1	REAREN	1	F	1	11/14/1974	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	1	1	1	0	0	0	0	0	0	0	1	REAREN	1	M	1	10/29/1941	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	4	F	6	5/23/1944	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	2/4/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	4/25/1929	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	8/9/1970	0	2
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	7/2/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	3	6/5/1956	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	4/4/1967	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	U	2	11/14/1990	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	12/5/1940	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	0	1	SINGLE	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	0	1	SINGLE	4	M	6	6/17/1963	0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	0	1	SINGLE	1	M	1	9/7/1986	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	12/28/1989	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	4/13/1971	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	2	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	5/20/1973	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	2	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/19/1956	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	12/26/1932	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	7/3/1975	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	2	1	2	0	0	0	0	0	2	1	REAREN	1	M	1	10/13/1929	3	9
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	2	1	2	0	0	0	0	0	2	1	REAREN	1	M	1	8/4/1989	0	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/3/1934	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/20/1958	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/27/1990	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/24/1943	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	12/19/1983	4	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	6/11/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	9/4/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	5/3/1925	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	M	1	8/25/1973	0	7
E	02300N	0	N	CAMINO PRINCIPAL	0	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	F	1	4/2/1924	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	12/20/1974	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	2/23/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	1/30/1968	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	7/5/1983	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	2	REAREN	1	M	1	6/14/1965	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	2	REAREN	1	F	1	7/12/1936	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	3	4/24/1984	2	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	3/5/1960	2	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	6	10/20/1940	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	3	9/13/1957	3	1
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	10/23/1953	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	2	ANGLE	1	F	1	7/25/1953	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	2	ANGLE	8	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/23/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/15/1980	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/8/1978	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	8/26/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/21/1989	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/21/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/18/1932	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/26/1984	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/20/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	1	0	0	0	0	4	1	RTURN	1	M	1	7/9/1941	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	1	0	0	0	0	4	1	RTURN	1	M	1	1/1/1983	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	RTURN	1	M	1	8/8/1955	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	RTURN	1	M	1	11/20/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	11/25/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	10/1/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/21/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/7/1979	3	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	8	0	3A	0	4	1	RTURN	3	M	3	7/5/1957	0	1
E	02400N	0	N	INDIAN RUINS	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	8	0	3A	0	4	1	RTURN	1	M	1	12/15/1928	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	PEDEST	1	F	1	1/13/1984	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	PEDEST	2	M	1	6/7/1955	0	2
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	3	1	1	0	0	0	0	0	4	3	LTURN	1	M	4	5/15/1953	1	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	3	1	1	0	0	0	0	0	4	3	LTURN	1	F	1	5/24/1924	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	AVENIDA VALIENTE	0	1	1	1	1	0	0	0	0	0	4	1	REAREN	1	M	1	4/10/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	AVENIDA VALIENTE	0	1	1	1	1	0	0	0	0	0	4	1	REAREN	1	M	1	3/27/1946	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	4/1/1990	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	7/20/1987	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	2/24/1986	1	1

E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	1	0	0	0	0	4	1	SWSAME	1	F	1	11/9/1985	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	2/11/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	2	5/17/1940	6	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	8/8/1967	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/9/1988	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	0	1	REAREN	1	F	1	4/3/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	0	1	REAREN	1	M	1	9/2/1960	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	4	12/1/1940	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	12/31/1981	3	8
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	2/21/1990	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	2/22/1972	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	10/24/1945	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	10/6/1963	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	SWSAME	1	M	1	12/16/1934	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	SWSAME	1	U	6		0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	2	0	1A	0	4	1	REAREN	1	M	1	8/29/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PIO DECIMO	0	3	1	1	3	0	2	0	1A	0	4	1	REAREN	1	M	1	9/16/1986	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	6	1/21/1977	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	6	7/8/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	0	2	0	0	0	4	2	REAREN	1	F	1	4/10/1941	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	0	2	0	0	0	4	2	REAREN	1	F	1	8/11/1965	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	5/16/1947	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	8/19/1988	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	3/20/1985	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	9/28/1922	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/12/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	9/10/1969	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	RTURN	1	F	1	6/2/1964	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	RTURN	1	U	1	10/12/1938	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	5/8/1967	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	12/20/1959	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	8/20/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	1/21/1958	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	3	4/10/1969	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	10/22/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	8/4/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	5/12/1947	3	2
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	3	REAREN	1	M	1	5/28/1965	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	3	REAREN	1	F	1	12/31/1988	3	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	1	F	1	2/10/1946	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	3	F	3	7/18/1975	0	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	UTURN	1	F	1	2/22/1937	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	UTURN	1	F	2	4/9/1962	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/2/1979	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	10/16/1966	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	SWSAME	1	F	1	10/28/1961	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	SWSAME	3	M	2		0	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	2	0	0	0	4	1	REAREN	1	M	1	10/2/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	2	0	0	0	4	1	REAREN	1	M	3	2/13/1924	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	0	2	0	0	0	4	4	PEDEST	1	F	1	3/2/1943	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	0	2	0	0	0	4	4	PEDEST	2	M	3	9/27/1991	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	4	F	6	10/10/1949	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	1	M	1	12/9/1970	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	4	F	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	1	F	6	9/2/1948	3	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/15/1968	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	3/25/1966	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	10/18/1980	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	5/9/1974	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	10/25/1983	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	3	5/2/1937	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/25/1946	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/6/1988	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	2	1	3	0	0	0	0	0	4	2	REAREN	1	M	1	10/24/1957	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	2	1	3	0	0	0	0	0	4	2	REAREN	1	M	1	3/24/1948	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	0	0	4	1	RTURN	4	U	6		0	7
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	0	0	4	1	RTURN	1	M	6	1977-00-00	0	9
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	0	0	0	0	4	1	RTURN	2	F	1	5/22/1945	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	2	REAREN	1	M	1	2/15/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	2	REAREN	1	M	1	3/30/1953	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/23/1963	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/13/1941	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	F	2	8/24/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	M	1	8/2/1949	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	7/8/1979	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/18/1972	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/22/1933	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	3	10/13/1961	3	1

E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	2	2	0	0	0	1A	0	4	1	REAREN	1	F	1	3/14/1944	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	2	UTURN	1	M	1	9/14/1972	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	2	UTURN	1	M	1	4/18/1914	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	4	1	REAREN	1	M	1	11/20/1957	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	4	1	REAREN	1	F	1	12/15/1930	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	3	1	REAREN	1	M	3	5/29/1984	0	2
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	3	1	REAREN	1	F	2	3/16/1986	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	12/18/1990	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	3	7/30/1950	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	0	1	ANGLE	1	F	1	4/30/1955	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	0	0	0	1	ANGLE	1	M	1	1/30/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	F	1	10/8/1959	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	M	1	10/28/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	4/19/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	9/24/1930	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	1/13/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	8/10/1975	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	2/27/1959	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1987-00-00	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	3	12/1/1952	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	9/25/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	1/16/1966	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/1/1958	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/18/1960	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	6/25/1981	4	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	11/6/1967	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/7/1977	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	1/25/1946	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	8/24/1933	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	3/29/1971	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/3/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	5/18/1933	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/22/1988	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	2	0	2	0	0	0	4	1	REAREN	1	F	3	9/29/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	2	0	2	0	0	0	4	1	REAREN	1	M	1	2/16/1984	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	6	1977-00-00	0	9
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	11/23/1954	3	1
E	02400N	7200	E	TANQUE VERDE	RD	NULL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	11/17/1964	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	1/9/1965	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	1/30/1988	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	M	6	1/31/1976	0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	M	1	11/11/1979	0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	5	8/29/1971	1	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/20/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/19/1951	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	12/6/1949	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	U	6		0	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/15/1970	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/11/1985	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	U	1	8/28/1984	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	7/21/1960	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	6	8/8/1978	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	4/1/1946	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	8/3/1969	0	7
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	2/29/1976	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	1/13/1991	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	7/23/1970	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	3	7/1/1946	9	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	2/10/1926	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	2/26/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	12/8/1989	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	11/3/1982	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/26/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	4	3/15/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	4	4/26/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	11/23/1955	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	10/31/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/22/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	10/16/1934	2	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	11/21/1966	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	NCM	1	M	3	6/9/1953	6	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	4/10/1951	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	8/9/1971	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/25/1930	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/6/1976	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	11/16/1934	3	1

E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	3	3	SWSAME	1	M	1	5/11/1964	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	3	3	SWSAME	1	F	1	1/19/1951	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	3	3	SWSAME	1	M	2	3/15/1988	0	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	0	LTURN	1	F	2	9/23/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	0	LTURN	1	M	1	5/5/1973	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	1A	0	4	1	LTURN	1	M	1	7/6/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	1A	0	4	1	LTURN	1	M	1	1/23/1978	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	0	0	4	1	LTURN	1	F	3	12/12/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	0	0	4	1	LTURN	1	M	1	9/6/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	0	0	4	1	LTURN	1	F	1	1/15/1962	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	7/17/1962	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	4/10/1991	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	4	F	1	7/13/1981	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/19/1976	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	2/26/1985	0	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	4/28/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	4/5/1913	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	6	1991-00-00	0	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	M	1	12/5/1982	0	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	9/4/1969	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	8/25/1959	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	4/3/1947	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/22/1990	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/4/1937	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/23/1990	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	2	1	2	1	9	0	1A	0	0	1	REAREN	1	F	1	8/24/1989	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	2	1	2	1	9	0	1A	0	0	1	REAREN	1	M	1	8/6/1984	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	10/5/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	3/19/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/4/1931	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/18/1984	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	8/18/1988	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	10/6/1972	3	1
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/20/1991	0	7
E	02400N	0	N	PASEO RANCHO ESPER	0	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1972-00-00	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	2A	0	4	1	REAREN	1	U	1	6/27/1968	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	7/16/1927	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	9	4	0	0	4	3	SINGLE	1	M	4	9/29/1986	6	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	4	4	0	0	4	2	REAREN	1	M	1	12/31/1946	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	1	1	1	3	0	4	4	0	0	4	2	REAREN	1	F	1	4/9/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	12/5/1930	3	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	9/25/1963	3	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	8/13/1962	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/11/1943	4	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	2	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	2	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	8/20/1989	3	2
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	4/26/1986	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/15/1986	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/23/1943	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	12/4/1954	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	2	4/3/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	10/2/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	3	M	3	8/4/1980	0	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	2A	0	4	1	REAREN	1	M	1	1/24/1984	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	2A	0	4	1	REAREN	1	F	2	2/21/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	3	1/5/1960	1	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	11/16/1928	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/17/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/18/1969	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	2/1/1933	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/16/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	1	F	1	8/23/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	1	F	1	11/2/1936	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/30/1948	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	3/3/1956	3	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	4	0	0	0	0	0	REAREN	1	F	1	11/8/1984	3	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	4	0	0	0	0	0	REAREN	1	F	2	6/20/1952	3	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/1/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/1/1955	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	9/4/1956	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	4/6/1978	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	3	REAREN	1	M	2	3/7/1949	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	3	REAREN	1	F	2	2/28/1975	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	3	REAREN	1	U	1	11/11/1986	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	10/25/1987	0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	1/1/1978	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	2/14/1968	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	2	12/14/1959	3	1

E	02400N	0	N	PASEO RANCHO ESPER	0	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	1	1	REAREN	1	F	1	2/25/1933	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	3	1	0	0	1A	0	3	1	REAREN	1	F	2	11/25/1974	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	3	1	0	0	1A	0	3	1	REAREN	1	M	1	9/23/1975	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	3	1	0	0	1A	0	3	1	REAREN	1	F	1	4/26/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/6/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/5/1936	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	3	2/22/1963	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	9/2/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/26/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/27/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/22/1973	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	10/17/1963	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	5/30/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	12/17/1982	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	11/24/1964	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	9/7/1930	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	5/28/1973	4	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	10/6/1959	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	6/11/1961	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	7/12/1948	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	6/18/1983	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	3/26/1985	4	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/11/1951	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	2	0	0	0	1A	0	4	1	BACKNG	1	M	1	11/10/1973	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	2	0	0	0	1A	0	4	1	BACKNG	1	F	6	11/7/1989	0	9
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	11/11/1944	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	M	1	2/12/1948	0	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	12/4/1949	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	11/13/1963	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	LTURN	1	M	1	6/8/1976	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	LTURN	1	M	1	12/3/1958	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	LTURN	1	F	1	9/3/1983	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/15/1969	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/14/1952	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/1/1975	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	8/13/1965	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/11/1938	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	11/22/1980	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	5/31/1935	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	0	1	SWSAME	1	F	1	5/12/1950	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	0	1	SWSAME	1	M	1	12/31/1975	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	0	0	4	1	REAREN	1	F	3	5/23/1971	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	0	0	4	1	REAREN	1	M	1	9/2/1969	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	1/7/1956	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/24/1979	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/31/1937	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/5/1934	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	PASEO RANCHO ESPER	0	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	6/26/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	PASEO RANCHO ESPER	0	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	2	10/13/1938	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	12/24/1942	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	2	4/7/1983	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	U	6		0	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	6/20/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	7/20/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	7/31/1941	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/28/1970	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	10/9/1922	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	9/21/1933	3	1
E	02400N	7200	E	TANQUE VERDE	RD	NULL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/18/1977	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/10/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/5/1962	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	0	0	4	1	REAREN	1	F	1	2/1/1967	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	0	0	4	1	REAREN	1	F	1	7/5/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/25/1969	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/9/1977	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	9/24/1951	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/31/1951	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/14/1986	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	4/13/1933	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	9/2/1982	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	U	1	9/20/1960	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	11/11/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	4/3/1980	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	10/7/1936	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	9/12/1972	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	11/20/1990	3	1

E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	2/12/1972	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/7/1976	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	8/19/1961	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	2/8/1981	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	9/13/1945	3	1
E	02300N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	9/19/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	3	1	REAREN	1	F	1	2/19/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	3	1	REAREN	1	F	1	10/31/1949	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	12/1/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	3/26/1990	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	8/4/1985	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	8/25/1977	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	6/10/1952	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	10/20/1931	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	5/5/1970	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	2A	0	4	1	REAREN	1	F	3	6/4/1947	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	2A	0	4	1	REAREN	1	F	1	10/21/1965	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	4	LTURN	1	M	1	11/13/1950	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	4	LTURN	1	M	1	3/1/1971	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	9/23/1924	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	9/29/1937	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/28/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	5/15/1957	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/1/1940	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/19/1946	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	2/3/1931	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	9/5/1946	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	F	1	6/12/1990	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	M	1	11/6/1932	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	12/7/1976	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	1/8/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/1/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/12/1972	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	1/22/1933	3	9
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	11/20/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	0	0	1	REAREN	1	F	1	8/26/1950	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	0	0	1	REAREN	1	M	1	8/19/1959	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	6	1978-00-00	0	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/16/1975	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	2	1	2	0	1A	0	4	1	REAREN	1	M	1	3/6/1991	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	2	1	2	0	1A	0	4	1	REAREN	1	M	1	4/30/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	2	1	2	0	1A	0	4	1	REAREN	1	F	1	5/18/1965	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/5/1956	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/27/1964	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/29/1989	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	3	3	1	0	0	1A	0	4	1	UTURN	1	M	1	12/2/1930	3	8
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	3	3	1	0	0	1A	0	4	1	UTURN	1	M	1	1/8/1969	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	2/25/1954	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	F	2	9/27/1970	1	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	9/25/1979	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	F	1	1/8/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	8/12/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	7/7/1986	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	2	0	0	0	4	1	REAREN	1	F	1	5/14/1951	3	1
E	02000N	0	N	TANQUE VERDE	RD	FROM	E	GRANT	RD	1	1	1	3	0	2	0	0	0	4	1	REAREN	1	M	1	8/19/1982	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	1	0	0	1A	0	4	1	ANGLE	1	F	1	7/19/1957	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	1	0	0	1A	0	4	1	ANGLE	1	F	1	4/24/1988	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1/29/1965	0	7
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/20/1955	3	8
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	4/8/1992	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	3/28/1960	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/23/1945	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/23/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	5/23/1961	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	F	2	7/16/1941	0	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	M	1	8/27/1965	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	2	10/20/1923	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1		0	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	11/26/1963	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	2	3/10/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	0	0	0	1A	0	0	1	ANGLE	1	F	3	4/5/1983	6	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	0	0	0	1A	0	0	1	ANGLE	1	M	1	1/26/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	2/21/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	11/3/1976	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/20/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/21/1959	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	8/13/1980	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	12/19/1977	3	1

E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	10/22/1974	4	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	12/18/1972	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	5/16/1955	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	2/5/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	9/20/1990	3	8
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	SWSAME	1	M	1	2/1/1933	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	SWSAME	1	M	1	8/27/1987	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/6/1957	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1978-00-00	0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	3	1/1/1920	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	2/13/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	3/17/1943	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	1/15/1956	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	10/3/1964	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	3	1/30/1970	3	1
E	02000N	0	E	GRANT	RD	FROM	N	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	5/9/1941	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/25/1962	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/8/1984	3	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	8/18/1989	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	12/12/1973	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/14/1974	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/10/1974	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	10/25/1982	0	7
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1983-00-00	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	3/25/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	12/30/1930	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	1	0	0	1A	0	4	0	OTHER	1	F	1	12/14/1967	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	1	0	0	1A	0	4	0	OTHER	1	F	1	8/19/1978	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	4/22/1967	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	6/15/1974	0	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	3	3/5/1971	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	SWSAME	1	M	6	1980-00-00	0	9
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	SWSAME	1	F	1	10/19/1982	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	SWSAME	4	M	6		0	7
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	1/7/1961	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	6/18/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	1/25/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/22/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/22/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/12/1987	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/23/1949	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	8	0	0	0	4	1	SWSAME	1	M	1	2/14/1973	3	1
E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	8	0	0	0	4	1	SWSAME	1	M	1	10/21/1962	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/20/1979	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/28/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	3A	0	0	2	ANGLE	1	F	3	1/1/1988	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	3A	0	0	2	ANGLE	1	M	1	2/11/1949	3	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	3	1	REAREN	1	M	1	9/5/1959	1	1
E	02000N	0	E	GRANT	RD	AT	N	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	3	1	REAREN	1	M	4	8/30/1965	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	M	1	5/25/1953	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	F	1	12/27/1962	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	F	1	12/11/1963	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	10/29/1945	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	3	12/25/1958	3	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	9/21/1977	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	1	U	6		4	9
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	4	M	6	2/28/1952	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	4	M	6	9/8/1981	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	4	M	6	1/4/1968	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	8/4/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	6/18/1990	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	8/26/1986	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	5/12/1973	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	12/15/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	3/2/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	1/15/1964	3	5
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	BICYCL	1	F	1	5/10/1988	0	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	BICYCL	3	M	5	12/27/1953	0	9
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	BICYCL	4	F	6	7/8/1957	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	BICYCL	4	F	6	8/22/1985	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	BICYCL	4	F	6	10/21/1972	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	BICYCL	4	M	6	3/24/1976	0	7
E	02400N	0	E	TANQUE VERDE	RD	AT	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	BICYCL	4	F	6	3/10/1983	0	7
E	02400N	0	N	INDIAN RIDGE	DR	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	0	0	4	1	LTURN	1	M	1	8/9/1959	4	1
E	02400N	0	N	INDIAN RIDGE	DR	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	0	0	4	1	LTURN	1	M	1	12/6/1966	6	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	3	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	F	1	5/18/1924	3	1

E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/15/1993	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/5/1961	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/6/1971	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/16/1998	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	6	2/16/1994	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/5/1951	4	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	6/15/1969	4	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	AVENIDA VALIENTE	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/10/1986	4	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	2A	0	9	1	RTURN	1	M	1	11/7/1952	3	1
E	02300N	0	N	CAMINO PRINCIPAL	0	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	2A	0	9	1	RTURN	1	M	1	3/15/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	3/30/1967	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/27/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	5/23/1986	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	1/13/1949	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	12/15/1925	3	1
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	1/16/1944	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	8	0	1A	0	0	1	LTURN	1	M	1	4/24/1976	3	1
E	02300N	0	E	TANQUE VERDE	RD	AT	N	CAMINO PRINCIPAL	0	1	1	1	1	1	8	0	1A	0	0	1	LTURN	3	F	3	1/26/1987	6	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/18/1968	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/7/1962	0	7
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/1/1951	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	6/19/1967	2	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RIDGE	DR	1	1	1	3	0	0	0	0	0	4	1	SWSAME	4	U	6		0	7
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1/7/1986	0	7
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
E	02000N	0	N	GRANT	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/4/1986	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	INDIAN RUINS	RD	1	1	1	2	1	2	0	0	0	0	1	NCM	1	M	3	10/19/1955	9	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	3A	0	4	1	REAREN	1	M	1	2/21/1978	2	1
E	02300N	0	N	TANQUE VERDE	RD	FROM	E	CAMINO PRINCIPAL	0	1	1	1	2	1	0	0	3A	0	4	1	REAREN	1	F	2	7/21/1922	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	1	1	1	1	1	0	0	1A	0	0	1	SWSAME	1	M	1	7/31/1933	1	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	1	1	1	1	1	0	0	1A	0	0	1	SWSAME	1	M	1	5/18/1954	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/28/1989	4	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/6/1989	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/23/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	1	7/13/1939	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	M	4	11/17/1925	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/1/1945	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	3/10/1952	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	12/30/1958	0	2
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	M	1	5/29/1969	3	1
E	02000N	0	N	TANQUE VERDE	RD	AT	E	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	5/2/1951	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/12/1966	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/5/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/26/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/4/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	1	M	1	7/10/1961	2	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	1	M	1	11/30/1957	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	4	U	6		0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	4	U	6		0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	9/22/1989	1	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	7/17/1985	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	F	1	12/16/1934	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	F	1	3/14/1962	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	2	2/4/1951	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	8/5/1945	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	GRANT	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	U	3	2/19/1938	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	10/30/1971	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	4/3/1992	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	11/30/1948	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	7/14/1942	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	4	1A	0	4	1	LTURN	1	F	1	4/21/1955	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	4	1A	0	4	1	LTURN	1	M	1	8/4/1929	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/24/1930	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/29/1972	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/25/1967	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	2/16/1976	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/22/1972	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/21/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	2	3	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	6/10/1981	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	2	3	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	3/6/1950	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	4/23/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	4/8/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	4	1	REAREN	1	F	1	1/27/1992	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	4	1	REAREN	1	F	1	4/15/1947	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	RTURN	1	M	1	11/3/1984	3	8
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	RTURN	1	M	1	5/17/1946	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7

E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	F	1	12/29/1938	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	INDIAN RUINS	RD	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	F	1	11/12/1975	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	RTURN	1	M	1	12/15/1950	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	RTURN	1	F	1	3/3/1958	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/14/1987	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/5/1992	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	PASEO RANCHO ESPER	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/25/1972	0	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	3	2	1	3	0	9	0	0	0	4	1	SINGLE	1	M	2	9/14/1970	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	GRANT	RD	3	2	1	3	0	9	0	0	0	4	1	SINGLE	4	U	6		0	7
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	12/14/1986	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	11/9/1947	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	PASEO RANCHO ESPER	0	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	M	1	8/29/1990	3	1
E	02400N	0	E	TANQUE VERDE	RD	AT	N	PASEO RANCHO ESPER	0	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	M	3	2/14/1949	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/23/1990	3	1
E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	9/22/1985	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	11/12/1957	0	7
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	9	0	1A	0	0	1	REAREN	1	M	1	11/21/1939	3	1
E	02000N	0	N	GRANT	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	9	0	1A	0	0	1	REAREN	1	M	1	7/9/1973	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/7/1976	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	10/20/1989	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/12/1946	3	1
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	U	1	2/5/1959	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	6	1938-00-00	0	9
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	8/12/1930	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	9/1/1977	3	2
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	7/21/1974	3	2
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	7/5/1985	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	9/27/1982	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	F	6	1/16/1985	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	12/27/1980	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	F	6	2/1/1991	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	12/21/1990	0	7
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	4	4/6/1962	0	7
E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	2	7/21/1974	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	2	1	4	0	0	1	0	0	4	1	ANGLE	1	F	2	9/1/1954	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	CAMINO VALLE VERDE	0	1	2	1	4	0	0	1	0	0	4	1	ANGLE	1	M	1	9/5/1991	3	1
E	02400N	0	N	PASEO RANCHO ESPER	0	FROM	E	TANQUE VERDE	RD	1	2	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	11/4/1968	3	1
E	02400N	0	N	PASEO RANCHO ESPER	0	FROM	E	TANQUE VERDE	RD	1	2	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	4/2/1977	3	1
E	02400N	0	N	PASEO RANCHO ESPER	0	FROM	E	TANQUE VERDE	RD	1	2	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	3/27/1958	3	1
E	02400N	0	N	PASEO RANCHO ESPER	0	FROM	E	TANQUE VERDE	RD	1	2	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/10/1981	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	U	6		0	9
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	8/19/1962	3	1
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	4	M	6	1989-00-00	0	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	4	M	6		0	7
E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	4	M	6	4/24/1972	0	7
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	8/2/1939	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/28/1963	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/15/1981	3	1
E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	6/17/1988	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	11/16/1962	3	1
E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	1/31/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	3	1	REAREN	1	M	1	5/30/1988	3	1
E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	3	1	REAREN	1	M	1	8/3/1950	3	1

07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	3A	0	4	1	SWSAME	1	M	1	11/9/1964	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	3A	0	4	1	SWSAME	1	M	1	4/7/1929	3	1		4
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	3	1	1	3	0	0	0	0	0	4	1	HEADON	1	M	1	7/26/1971	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	3	1	1	3	0	0	0	0	0	4	1	HEADON	1	M	2	11/12/1947	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	3	1	1	3	0	0	0	0	0	4	1	HEADON	1	M	2	8/15/1985	3	1		15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	1/10/1974	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	10/26/1980	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	7/29/1986	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1/26/1942	3	1		13
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	2/25/1959	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	3/13/1982	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	5/2/1957	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/6/1931	3	1		2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	12/9/1984	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	11/18/1954	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/15/1984	3	1		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/24/1963	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	3	1	0	0	1A	0	4	1	REAREN	1	U	1	12/23/1958	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/29/1965	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	6/8/1928	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	2/15/1972	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	1/5/1979	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	6/14/1982	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	7/15/1958	3	1		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	9	0	0	0	4	1	REAREN	1	F	1	12/9/1945	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	9	0	0	0	4	1	REAREN	1	M	1	7/28/1984	3	1		15
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	U	6	6/30/1971	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	U	6	12/2/1991	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	U	6	7/31/1990	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	U	6	1998-00-00	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	F	6	7/14/1923	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	F	4	3/4/1971	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	4	7/22/1924	1	1		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	F	1	10/19/1942	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	1	10/1/1959	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	3	1	4	0	0	0	3A	0	4	1	SWSAME	1	F	1	12/31/1961	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	3	1	4	0	0	0	3A	0	4	1	SWSAME	1	M	1	9/13/1956	3	1		8
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	4/23/1964	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	5/11/1936	3	1		8
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	1	0	0	4	1	LTURN	1	F	1	6/17/1924	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	1	0	0	4	1	LTURN	1	M	3	1/2/1932	4	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	1	0	0	4	1	LTURN	1	F	1	11/19/1959	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/22/1975	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/16/1961	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	6/19/1950	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	5/28/1986	3	1		13
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	1	0	0	4	1	SWSAME	1	M	1	12/18/1984	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	1	0	0	4	1	SWSAME	1	F	2	9/14/1932	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	1	0	0	4	1	SWSAME	1	M	1	5/8/1987	3	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	3A	0	4	1	LTURN	1	M	2	10/23/1957	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	3A	0	4	1	LTURN	1	M	1	6/4/1922	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	7/8/1939	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	12/19/1949	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	2	5/31/1967	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	8/2/1962	1	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/17/1980	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	3	REAREN	1	M	1	2/2/1958	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	3	REAREN	1	F	1	11/1/1962	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	8/30/1983	0	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/19/1922	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	4/19/1981	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	6/11/1952	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	9/4/1984	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/27/1984	3	1		4
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	2	1	4	1	0	0	1A	0	4	1	SINGLE	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	2	1	4	1	0	0	1A	0	4	1	SINGLE	1	F	1	6/17/1984	3	1	6	2
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	1/22/1958	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	6/13/1931	4	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	7/24/1984	3	1		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	12/31/1922	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/18/1960	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/9/1984	3	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	9/3/1979	3	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	2	1	0	0	1A	0	0	1	REAREN	1	M	4	1/14/1966	0	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	12/29/1957	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	5/8/1958	3	1		13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SINGLE	4	F	1	4/29/1959	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	U	6		0	9		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	3	2/16/1945	0	9		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/18/1924	3	1		4

06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	8/16/1945	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	10/25/1943	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	2	9/11/1948	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	6/2/1966	3	1		7
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	2	0	0	0	1A	0	4	1	SWSAME	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	2	0	0	0	1A	0	4	1	SWSAME	1	M	6		0	9		13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	2	0	0	0	1A	0	4	1	SWSAME	1	M	1	11/15/1963	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/22/1931	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/1/1953	3	1		15
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/19/1951	1	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	6/15/1962	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	12/21/1932	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/11/1949	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	11/12/1955	3	1		13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	7/31/1979	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	2	3/5/1987	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	1	1/13/1935	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	2	1/15/1972	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	1/28/1986	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/5/1978	3	2		15
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	12/20/1979	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	3/30/1986	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	4	9/28/1981	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	3	4/4/1983	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	2/5/1946	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/28/1980	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/4/1924	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	4	12/27/1977	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/7/1960	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	1	F	3	1/6/1935	3	1		15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/15/1980	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	11/24/1956	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/21/1961	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/17/1974	1	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/1/1987	1	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/29/1925	1	1		15
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	11/24/1986	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	7/5/1939	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	5/16/1953	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	3/17/1987	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	2/7/1952	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	4/14/1970	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	10/28/1984	3	1		2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	2	9/29/1971	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	1/1/1918	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	6	7/4/1950	0	9		13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	12/21/1977	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	4	0	0	0	3A	0	4	1	LTURN	1	F	1	2/26/1937	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	4	0	0	0	3A	0	4	1	LTURN	1	M	2	8/31/1981	1	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/8/1985	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/11/1987	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/10/1986	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/14/1981	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	2/25/1945	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/20/1966	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	REAREN	1	F	1	2/19/1922	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	REAREN	1	M	1	8/19/1978	3	1		6
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	9/13/1925	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	6/18/1968	3	1		15
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	12/7/1935	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	7/30/1976	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	9/7/1971	0	7		19
06800E	01700N	0	E	CALLE LA PAZ	0	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	2/16/1966	3	1		1
06800E	01700N	0	E	CALLE LA PAZ	0	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	7/11/1957	3	1		13
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	RTURN	1	M	1	5/2/1926	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	RTURN	1	F	1	11/15/1934	3	1		8
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6	1995-00-00	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6	2000-00-00	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6	2002-00-00	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	6	1983-00-00	0	9		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/14/1983	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/17/1920	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	2/15/1986	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	5	6A	0	4	1	REAREN	4	U	1		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	5	6A	0	4	1	REAREN	1	M	1	12/3/1983	3	1		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	5	6A	0	4	1	REAREN	1	M	1	9/27/1978	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/22/1960	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/25/1978	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	2/16/1984	3	1		1

07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	9/5/1985	3	1	7
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	3	0	1A	0	4	1	REAREN	1	M	1	7/5/1946	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	3	0	1A	0	4	1	REAREN	1	F	1	10/3/1978	3	1	5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	UTURN	1	F	1	5/21/1940	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	UTURN	1	F	1	5/18/1965	3	1	8
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	6/4/1962	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	2/1/1967	3	1	5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	3	1	2	1	2	0	1A	0	4	1	PEDEST	2	M	2	5/21/1991	0	9	7
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	3	1	2	1	2	0	1A	0	4	1	PEDEST	1	M	1	11/29/1973	0	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	1	3	0	1A	0	4	1	REAREN	1	F	1	3/20/1964	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	1	3	0	1A	0	4	1	REAREN	1	M	1	3/13/1940	3	1	8
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	4	0	0	0	3A	0	4	1	ANGLE	1	M	2	4/9/1981	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	4	0	0	0	3A	0	4	1	ANGLE	1	F	1	12/10/1925	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	5/3/1982	3	1	15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	3/17/1960	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	4	1/17/1951	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/21/1986	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	3A	0	4	1	LTURN	1	F	1	1/26/1968	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	3A	0	4	1	LTURN	1	M	1	8/5/1965	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	4	F	6		0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	2	5/4/1979	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	1	8/25/1962	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	LTURN	1	F	2	12/31/1971	4	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	LTURN	1	F	3	5/31/1984	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	4	U	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	F	2	4/19/1922	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	F	1	3/9/1967	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/13/1954	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	6		0	9	4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	1	F	2	8/30/1955	4	1	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	1	M	2	5/12/1954	3	1	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/4/1928	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	LTURN	1	F	1	10/19/1945	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	LTURN	1	M	1	5/28/1957	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	8/9/1981	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	8/16/1985	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	8/19/1977	3	1	2
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	3	9/26/1917	4	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	2/16/1934	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	3/28/1985	3	1	15
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	1/10/1980	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/9/1939	0	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	6/18/1971	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	9/7/1971	3	1	15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	2/27/1981	3	1	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	6/18/1947	3	1	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	2/24/1975	3	1	19
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	6	0	0	4	1	REAREN	1	M	2	12/24/1938	3	1	1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	6	0	0	4	1	REAREN	1	M	1	3/2/1986	3	1	15
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	2	1	0	0	1A	0	4	1	SINGLE	4	U	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	2	1	0	0	1A	0	4	1	SINGLE	1	M	1	11/9/1964	0	2	2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	10/27/1983	3	1	2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	4/5/1948	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	4	2/19/1940	1	1	2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	3/11/1974	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/29/1921	3	1	13
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	6	5/19/1964	1	9	4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	5/3/1984	3	1	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	4/28/1978	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	6/29/1947	3	1	7
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	2	2/22/1941	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	2	6/7/1952	3	9	15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	F	3	4/17/1987	3	1	9 15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	5/18/1921	3	1	9 1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	F	1	6/25/1957	3	1	9 1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	4	F	1	12/29/1961	0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	4	F	6	12/29/1936	0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	4	M	6	12/27/1948	0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	4	M	6	5/11/1988	0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/27/1975	3	1	2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/3/1981	3	1	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1/25/1965	3	1	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	9/23/1944	3	1	15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	0	0	0	1A	0	4	1	NCM	1	M	1	8/23/1958	6	1	15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	1/18/1980	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1979-00-00	0	9	13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	0	2	0	1A	0	0	1	RTURN	1	F	1		0	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	0	2	0	1A	0	0	1	RTURN	2	M	2	12/4/1985	0	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	8/25/1963	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	4/14/1986	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	1/13/1976	3	1	1

07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	LTURN	1	F	1	1/16/1982	3	1		18
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	10/1/1950	3	1		7
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	5/14/1939	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	8/8/1942	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	7/20/1917	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	2	1	3	1	0	0	0	0	4	1	SINGLE	4	U	6		0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	2	1	3	1	0	0	0	0	4	1	SINGLE	1	M	1	1/2/1933	3	1		15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	U	1		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	M	1	6/7/1971	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	M	1	4/2/1974	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	5	1	3	1	0	0	1A	0	4	1	RTURN	1	F	2	6/26/1980	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	5	1	3	1	0	0	1A	0	4	1	RTURN	1	M	1	6/7/1929	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	M	1	8/25/1952	3	1		15
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	M	2	7/19/1962	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	2	REAREN	1	F	2	4/20/1977	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	2	REAREN	1	M	1	7/4/1988	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	F	2	4/24/1980	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	M	1	3/18/1921	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	REAREN	1	M	3	8/17/1987	3	1		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	4	0	0	0	3A	0	4	2	REAREN	1	M	1	3/17/1921	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	4	0	0	0	3A	0	4	2	REAREN	1	F	1	3/21/1943	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/14/1986	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/3/1947	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/13/1968	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	11/30/1925	3	1		7
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	1	0	0	1A	0	0	1	SINGLE	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	1	0	0	1A	0	0	1	SINGLE	1	F	1	10/23/1969	3	1		15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/5/1943	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	2/24/1977	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	RTURN	1	F	1	7/7/1966	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	RTURN	1	M	1	3/13/1948	1	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	11/11/1970	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	9/1/1947	3	1		5
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	1/10/1979	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	8/5/1977	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/8/1940	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/29/1962	3	1		15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	0	0	0	1	SINGLE	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	0	0	0	1	SINGLE	4	F	2	1/17/1949	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	0	0	0	1	SINGLE	1	M	1	9/23/1986	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	0	0	0	1	SINGLE	2	F	4	3/17/1959	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	10/21/1961	3	9		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	4	7/19/1931	3	9		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	4/12/1934	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	4/13/1968	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	3/22/1963	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	2	6/25/1935	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	3/13/1963	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/3/1965	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	3	0	1A	0	4	1	ANGLE	1	M	2	2/4/1970	3	1		7
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	3	0	1A	0	4	1	ANGLE	1	F	1	9/11/1983	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	8/20/1947	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	U	6		0	9		7
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	4	F	1	8/30/1976	0	7		19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	9/13/1979	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	2/7/1976	0	7		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/7/1954	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/2/1964	3	1		15
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	10/10/1980	3	1		7
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	3	6/26/1930	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/22/1921	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/1/1934	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	7/8/1985	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	3/12/1979	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	8/17/1978	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	5/1/1985	1	2		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	2	2/2/1987	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	1/13/1936	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/24/1973	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	1/16/1973	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/29/1983	3	1		5
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/9/1973	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	4/28/1988	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	8/30/1940	4	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	10/25/1984	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	5/1/1984	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/12/1983	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/14/1972	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	2/11/1960	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	6/15/1962	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/25/1974	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	3/26/1979	0	7		19

06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/14/1961	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	4	10/17/1987	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/18/1935	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/18/1980	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/28/1956	3	7		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/24/1980	3	7		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	3	2/1/1936	3	2		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	12/8/1979	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	4/24/1926	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	12/27/1966	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	2/15/1979	3	1		5
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/1/1954	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	7/26/1956	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	0	1	RTURN	1	M	1	6/29/1948	3	9		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	0	1	RTURN	1	F	1	5/9/1954	3	9		8
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	4/18/1953	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	6/25/1989	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	6/18/1968	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	2	9/3/1964	3	1		13
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	6/15/1968	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	11/24/1986	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	3	9/11/1956	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	3	2/19/1988	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/13/1947	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/24/1924	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	8/29/1959	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	3	4/19/1989	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	3	5/6/1983	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/29/1962	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/20/1937	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	10/13/1980	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/13/1966	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/23/1948	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	2	2	1	1	1	9	0	1A	0	4	1	SINGLE	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	2	2	1	1	1	9	0	1A	0	4	1	SINGLE	1	M	1	4/26/1943	3	1		2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	9/27/1975	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	6/13/1956	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	3/28/1955	3	1		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	4/18/1966	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	1	0	0	1A	0	0	1	REAREN	4	M	1	5/11/1948	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	8/17/1977	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	2	1	1	1	0	6	6A	0	0	1	ANGLE	1	M	1	7/7/1946	3	1		18
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	2	1	1	1	0	6	6A	0	0	1	ANGLE	1	M	1	6/1/1960	3	1		18
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	4/28/1953	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	10/31/1979	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/1/1979	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/27/1983	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	2/4/1959	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	2/28/1967	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/12/1943	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/3/1970	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	2	5/16/1953	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/16/1984	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/28/1952	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	7/23/1973	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	3	1	2	1	0	0	1A	0	4	1	RTURN	1	F	1	6/26/1959	0	2		8
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	3	1	2	1	0	0	1A	0	4	1	RTURN	1	F	2	11/15/1974	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	F	1	4/6/1951	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	F	1	2/26/1933	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	1/7/1938	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	12/25/1965	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	4/25/1953	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/4/1924	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/17/1989	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/9/1927	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/28/1973	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	6/15/1975	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	1/3/1935	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/4/1925	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	9/20/1975	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	6	1965-00-00	0	9		7
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	7/20/1951	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	1/25/1920	3	1		4
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	2/23/1939	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	9/28/1981	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	7/11/1986	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	7/30/1984	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/7/1980	3	1		5

06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	8/13/1970	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	2	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	2	1	3	0	0	0	0	0	4	1	SINGLE	1	M	3	3/20/1977	0	2	2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	5/10/1984	3	9	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	3	5/30/1974	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	9/24/1929	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	2	1/28/1951	3	1	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	9/23/1950	3	1	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	1	1A	0	4	1	REAREN	1	F	1	7/6/1942	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	1	1A	0	4	1	REAREN	1	M	2	3/29/1971	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	1	1A	0	4	1	REAREN	1	U	6		0	9	5
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/25/1963	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	10/28/1936	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	NCM	4	U	6		0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	NCM	1	M	2	10/30/1975	6	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	11/7/1959	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	9/18/1972	3	1	5
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	11/25/1988	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	1/28/1932	3	1	7
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	1/8/1972	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	3/16/1938	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/26/1981	0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	2	11/18/1986	3	1	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	2	1/2/1987	3	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1		0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	2	6/11/1931	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	6/12/1948	3	1	5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	12/23/1975	0	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	RTURN	1	F	1	11/29/1954	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	RTURN	1	M	1	5/20/1976	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	1	6/17/1989	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	4/2/1990	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/22/1986	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	1	5/25/1985	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	1	1/24/1955	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	4	U	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	3/7/1981	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	10/1/1929	3	1	15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/24/1954	3	1	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	6		0	9	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	BACKNG	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	BACKNG	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	BACKNG	1	F	1	11/27/1962	1	7	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	BACKNG	1	F	1	3/14/1983	3	1	18
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	2	3	1	0	0	1A	0	0	1	REAREN	4	U	6		0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	2	3	1	0	0	1A	0	0	1	REAREN	1	M	1	8/6/1946	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	2	3	1	0	0	1A	0	0	1	REAREN	1	M	1	5/11/1987	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	2	3	1	0	0	1A	0	0	1	REAREN	1	M	1	2/21/1946	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	2	3	1	0	0	1A	0	0	1	REAREN	1	M	1	4/9/1976	3	1	10
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	6/28/1936	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	10/4/1979	3	1	2
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	1/2/1952	2	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/24/1984	3	1	7
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9	5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	6/4/1981	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	3/13/1943	3	1	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	1/25/1972	3	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	3A	0	4	1	BICYCL	1	M	2	1/25/1976	1	1	18
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	3A	0	4	1	BICYCL	1	M	1	2/12/1983	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	2	ANGLE	1	F	1	4/9/1954	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	2	ANGLE	1	M	1	10/12/1977	3	2	18
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	7/9/1941	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	7/17/1980	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/2/1955	3	1	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/21/1939	3	1	2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	2/2/1925	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	2	4/13/1976	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	2	12/16/1958	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	2	8/9/1994	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	2	10/8/1960	3	1	2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	4/26/1978	3	1	18
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	11/14/1957	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	OTHER	1	M	3	11/23/1926	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	OTHER	1	M	1	1/25/1980	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	OTHER	1	M	3	3/31/1948	3	1	7
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/19/1965	0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	2	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	11/16/1987	3	1	2
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	2	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	2	8/31/1987	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	NCM	1	M	3	4/30/1971	6	1	18
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/17/1952	3	1	5

07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	1/16/1947	4	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	RTURN	1	M	1	8/31/1906	3	1		8
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	RTURN	1	M	1	1/16/1941	3	1		1
07000E	01600N	0	N	KOLB	RD	FROM	E	PASEO DORADO	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	3	12/1/1969	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	1/25/1981	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	3/5/1929	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	8/26/1974	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	1/10/1950	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/10/1958	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/5/1955	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/23/1968	3	1		15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/24/1986	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	7/8/1939	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1	7/28/1980	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/18/1984	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	4	6/12/1957	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	6	9/22/1930	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	1	1	3	1	0	0	1A	0	0	1	REAREN	4	F	1	6/26/2003	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	1	1	3	1	0	0	1A	0	0	1	REAREN	4	M	2	3/9/1999	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	1/8/1966	3	2		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	5/30/1976	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/10/1948	4	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	7/17/1943	3	1		7
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	4	U	6		0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/22/1975	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	2/21/1976	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	5/17/1957	3	1		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	3/22/1967	3	1		4
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/28/1987	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/8/1977	3	1		15
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	ANGLE	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	ANGLE	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	ANGLE	1	F	1	2/2/1960	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	ANGLE	1	F	1	9/1/1988	3	1		8
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/27/1980	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	1		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	8/13/1955	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/30/1963	3	1		7
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/15/1975	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/15/1970	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/12/1937	3	1		15
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	2	12/5/1945	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	5/8/1982	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	2/2/1947	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	3/21/1987	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	8/27/1953	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	10/19/1947	3	9		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	3	1	SINGLE	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	3	1	SINGLE	1	M	6	8/30/1947	3	1	9	15
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/27/1964	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/12/1943	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	NCM	1	M	1	2/10/1983	6	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	10/13/1988	3	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	2/15/1962	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	8/12/1987	3	1		13
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	2/12/1963	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	11/1/1982	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9		5
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	3/14/1988	4	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	12/16/1922	4	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/5/1953	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	3/7/1933	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	4/10/1986	3	1		15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	RTURN	1	M	1	8/7/1937	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	RTURN	1	F	1	4/2/1963	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/2/1988	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/12/1955	0	7		19
07000E	01500N	1500	N	KOLB	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	11/9/1987	0	7		19
07000E	01500N	1500	N	KOLB	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/22/1944	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/29/1921	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/3/1982	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/1/1981	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	2/12/1973	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	2	1/31/1986	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	U	1	12/20/1956	0	7		19

06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	12/14/1970	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	3/24/1986	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	0	1	SINGLE	1	M	2	10/26/1982	1	9		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	M	6	12/20/1977	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	M	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	M	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	M	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	F	6	9/20/1981	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	F	6	9/20/1963	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	3	9/15/1977	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	10/26/1980	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	2	4/27/1961	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/10/1951	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	1/27/1952	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	8/1/1945	6	1		15
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	4	0	0	0	4	1	REAREN	1	M	1	1/23/1967	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	4	0	0	0	4	1	REAREN	1	M	1	2/19/1947	3	1		2
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	4	0	0	0	4	1	REAREN	1	F	1		3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	6/19/1928	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	11/17/1968	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/28/1981	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	U	1		3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	2	12/25/1984	1	1		7
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	2/11/1974	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/21/1977	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/10/1955	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	5/20/1968	0	7		19
06800E	01700N	0	E	CALLE LA PAZ	0	AT	N	KOLB	0	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/18/1946	0	7		19
06800E	01700N	0	E	CALLE LA PAZ	0	AT	N	KOLB	0	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/7/1971	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/24/1944	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	12/15/1955	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/4/1974	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	ANGLE	1	M	2	8/5/1955	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	ANGLE	2	M	2	2/5/1971	3	1		13
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	12/17/1977	3	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	2/1/1955	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	8/1/1976	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/13/1958	3	2		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	12/18/1982	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	1	6/29/1931	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	3	0	1A	0	4	1	LTURN	1	M	1	9/13/1963	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/8/1929	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/27/1979	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/5/1968	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/15/1954	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/15/1930	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	3	9/1/1954	3	2	9	4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	7/8/1975	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	F	1	12/14/1986	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	9/5/1961	3	1		5
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	HEADON	1	M	1	3/17/1988	3	1		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	HEADON	1	F	1	7/27/1987	0	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	HEADON	1	M	1	12/16/1945	3	1		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	HEADON	1	F	1	3/1/1953	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	3A	4	1	SWSAME	1	F	1	8/5/1986	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	3A	4	1	SWSAME	1	F	1	9/13/1950	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	F	6	1986-00-00	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	7/31/1968	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	6	1986-00-00	0	9		7
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	12/25/1979	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	1	1/2/1956	3	1		13
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	8/11/1962	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	2/6/1984	3	1		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	3	12/2/1963	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	11/22/1970	3	2		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	2/15/1981	4	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	SWSAME	1	F	1	6/15/1927	3	1		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	SWSAME	1	M	1	9/15/1971	3	1		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	2/16/1970	3	1		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	8/2/1946	3	1		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	4	0	0	0	0	0	4	1	SINGLE	1	F	1	4/22/1948	3	1		8
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	0	0	0	3A	0	4	1	RTURN	1	F	1	9/5/1981	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	0	0	0	3A	0	4	1	RTURN	1	M	2	1/14/1982	0	1		1

07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	11/18/1983	3	1		15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	4/26/1957	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	12/5/1981	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/31/1936	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/13/1981	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1/10/1969	3	1		13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	8/11/1974	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	VIA DORADO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/29/1984	3	1		15
06800E	01700N	0	N	KOLB	RD	FROM	E	VIA DORADO	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	10/23/1957	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	10/24/1981	3	1		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	4/1/1966	9	1		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	2/29/1948	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	8/6/1939	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/21/1930	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/17/1918	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	3	1	2	1	2	0	1A	0	0	1	PEDEST	2	F	2	12/2/1946	0	1		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	3	1	2	1	2	0	1A	0	0	1	PEDEST	1	M	1	9/3/1984	3	1		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	10/17/1978	3	1		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	5/10/1988	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	4/9/1944	4	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	2/15/1959	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	8/20/1930	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/17/1931	3	1		2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	10/8/1980	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	3/12/1921	3	1		4
07000E	01580N	1580	N	KOLB	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	F	2	5/26/1952	0	7		19
07000E	01580N	1580	N	KOLB	RD	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6		0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/17/1988	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	11/20/1985	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/27/1977	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/18/1949	3	1		15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/20/1965	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/21/1944	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/1/1961	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	LTURN	1	M	1	11/13/1936	3	1		7
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	9	0	1A	0	4	1	LTURN	1	M	1	4/30/1973	0	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	1A	0	4	1	REAREN	4	F	6	5/22/1957	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	1A	0	4	1	REAREN	4	F	6	12/9/1952	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	3	9/21/1959	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	8/10/1969	0	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	U	6		0	9		18
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/1/1954	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	4	M	1	6/16/1971	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	4	F	6		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	1		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	2/27/1962	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	1		0	7		19
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	1/5/1989	0	2		2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	HEADON	1	F	1	9/28/1969	3	2		9
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	HEADON	1	M	1	1/23/1946	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	HEADON	1	M	1	10/27/1979	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	4	0	0	0	3A	0	4	1	RTURN	1	M	1	9/10/1939	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	4	0	0	0	3A	0	4	1	RTURN	1	F	1	1/19/1967	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	3/9/1988	3	1		13
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/4/1950	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	11/14/1987	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	1	1	0	1	1A	0	4	1	SWSAME	1	M	1	9/3/1975	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	1	1	0	1	1A	0	4	1	SWSAME	1	U	6		0	9		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/1/1942	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	3/24/1950	3	5		15
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	8/30/1940	3	1		2
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	2/11/1961	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	2	0	1A	0	4	1	REAREN	1	M	1	6/19/1962	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	2	0	1A	0	4	1	REAREN	1	U	1	10/2/1952	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	11/4/1926	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	9/6/1982	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/31/1950	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/10/1973	3	1		15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	4	M	6	5/13/1993	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	4	F	6	9/29/1977	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	4	M	6		0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	3	M	4	1/21/1993	0	9		10
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	1	F	1	8/28/1963	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	1	U	1	10/29/1967	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/2/1989	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1986-00-00	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/11/1988	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	4	F	6	11/27/1982	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	4	M	6	2/26/1979	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	4	F	6	12/31/1963	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	LTURN	4	F	3	9/1/1995	0	7		19

06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	0	0	1	1	RTURN	1	F	1	4/5/1983	0	2	2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	4/28/1924	3	1	2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	4/30/1987	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	NCM	4	U	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	NCM	4	U	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	NCM	4	U	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	NCM	1	M	3	9/21/1972	1	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	12/13/1988	3	1	2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	8/25/1985	3	1	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	4	M	6	4/24/1969	0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	1	M	3	7/12/1982	3	4	18
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	1A	0	4	1	OTHER	1	M	1	4/28/1968	0	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	4	7/27/1949	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/6/1973	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	M	1	12/7/1989	3	1	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	9	0	1A	0	4	1	ANGLE	1	F	1	8/20/1990	3	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	SWSAME	1	M	1	6/26/1925	3	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	9	0	1A	0	4	1	SWSAME	1	F	1	6/26/1954	3	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/16/1975	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	3/16/1924	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/1/1985	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/17/1979	3	1	13
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	11/17/1981	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/24/1989	3	1	2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/11/1950	3	1	13
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/2/1949	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	2	3/16/1962	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	2	11/30/1938	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	11/30/1933	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	11/2/1958	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	8/13/1983	3	2	15
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	3/23/1990	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1986-00-00	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/2/1943	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	7/14/1977	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	1/12/1926	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	M	1	6/25/1952	3	1	13
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	F	1	7/19/1947	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/12/1960	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	4/16/1984	3	1	2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/4/1955	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	7/9/1920	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/8/1941	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/11/1961	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/7/1977	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/16/1970	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/10/1966	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/29/1980	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/3/1990	3	1	2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	4	U	6		0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	4/21/1970	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/24/1983	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	12/22/1969	3	1	5
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	12/17/1989	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	12/15/1980	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	8	0	1A	0	3	1	BICYCL	1	F	1	8/6/1983	3	1	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	8	0	1A	0	3	1	BICYCL	3	F	3	6/10/1985	6	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	0	0	4	1	LTURN	1	F	1	11/24/1965	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	0	0	4	1	LTURN	1	F	3	3/5/1979	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	3	1	1	1	0	0	0	0	4	1	LTURN	1	M	1	2/8/1935	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/14/1957	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/19/1952	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/31/1982	3	1	13
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	1/11/1963	3	1	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	11/21/1960	3	1	5
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/27/1957	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	8/6/1958	3	2	4
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	8/22/1957	3	1	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/11/1981	1	1	13
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/16/1974	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	6/18/1946	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7	19

07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	3/20/1988	3	1	2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	1/6/1984	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	1/25/1928	3	1	2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	2/16/1934	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	12/24/1988	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	1	9/7/1924	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	F	1	8/18/1930	3	1	13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	5/13/1937	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	3/23/1979	3	1	5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	8/29/1929	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/3/1980	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/7/1963	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/2/1983	3	1	5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	0	0	0	0	0	0	4	1	ANGLE	1	M	1	11/22/1921	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	0	0	0	0	0	0	4	1	ANGLE	1	M	6		0	9	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/9/1954	3	1	15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	6/29/1954	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	0	0	0	1	REAREN	1	M	1	5/30/1985	3	2	5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	0	0	0	1	REAREN	1	M	1	7/13/1966	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	HEADON	1	F	4	4/19/1950	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	HEADON	1	F	2	4/14/1986	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	LTURN	1	M	1	12/20/1990	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	LTURN	1	M	1	10/9/1989	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	7/18/1940	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	10/20/1962	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	U	1	12/22/1952	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/22/1953	3	1	5
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	2/23/1954	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	12/5/1969	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	8/7/1958	3	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	10/25/1985	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	2	4/7/1950	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	11/14/1988	3	1	5
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	U	1	8/26/1971	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	M	1	2/21/1941	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	M	1	3/27/1989	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	M	2	3/27/1983	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	4	F	1	11/11/1976	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	4	F	1	9/3/1945	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	4	F	1	4/18/1948	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	4	M	3	9/14/1977	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	2	1	0	0	0	0	4	1	SINGLE	1	F	6	3/23/1933	3	1	15
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	M	6	1937-00-00	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	F	1	11/30/1985	0	7	19
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	1	0	0	4	1	REAREN	1	M	1	2/24/1938	3	1	18
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	1	0	0	4	1	REAREN	1	F	1	2/12/1967	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	3	LTURN	4	U	6		0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	3	LTURN	1	F	2	1/19/1988	3	1	3
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	3	LTURN	1	F	1	10/2/1968	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	8/11/1978	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	1/30/1979	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	2	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	11/22/1987	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	2	2	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	2/11/1940	3	1	13
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	3/22/1986	4	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	3/25/1973	4	1	4
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	F	1	11/10/1979	3	1	1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	F	1	9/20/1958	3	1	13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	ANGLE	1	M	1	1/6/1989	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	3A	0	4	1	ANGLE	1	M	1	10/10/1936	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	3/29/1956	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/30/1970	3	1	18
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	4	F	6	12/10/1979	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	4	F	6	10/9/1979	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	12/7/1987	3	1	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	1/6/1990	3	1	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/14/1980	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	4	F	6	10/4/1985	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/11/1947	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	10/25/1985	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	0	0	0	1A	0	4	1	LTURN	1	F	1	8/15/1990	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	0	0	0	1A	0	4	1	LTURN	1	F	1	6/2/1987	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/11/1989	3	1	2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/18/1945	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/15/1972	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	2/16/1973	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	1	12/14/1978	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	1	3/21/1957	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	1	2/24/1988	3	1	13
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	4	M	6	5/7/1977	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	0	0	0	0	0	0	0	0	0	0	4	M	6	7/9/1950	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	4	F	6	1987-00-00	0	7	19

07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	4	F	1	9/11/1956	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	2	0	0	0	0	0	0	0	0	0	0	4	F	1	2/16/1972	0	7		19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/23/1966	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/16/1927	3	1		15
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	4	F	6	1987-00-00	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	4	F	1	9/21/1969	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	7/16/1980	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	10/23/1989	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	7/17/1966	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	3/5/1957	3	1		13
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	U	2	11/14/1990	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	12/5/1940	3	1		4
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	3	6/6/1948	3	1		1
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/26/1960	3	1		2
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	0	1	SINGLE	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	0	1	SINGLE	4	M	6	6/17/1963	0	7		19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	9	0	1A	0	0	1	SINGLE	1	M	1	9/7/1986	3	1		2
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	12/26/1932	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	7/3/1975	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/3/1934	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/20/1958	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/27/1990	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/24/1943	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	6/25/1954	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	4/10/1980	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	UTURN	1	M	1	12/17/1921	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	UTURN	1	F	1	5/4/1990	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	6/17/1940	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	9/15/1926	3	1		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	11/9/1977	3	2		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/16/1933	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	F	2	1/15/1961	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	F	1	3/18/1959	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	3	5/27/1952	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	9/2/1966	3	1		15
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	4	M	6	10/20/1940	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	2	ANGLE	1	F	1	7/25/1953	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	2	ANGLE	8	U	6		0	7		18
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/8/1978	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	8/26/1988	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/18/1932	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	6/26/1984	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/20/1982	3	1		2
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	RTURN	1	M	1	8/8/1955	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	RTURN	1	M	1	11/20/1969	3	1		8
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	PEDEST	1	F	1	1/13/1984	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	PEDEST	2	M	1	6/7/1955	0	2		7
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	F	5	4/1/1993	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	F	4	7/20/1996	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	M	6	6/27/1957	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	M	6	4/6/1980	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	M	6	4/4/1986	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	F	6	11/11/1977	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	M	6	12/27/1976	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	F	6	11/29/1971	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	4	F	6	4/19/1947	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	9	0	1A	0	4	1	LTURN	1	F	4	8/4/1989	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/26/1947	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/31/1983	3	1		15
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	10/8/1950	3	1		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	4	5/1/1959	3	1		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	ANGLE	1	F	1	11/2/1937	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	ANGLE	1	F	1	10/20/1985	3	1		7
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	4	F	1	12/9/1922	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	5/15/1920	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/22/1949	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	OTHER	8	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	OTHER	1	F	4	12/1/1929	3	9		18
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	2	11/29/1935	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	2	5/22/1974	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	2/21/1990	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	2/22/1972	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	1/27/1986	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	4/15/1987	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	10/24/1945	3	1		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	10/6/1963	3	1		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	SWSAME	1	M	1	12/16/1934	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	0	0	0	1	SWSAME	1	U	6		0	1		15
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	6	1/21/1977	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	6	7/8/1986	3	1		7
06800E	01700N	0	N	KOLB	0	AT	E	CALLE LA PAZ	0	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	M	1	9/8/1974	3	1		1

06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	3	REAREN	1	F	1	12/31/1988	3	9		15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	UTURN	1	F	1	2/22/1937	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	UTURN	1	F	2	4/9/1962	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/2/1979	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	10/16/1966	3	1		1
06800E	01700N	0	N	KOLB	0	AT	E	CALLE LA PAZ	0	3	1	1	1	0	0	0	0	0	4	1	HEADON	1	M	2	9/8/1928	3	6	9	9
06800E	01700N	0	N	KOLB	0	AT	E	CALLE LA PAZ	0	3	1	1	1	0	0	0	0	0	4	1	HEADON	1	F	1	9/12/1975	4	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/18/1981	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	9/29/1946	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
06800E	01700N	0	E	CALLE LA PAZ	0	AT	N	KOLB	0	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/12/1988	0	7		19
06800E	01700N	0	E	CALLE LA PAZ	0	AT	N	KOLB	0	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	4/18/1922	0	7		19
07060E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	U	6		0	9		4
07060E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	4/18/1983	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	2	9/29/1972	3	1		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	10/18/1980	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	5/9/1974	3	1		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	1	0	0	1A	0	0	1	REAREN	1	M	3	4/14/1981	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	5/20/1988	0	9		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	11/7/1955	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	2/17/1948	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/11/1970	3	1		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/8/1986	3	1		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/23/1963	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/13/1941	3	1		2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	3	9/24/1976	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	2	2/20/1991	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	7/8/1979	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/18/1972	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/22/1933	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	3	10/13/1961	3	1		5
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/13/1977	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	3	1/8/1950	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	SINGLE	4	U	6		0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	SINGLE	1	M	1	9/4/1984	1	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	9/4/1965	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/22/1949	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/21/1979	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	2/14/1928	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	LTURN	1	F	1	7/10/1983	3	1		8
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	LTURN	1	F	1	11/28/1990	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	10/27/1982	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/22/1964	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	F	1	10/8/1959	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	M	1	10/28/1989	3	1		15
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	2/27/1959	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	9/25/1970	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	1/16/1966	3	1		2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	6/25/1981	4	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	11/6/1967	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	LTURN	1	F	1	3/2/1949	3	1		8
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	4	1	LTURN	1	F	1	9/7/1960	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	M	6	1/21/1989	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	M	1	11/22/1952	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	2/13/1944	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/27/1986	0	2		15
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	6	1977-00-00	0	9		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	11/23/1954	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	12/6/1949	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	U	6		0	9		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	SINGLE	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	SINGLE	1	F	1	9/16/1951	3	1		8
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	U	1	8/28/1984	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	7/21/1960	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	2	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	12/16/1974	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	2	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/5/1980	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/28/1963	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	8/4/1986	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	SINGLE	1	M	1	7/6/1984	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	M	1	1/14/1970	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	F	1	8/22/1980	3	1		5
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	11/3/1982	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/26/1987	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	4/10/1951	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/29/1992	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/28/1968	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	4	M	6	1/23/2006	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	12/15/1971	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/23/1964	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	6/2/1989	3	1		15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	11/3/1988	3	1		1

06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/23/1990	3	1		2
07100E	01100N	0	E	SPEEDWAY	BL	1	N	KOLB	RD	1	2	1	3	0	0	1	0	0	4	1	REAREN	1	F	1	8/29/1974	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	1	N	KOLB	RD	1	2	1	3	0	0	1	0	0	4	1	REAREN	1	F	1	9/22/1952	3	1		18
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	4	M	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	3	M	2	7/25/1951	6	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	U	6		0	9		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	4	M	1	7/28/1984	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	7/20/1950	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	9	4	0	0	4	3	SINGLE	1	M	4	9/29/1986	6	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	8/6/1938	3	1		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	4/1/1960	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	M	1	7/21/1926	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	M	1	8/7/1939	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	6	1/12/1951	3	8		13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/5/1981	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	8/13/1962	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/11/1943	4	1		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/17/1987	3	1		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/20/1958	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	1	12/4/1954	3	1		8
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	2	4/3/1986	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	F	1	4/6/1950	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	2	12/1/1984	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	2	2/1/1933	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/16/1969	3	1		5
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/30/1948	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	2	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	3/3/1956	3	9		4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	4	0	0	0	0	0	REAREN	1	F	1	11/8/1984	3	7		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	4	0	0	0	0	0	REAREN	1	F	2	6/20/1952	3	7		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	2/3/1959	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	2/12/1962	3	1		15
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	8	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	9/29/1984	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/23/1988	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	6	7/11/1977	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	4	F	1	9/21/1971	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	4	3/10/1970	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	4	4/11/1985	3	2		7
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	2	12/11/1950	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	11/27/1988	3	1		2
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/28/1985	4	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/1/1984	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	2/5/1975	3	1		7
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	4	5/15/1989	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	9/2/1984	1	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	3/20/1968	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1/22/1935	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/13/1933	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	2	1	3	0	0	1	0	0	4	1	SINGLE	1	M	1	6/20/1972	3	1		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	0	0	0	1A	0	4	1	LTURN	1	F	1	7/9/1935	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	0	0	0	1A	0	4	1	LTURN	1	M	1	8/1/1954	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	9/1/1987	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	3	1	1	1	0	0	1A	0	4	1	UTURN	1	M	1	8/2/1951	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	3	2/22/1963	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/2/1970	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/12/1973	3	1		5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/23/1943	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/20/1982	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	9/7/1930	3	1		4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	5/28/1973	4	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	7/12/1948	3	1		13
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	0	0	4	1	SWSAME	1	F	1	6/18/1983	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	4	U	6		0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	3	7/29/1914	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	6/9/1985	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	3/26/1985	4	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/11/1951	3	1		4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	7/2/1962	3	1		15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	12/9/1954	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	LTURN	1	M	1	6/8/1976	3	1		15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	LTURN	1	M	1	12/3/1958	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	2	0	0	0	1A	0	4	1	LTURN	1	F	1	9/3/1983	3	1		15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1998-00-00	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/6/1950	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/15/1969	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/14/1952	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/1/1975	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	8/13/1965	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/11/1938	3	1		1

07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	2/15/1937	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	5/20/1933	3	1	15
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	2	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	3/4/1988	0	1	4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	2	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	2/14/1962	0	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1987-00-00	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/16/1980	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	0	0	4	1	REAREN	1	F	1	2/1/1967	3	1	2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	0	0	4	1	REAREN	1	F	1	7/5/1949	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	9/15/1984	3	1	18
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	4	3/5/1982	1	5	15
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/21/1985	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/18/1981	3	1	3
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	7/15/1944	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1973-00-00	0	9	2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	5/17/1963	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	10/27/1974	3	1	15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	8/19/1961	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	2/8/1981	3	1	8
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	4/26/1924	3	1	13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	7/28/1937	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	8/4/1985	3	1	7
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	8/25/1977	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	3	6/10/1952	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	8/4/1981	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	6	2/16/1955	0	9	15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	1	1
06800E	01700N	0	N	KOLB	RD	AT	E	CALLE LA PAZ	0	1	1	1	1	1	0	0	3A	0	0	1	LTURN	1	M	1	12/6/1976	3	1	1
06800E	01700N	0	N	KOLB	RD	AT	E	CALLE LA PAZ	0	1	1	1	1	1	0	0	3A	0	0	1	LTURN	1	F	1	7/25/1983	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	12/10/1953	3	1	2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	3/2/1947	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	10/1/1940	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/19/1946	3	1	15
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1/29/1946	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	6/3/1941	3	1	13
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	7/28/1980	3	1	2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	9/4/1984	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	F	1	6/12/1990	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	SWSAME	1	M	1	11/6/1932	3	1	13
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	12/7/1976	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	1/8/1954	3	1	4
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	8/18/1988	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	3/5/1922	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	1/26/1988	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/1/1977	3	1	2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	6/13/1974	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	6	1988-00-00	0	9	7
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	10/11/1985	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	6	6/1/1967	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	F	6	2/19/1981	0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	M	1	12/31/1959	3	6	18
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	SWSAME	1	F	1	7/25/1954	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1/6/1951	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	6	1978-00-00	0	9	2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	6/16/1975	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	6/13/1963	3	2	7
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	10/13/1954	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	U	6		0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	1	6/7/1974	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	6	10/27/1979	0	7	19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	6	1/23/1955	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	4/25/1933	3	1	4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	2	5/14/1953	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1/29/1965	0	7	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	3	1	0	0	1A	0	4	1	SINGLE	1	F	1	3/24/1970	3	2	5 6
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	8/22/1948	3	1	18
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	3/28/1960	3	1	15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/23/1945	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/23/1987	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	1	10/25/1980	3	9	2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	10/7/1944	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	M	1	8/27/1965	3	1	1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	RTURN	1	F	2	10/20/1923	3	1	4
07000E	01600N	0	N	KOLB	RD	FROM	E	PASEO DORADO	0	2	1	1	3	0	0	0	0	0	3	1	SWSAME	1	M	1	2/7/1967	3	1	1
07000E	01600N	0	N	KOLB	RD	FROM	E	PASEO DORADO	0	2	1	1	3	0	0	0	0	0	3	1	SWSAME	1	M	1	11/26/1979	3	1	13
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	5/7/1968	3	1	5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	5/12/1970	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1		0	9	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	M	2	11/26/1963	3	1	2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	1A	0	4	1	REAREN	1	F	2	3/10/1972	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/31/1985	3	1	5
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	4/20/1951	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	9/3/1934	3	1	2

07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	12/6/1960	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	7/19/1978	3	1		15
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	12/18/1972	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	5/16/1955	3	1		8
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/6/1957	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1978-00-00	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	3	1/1/1920	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	2/13/1987	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/25/1962	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/8/1984	3	7	1	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/14/1974	3	1		4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	5/10/1974	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	3/25/1987	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	12/30/1930	3	1		7
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/17/1950	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	2	1	3	1	0	0	1A	0	0	1	SINGLE	1	M	6	1972-00-00	0	9		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	2	1	3	1	0	0	1A	0	0	1	SINGLE	4	U	6		0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	2	1	3	1	0	0	1A	0	0	1	SINGLE	4	M	6	12/21/1957	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	2	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	9/24/1991	3	1		15
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	2	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	4/12/1969	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	1988-00-00	0	9		2
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/6/1978	3	1		1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	4	M	6	12/10/1987	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	3	1	1	2	1	0	0	1A	0	4	1	REAREN	4	M	6	6/3/1989	0	7		19
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	SWSAME	1	M	6	1980-00-00	0	9		13
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	SWSAME	1	F	1	10/19/1982	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	SWSAME	4	M	6		0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/12/1987	3	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/23/1949	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	8	0	0	0	4	1	SWSAME	1	M	1	2/14/1973	3	1		1
06700E	02000N	0	N	KOLB	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	8	0	0	0	4	1	SWSAME	1	M	1	10/21/1962	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	2	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	11/8/1926	3	1		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	2	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	11/3/1967	3	1		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/20/1979	3	1		5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/28/1947	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/4/1982	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1948-00-00	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	0	REAREN	1	M	1	2/28/1977	3	7		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	0	REAREN	1	F	1	5/5/1985	3	1		2
06800E	01700N	0	N	KOLB	RD	FROM	E	CALLE LA PAZ	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	2	10/19/1935	3	1		9
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	2/5/1986	3	1		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	11/27/1985	4	1		19
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	UTURN	1	M	1	3/30/1957	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	11/17/1947	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	1/23/1948	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	3	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	10/28/1954	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	1	U	6		4	9		9
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	4	M	6	2/28/1952	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	4	M	6	9/8/1981	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	3	1	1	1	0	0	1A	0	0	1	SINGLE	4	M	6	1/4/1968	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	8/28/1957	3	1		2
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	4/6/1945	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	3	0	1A	0	4	1	LTURN	1	F	1	11/1/1927	3	1		4
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	3	0	1A	0	4	1	LTURN	1	M	1	12/18/1964	3	1		1
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/15/1993	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/5/1961	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	5/6/1971	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/16/1998	0	7		19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	2/16/1994	0	7		19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	5/20/1920	3	1		18
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	9/20/1955	3	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	4	0	0	0	3A	0	4	1	ANGLE	3	M	3	4/28/1993	0	1		18
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	3	1	4	0	0	0	3A	0	4	1	ANGLE	1	M	1	10/30/1956	3	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	2/17/1970	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	12/22/1963	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	5/31/1989	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	9/5/2006	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/21/1969	0	7		19
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	5/13/1970	0	7		19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	4	7/30/1969	6	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/3/1924	3	1		5
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	1	1	0	0	0	0	3	1	SWSAME	1	F	1	4/21/1987	0	1		1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	2	1	1	1	1	0	0	0	0	3	1	SWSAME	1	F	1	3/2/1990	0	1		13
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	2	0	1A	0	4	1	PEDEST	1	M	1	6/8/1975	3	1		4
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	1	1	1	1	1	2	0	1A	0	4	1	PEDEST	2	F	3		0	1		1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	2/20/1974	0	7		19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/28/1989	4	1		2
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	9/6/1989	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	1/23/1988	3	1		1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	F	1	7/13/1939	3	1		7
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	0	0	0	1A	0	4	1	ANGLE	1	M	4	11/17/1925	3	1		1

07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	6/4/1952	3	1	7
07100E	01100N	0	E	SPEEDWAY	BL	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	3	7/26/1979	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	2/22/1972	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/21/1970	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	RTURN	1	M	1	11/3/1984	3	8	8
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	RTURN	1	M	1	5/17/1946	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	3	1	1	3	0	0	0	1A	0	4	1	RTURN	4	M	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/18/1951	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/15/1980	3	1	5
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	11/25/1931	3	1	4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	12/22/1991	3	1	1
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	9/30/1987	3	1	2
07100E	01100N	0	N	KOLB	RD	AT	E	SPEEDWAY	BL	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	5/23/1980	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	5/29/1950	3	1	13
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	2/6/1971	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	9/17/1971	3	1	15
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	4/1/1936	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	12/14/1986	3	1	15
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	11/9/1947	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	8/23/1990	3	1	5
06700E	02000N	0	E	TANQUE VERDE	RD	FROM	N	KOLB	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	9/22/1985	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	SWSAME	1	U	6		0	9	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	SWSAME	1	M	2	11/15/1973	3	1	1
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	SWSAME	4	U	6		0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	SWSAME	4	M	6	12/25/1959	0	7	19
07100E	01100N	0	E	SPEEDWAY	BL	FROM	N	KOLB	RD	1	2	1	3	0	0	0	0	0	4	1	SWSAME	4	F	6	6/15/1969	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/7/1976	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	10/20/1989	3	1	4
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	5/12/1946	3	1	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	3	3	1	1	1	0	0	1A	0	4	1	LTURN	1	U	1	2/5/1959	3	1	19
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	11/29/1961	3	1	1
07100E	01100N	0	N	KOLB	RD	FROM	E	SPEEDWAY	BL	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/24/1962	3	1	13
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	9/1/1977	3	2	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	7/21/1974	3	2	4
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	7/5/1985	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	9/27/1982	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	F	6	1/16/1985	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	12/27/1980	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	F	6	2/1/1991	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	6	12/21/1990	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	4	M	4	4/6/1962	0	7	19
06700E	02000N	0	N	KOLB	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	2	7/21/1974	0	7	19
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	11/16/1962	3	1	1
06700E	02000N	0	E	TANQUE VERDE	RD	AT	N	KOLB	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	1/31/1988	3	1	4

1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	1959-00-00	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/19/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	6/19/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	10/12/1954	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	4	M	6	5/26/1983	0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	4/22/1939	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	1982-00-00	0	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	M	2	1/20/1947	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	F	1	12/28/1953	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	3	1	1	1	1	0	0	0	0	3	1	UTURN	4	U	6		0	7
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	3	1	1	1	1	0	0	0	0	3	1	UTURN	1	F	1	2/25/1933	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	3	1	1	1	1	0	0	0	0	3	1	UTURN	1	M	2	4/17/1929	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	2A	0	4	1	REAREN	1	U	1	12/24/1976	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	7/23/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	5/11/1963	0	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	8/8/1967	3	1
0	07100E	02500N	0	E	CAMINO BACELAR	0	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	M	1	5/13/1987	3	1
0	07100E	02500N	0	E	CAMINO BACELAR	0	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	F	1	7/8/1940	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	8/23/1952	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	8/27/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/14/1987	2	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	3	2/22/1957	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	M	1	10/9/1979	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	9/20/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	4/10/1968	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	7/24/1977	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	2/10/1974	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	12/3/1955	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	10/3/1949	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	0	1	REAREN	1	M	1	5/12/1951	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	6/16/1930	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/27/1934	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	5/11/1972	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6	4/21/1951	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	2	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/14/1981	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	2	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/11/1988	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	LTURN	1	F	4	9/2/1922	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/1/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/3/1982	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	2	10/11/1939	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	4A	0	4	1	LTURN	1	F	3	8/19/1956	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	4A	0	4	1	LTURN	1	M	3	5/24/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	4A	0	4	1	LTURN	1	M	1	7/11/1955	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	1/18/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	1/28/1961	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	5/6/1981	1	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	3	2/23/1918	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/20/1976	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	3/17/1956	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	3A	4	1	LTURN	1	M	1	11/19/1976	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	3A	4	1	LTURN	1	F	1	9/24/1958	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	3A	4	1	LTURN	1	M	1	11/18/1967	0	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/9/1979	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	10/22/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	4/23/1966	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	9/12/1978	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	4/4/1979	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	2A	0	1	REAREN	1	M	1	12/6/1984	0	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	2A	0	1	REAREN	1	M	1	2/29/1936	1	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	11/20/1947	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	1/26/1947	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	2/6/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	11/6/1965	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	9/30/1961	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	2/6/1953	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/29/1966	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	11/11/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	2/18/1960	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	2/18/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	12/14/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	2/4/1941	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/24/1985	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	12/24/1967	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	7/30/1973	3	5
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/16/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/5/1935	3	2
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	11/9/1968	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	2	6/28/1945	3	1

0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	3/11/1963	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	5/30/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	1/30/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	11/26/1980	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/26/1946	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	11/30/1986	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	4	1/1/1954	0	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	3/3/1969	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	7/24/1958	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	SWSAME	4	U	6		0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	SWSAME	4	U	6		0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	SWSAME	1	M	6		0	9
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	SWSAME	1	F	3	5/8/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	1	0	0	0	0	4	1	SINGLE	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	1	0	0	0	0	4	1	SINGLE	1	F	1	4/21/1987	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	1	9	0	1A	0	4	1	REAREN	1	F	1	5/5/1952	3	2
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	1	9	0	1A	0	4	1	REAREN	1	M	2	3/9/1977	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	1	9	0	1A	0	4	1	REAREN	1	F	1	4/22/1954	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	M	1	1/6/1951	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	M	1	3/1/1923	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	3/28/1957	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	10/11/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/26/1943	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	4	5/19/1924	0	1
0	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	VACTOR RANCH	TR	1	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
0	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	VACTOR RANCH	TR	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	11/6/1945	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	0	0	0	0	0	4	1	SINGLE	1	M	2	4/24/1981	3	2
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/15/1983	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	3	1923-00-00	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	ANGLE	1	F	2	6/27/1948	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	VACTOR RANCH	TR	3	1	1	2	0	0	0	0	0	1	1	REAREN	1	F	3	6/11/1961	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	VACTOR RANCH	TR	3	1	1	2	0	0	0	0	0	1	1	REAREN	1	M	1	1/12/1938	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	VACTOR RANCH	TR	3	1	1	2	0	0	0	0	0	1	1	REAREN	1	M	1	4/4/1954	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	VACTOR RANCH	TR	3	1	1	2	0	0	0	0	0	1	1	REAREN	1	M	1	8/12/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	OTHER	1	M	1	8/19/1979	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	OTHER	1	F	1	9/20/1933	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	0	0	0	0	0	4	1	REAREN	1	F	1	9/4/1970	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	0	0	0	0	0	4	1	REAREN	1	M	1	12/6/1934	7	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/9/1985	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	11/7/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	8/2/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	1/23/1954	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	0	0	0	0	0	4	1	ANGLE	1	M	1	4/27/1957	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	9	0	1A	0	4	1	REAREN	1	M	4	10/24/1943	0	9
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	3	1	3	0	9	0	1A	0	4	1	REAREN	1	M	1	8/23/1943	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/16/1966	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	11/2/1983	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	F	3	4/2/1959	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	REAREN	1	M	1	4/26/1943	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	0	9	0	1A	0	4	1	LTURN	1	M	1	3/26/1964	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	0	9	0	1A	0	4	1	LTURN	1	M	1	9/9/1945	3	2
0	07100E	02600N	0	N	SABINO CANYON	RD	FROM	E	ACOMA	PL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/13/1983	3	1
0	07100E	02600N	0	N	SABINO CANYON	RD	FROM	E	ACOMA	PL	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/18/1961	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	UTURN	1	M	1	10/2/1955	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	UTURN	1	F	1	8/23/1963	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	4	U	6		0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	4	F	6	4/13/1975	0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	2	7/28/1963	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	3	5/28/1952	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	F	3	6/29/1979	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	M	3	4/11/1980	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	SWSAME	1	U	6		4	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	2	7/18/1964	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	9/1/1988	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	9/2/1987	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	F	6	5/17/1968	0	7
1	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	ARROWHEAD	DR	2	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
1	07100E	02800N	0	N	SABINO CANYON	RD	FROM	E	ARROWHEAD	DR	2	1	1	3	0	0	0	0	0	4	1	SINGLE	1	U	6		0	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	0	0	4	1	RTURN	1	F	1	4/4/1925	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	1	0	0	0	0	4	1	RTURN	1	F	1	3/16/1963	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	10/7/1971	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	1/7/1924	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	5/1/1954	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	3	1/19/1954	6	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	3/14/1956	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	M	1	12/28/1980	3	1

0	07100E	03000N	0	E	CAMINO DEL RIO	0	AT	N	SABINO CANYON	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/11/1988	0	7			
0	07100E	03000N	0	E	CAMINO DEL RIO	0	AT	N	SABINO CANYON	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7			
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	12/10/1973	0	7			
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	8/16/1960	0	7			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	11/13/1936	0	7			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/5/1954	0	7			
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	1/6/1985	0	7			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/1/1963	0	7			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	9/7/1944	0	7			
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	2/10/1954	3	1			
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	6	1980-00-00	0	9			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	2	6/28/1949	4	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	6/22/1952	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	LTURN	1	F	1	7/8/1958	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	LTURN	1	F	1	12/27/1964	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	LTURN	1	M	1	1/18/1931	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	9/17/1987	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/19/1942	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/2/1985	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	NCM	1	M	3	8/30/1983	1	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	0	0	4	1	RTURN	1	M	1	7/5/1971	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	0	0	0	0	0	4	1	RTURN	1	M	1	6/8/1934	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	9/29/1984	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	1/22/1986	3	7			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	2	11/20/1940	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	10/4/1984	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	2	12/22/1978	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	4	3/20/1962	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	3	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	8/18/1925	3	1			
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	4	M	3	1960-00-00	0	7			
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7			
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7			
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	3	2/16/1957	3	1			
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	M	6		0	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	4/13/1929	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	9/25/1945	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	12/3/1971	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	3/8/1925	0	9			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	4/12/1979	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	7/28/1987	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	3	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	10/6/1972	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	F	1	6/7/1981	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	F	1	2/1/1975	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	2	6/21/1960	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	M	1	2/2/1977	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	4	U	6		0	7			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	4	U	6		0	7			
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	F	1	3/18/1970	3	1			
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	M	2	7/30/1927	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	1	1/29/1937	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	8/2/1983	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	OTHER	1	F	1	10/24/1977	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	4	0	0	0	0	0	4	1	OTHER	1	F	1	5/20/1962	3	1			
0	07100E	02500N	0	E	CAMINO BACELAR	0	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/14/1950	3	1			
0	07100E	02500N	0	E	CAMINO BACELAR	0	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	12/21/1956	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	2	1/7/1939	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	3/11/1976	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	9/27/1957	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/22/1977	0	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/20/1930	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	9/8/1952	3	2			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	4/6/1958	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	11/27/1984	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	7/21/1964	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/18/1952	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2		3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	4	U	6		0	7			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	3	M	3	9/28/1935	0	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	2	0	1A	0	0	1	BICYCL	1	F	1	2/6/1935	3	1			
0	07100E	02500N	0	N	SABINO CANYON	RD	FROM	E	CAMINO BACELAR	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/26/1961	3	1			
0	07100E	02500N	0	N	SABINO CANYON	RD	FROM	E	CAMINO BACELAR	0	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	8/5/1987	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	3	8/13/1936	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	1	12/18/1983	3	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	3	2/21/1945	1	1			
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/13/1947	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	9/9/1950	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/12/1954	3	1			
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	9/12/1921	3	1			

0	07100E	02500N	0	E	CAMINO BACELAR	0	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	5/30/1927	3	1
0	07100E	02500N	0	E	CAMINO BACELAR	0	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	UTURN	1	M	1	3/24/1981	3	1
0	07100E	02600N	0	N	SABINO CANYON	RD	FROM	E	PORTAL AIROSO	0	1	1	4	3	0	0	0	0	0	4	1	SINGLE	1	F	1	1/31/1985	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	2	11/13/1982	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	2/26/1983	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	4/19/1977	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	5/27/1957	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	11/2/1975	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	5/11/1958	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	7/7/1929	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	9/24/1953	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	M	1	1/18/1946	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	2	1/30/1937	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	6/20/1957	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	AT	E	VACTOR RANCH	TR	3	1	1	1	1	0	0	3A	0	4	1	BICYCL	1	M	1	12/24/1932	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	AT	E	VACTOR RANCH	TR	3	1	1	1	1	0	0	3A	0	4	1	BICYCL	3	M	4	12/29/1979	0	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/14/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	3	2/8/1953	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	5/24/1947	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	4	1	0	0	0	0	4	1	LTURN	1	F	2	2/13/1959	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	4	1	0	0	0	0	4	1	LTURN	1	M	1	6/27/1941	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	1	ANGLE	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	3/20/1942	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	6/15/1936	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	HEADON	1	M	1	4/12/1976	3	2
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	HEADON	1	M	1	5/5/1973	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/11/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	4/18/1959	4	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	3	1	LTURN	1	F	1	2/25/1964	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	3	1	LTURN	1	M	1	9/20/1974	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/4/1936	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/14/1932	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	7/22/1925	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	1	10/19/1966	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/8/1977	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1/18/1940	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/8/1964	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	UTURN	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	UTURN	1	F	1	9/24/1957	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	UTURN	1	M	1	9/7/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	5/21/1964	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	M	3	7/27/1916	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	0	0	0	0	0	0	1	ANGLE	1	M	1	9/2/1987	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	0	0	0	0	0	0	1	ANGLE	1	M	1	1/31/1936	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	2/21/1973	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	7/28/1988	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	4	F	6	11/19/1951	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	4	F	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	1	F	3	8/22/1977	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	3	1	LTURN	1	M	3	2/1/1964	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/2/1975	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	1	1	0	0	0	0	0	1	REAREN	1	F	1	7/23/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	1	1	0	0	0	0	0	1	REAREN	1	F	3	2/9/1971	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	10/10/1972	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	4/12/1965	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	6/21/1980	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	REAREN	1	F	1	12/19/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	12/6/1978	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	12/9/1987	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/18/1988	4	1
1	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	U	6		0	9
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	5/29/1975	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/15/1964	3	2
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	7/14/1988	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	4/10/1980	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	12/23/1979	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	1	5/19/1953	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	1	0	0	0	0	4	1	LTURN	1	M	1	5/25/1988	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	1	0	0	0	0	4	1	LTURN	1	F	1	11/21/1989	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	1	0	0	0	0	4	1	LTURN	1	M	1	7/3/1954	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	2	1	0	0	0	0	4	1	REAREN	1	M	1	8/2/1980	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	2	1	0	0	0	0	4	1	REAREN	1	M	1	8/4/1963	3	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	1	0	0	4	1	REAREN	1	F	1	11/6/1968	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	1	0	0	4	1	REAREN	1	M	1	4/7/1986	3	2
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	7/20/1978	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/5/1928	3	1

0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	9/18/1956	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	2	7/17/1930	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	0	0	0	2A	0	4	1	REAREN	1	F	1	2/4/1960	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	0	0	0	2A	0	4	1	REAREN	1	M	1	5/8/1971	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	6	3/27/1952	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	11/26/1964	3	1
0	07100E	03000N	0	N	SABINO CANYON	RD	FROM	E	CAMINO DEL RIO	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
0	07100E	03000N	0	N	SABINO CANYON	RD	FROM	E	CAMINO DEL RIO	0	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	M	1	2/2/1951	3	2
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	5/16/1982	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/5/1986	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	3/14/1975	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	12/9/1957	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	4/30/1952	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	LTURN	1	M	2	11/15/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	LTURN	1	F	3	12/29/1927	3	9
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	4	U	6		0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	3/24/1977	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	1/12/1932	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	1/26/1932	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	6/13/1931	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	8/23/1960	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	U	1	8/31/1931	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	3	0	0	0	0	0	4	1	SINGLE	1	F	1	9/4/1937	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	6		0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	1971-00-00	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/9/1930	0	7
0	07100E	02500N	0	E	CAMINO BACELAR	0	AT	N	SABINO CANYON	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	2	1/14/1952	0	7
0	07100E	02500N	0	E	CAMINO BACELAR	0	AT	N	SABINO CANYON	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	2	12/16/1946	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	3	2/6/1981	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	M	2	8/20/1948	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	6/26/1988	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	4	M	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/1/1966	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	3/3/1980	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	10/10/1956	3	2
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	1	F	1	8/6/1926	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	1	F	1	7/2/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	1A	0	4	1	RTURN	1	M	1	8/10/1981	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	4/12/1956	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1		3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	10/28/1945	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	4/20/1952	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	8/5/1962	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	10/21/1970	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	11/28/1947	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	2	4/4/1970	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/21/1990	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	M	1	12/4/1981	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	3	1	1	2	0	0	0	1A	0	4	1	REAREN	1	F	1	4/29/1965	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	7/16/1975	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	11/28/1966	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	2/11/1968	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	U	6		0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1978-00-00	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1		0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/14/1977	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	0	0	0	0	0	0	0	0	0	0	0	4	F	1	7/20/1979	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	3	1	SINGLE	4	U	1		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	3	1	SINGLE	1	M	1	10/28/1926	3	2
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	12/26/1980	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	F	2	5/12/1988	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	12/24/1964	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	3	ANGLE	1	M	2	8/6/1954	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	4	0	0	0	0	0	4	3	ANGLE	1	M	1	4/10/1952	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	2A	0	0	1	REAREN	1	M	1	6/11/1951	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	3	1	1	1	0	0	2A	0	0	1	REAREN	1	M	1	11/1/1958	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	0	1	REAREN	1	F	1	10/17/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	0	1	REAREN	1	F	1	7/9/1979	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	6/1/1945	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/16/1951	3	1

0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	2	3	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	10/19/1981	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	2	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	12/30/1937	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	12/6/1934	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	12/5/1990	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	F	1	1/11/1920	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	2	6/9/1978	1	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	4	F	6	5/23/1944	0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	2/4/1942	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	4/25/1929	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	M	1	8/9/1970	0	2
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	2	1	2	0	0	0	0	0	2	1	REAREN	1	M	1	10/13/1929	3	9
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	2	1	2	0	0	0	0	0	2	1	REAREN	1	M	1	8/4/1989	0	9
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	12/19/1983	4	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	6/11/1977	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	9/4/1954	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	ANGLE	1	F	3	5/3/1925	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	12/20/1974	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	2/23/1963	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	3	4/24/1984	2	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	3/5/1960	2	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/21/1989	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	3/21/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	1	0	0	0	0	4	1	RTURN	1	M	1	7/9/1941	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	1	0	0	0	0	4	1	RTURN	1	M	1	1/1/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	11/21/1949	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/7/1979	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	1/25/1981	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	8/22/1958	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	1	2/3/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	LTURN	1	F	2	3/29/1953	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	M	1	9/14/1983	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	U	6		0	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	2/11/1942	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	2	5/17/1940	6	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	0	1	REAREN	1	F	1	4/3/1952	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	0	1	REAREN	1	M	1	9/2/1960	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	F	1	3/17/1927	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	1	1	0	0	0	0	4	1	LTURN	1	F	1	2/2/1934	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	1	9/12/1960	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	0	1	LTURN	1	F	3	9/10/1969	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	8/4/1984	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	9	0	1A	0	0	1	LTURN	1	M	1	5/12/1947	3	2
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	1	F	1	2/10/1946	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	3	F	3	7/18/1975	0	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	SWSAME	1	F	1	10/28/1961	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	4	1	SWSAME	3	M	2		0	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	4	F	6	10/10/1949	0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	1	M	1	12/9/1970	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	4	F	6		0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	9	0	1A	0	4	1	SWSAME	1	F	6	9/2/1948	3	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	9/15/1968	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	2	3/25/1966	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	6/25/1946	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/6/1988	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	F	2	8/24/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	0	0	4	1	REAREN	1	M	1	8/2/1949	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	1	0	1	1A	0	4	1	REAREN	1	M	1	3/13/1937	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	2	1	3	1	0	1	1A	0	4	1	REAREN	1	F	1	7/8/1981	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	2	1	1	1	9	1	1A	0	4	1	ANGLE	1	M	1	7/10/1940	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	2	1	1	1	9	1	1A	0	4	1	ANGLE	1	F	1	10/27/1973	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1987-00-00	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	3	12/1/1952	0	7
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	3/29/1971	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	9/3/1961	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	M	1	5/18/1933	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	1/9/1965	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	3	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	1/30/1988	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	1/13/1991	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	7/23/1970	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	2	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	12/8/1989	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	4	3/15/1980	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	4	4/26/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	11/23/1955	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	10/16/1934	2	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	11/21/1966	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	NCM	1	M	3	6/9/1953	6	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	1	0	0	1A	0	4	1	REAREN	1	F	2	8/9/1971	3	1

0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	4/28/1988	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	4/5/1913	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	9/4/1969	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	8/25/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	10/5/1982	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	3/19/1957	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/4/1931	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	7/18/1984	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	4	1	0	0	1A	0	4	1	ANGLE	1	F	1	11/13/1978	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	AT	E	CAMINO BACELAR	0	1	1	1	4	1	0	0	1A	0	4	1	ANGLE	1	F	1	3/9/1986	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	2A	0	4	1	REAREN	1	U	1	6/27/1968	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	2	1	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	7/16/1927	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	12/5/1930	3	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	9/25/1963	3	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	10/2/1987	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	3	M	3	8/4/1980	0	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	2A	0	4	1	REAREN	1	M	1	1/24/1984	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	2A	0	4	1	REAREN	1	F	2	2/21/1977	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	3	1/5/1960	1	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	11/16/1928	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	11/17/1964	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	2/18/1969	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	1	F	1	8/23/1987	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	RTURN	1	F	1	11/2/1936	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	9/4/1956	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	4/6/1978	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	1	10/10/1964	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	3	5/11/1973	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	4/17/1952	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	2/24/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	2/6/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	2	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/5/1936	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	12/17/1982	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	11/24/1964	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	M	1	10/6/1959	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	0	0	4	1	REAREN	1	F	1	6/11/1961	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	2	0	0	0	1A	0	4	1	BACKNG	1	M	1	11/10/1973	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	2	0	0	0	1A	0	4	1	BACKNG	1	F	6	11/7/1989	0	9
0	07100E	02500N	0	N	SABINO CANYON	RD	FROM	E	CAMINO BACELAR	0	1	1	1	4	0	0	0	1A	0	4	2	LTURN	1	F	1	9/25/1989	3	1
0	07100E	02500N	0	N	SABINO CANYON	RD	FROM	E	CAMINO BACELAR	0	1	1	1	4	0	0	0	1A	0	4	2	LTURN	1	U	1	8/12/1955	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	11/22/1980	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	5/31/1935	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	0	1	SWSAME	1	F	1	5/12/1950	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	0	1	SWSAME	1	M	1	12/31/1975	3	1
1	07100E	02400N	0	E	OPATAS	PL	FROM	N	SABINO CANYON	RD	2	2	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
1	07100E	02400N	0	E	OPATAS	PL	FROM	N	SABINO CANYON	RD	2	2	1	3	0	0	0	0	0	4	1	SINGLE	4	U	6		0	7
1	07100E	02400N	0	E	OPATAS	PL	FROM	N	SABINO CANYON	RD	2	2	1	3	0	0	0	0	0	4	1	SINGLE	1	F	6		0	9
1	07100E	02400N	0	E	OPATAS	PL	FROM	N	SABINO CANYON	RD	2	2	1	3	0	0	0	0	0	4	1	SINGLE	4	M	6	1/17/1966	0	7
0	07100E	02600N	0	N	SABINO CANYON	RD	AT	E	PORTAL AIROSO	0	1	1	1	1	1	0	0	0	0	4	1	SINGLE	1	M	1	5/5/1924	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	12/24/1942	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	2	4/7/1983	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	10/9/1922	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	9/21/1933	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	M	1	5/25/1969	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	3	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	6/9/1977	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	F	3	9/24/1951	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	5/31/1951	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	11/11/1964	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	4/3/1980	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	F	1	10/7/1936	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	2A	0	4	1	REAREN	1	M	1	9/12/1972	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	10/2/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	1/14/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	10/19/1963	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/9/1979	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	8	0	1A	0	4	1	BICYCL	3	M	2	6/18/1993	0	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	3	1	1	4	0	8	0	1A	0	4	1	BICYCL	1	M	1	10/30/1965	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	10/4/1989	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	RTURN	1	F	1	1/29/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	3	1	REAREN	1	F	1	2/19/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	3	1	REAREN	1	F	1	10/31/1949	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	12/1/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	3/26/1990	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/28/1961	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	5/15/1957	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	M	1	2/3/1931	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	1	0	0	1A	0	0	1	REAREN	1	F	1	9/5/1946	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	0	0	0	1A	0	0	1	REAREN	1	F	1	8/26/1950	3	1

1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/24/1973	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1988-00-00	0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	M	1	5/9/1974	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	2A	0	0	1	REAREN	1	F	2	7/16/1972	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	BICYCL	1	M	1	1/17/1939	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	BICYCL	3	M	3	5/11/1989	0	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	2/24/1989	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	7/14/1952	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	2/5/1963	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	9/20/1990	3	8
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	SWSAME	1	M	1	2/1/1933	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	1	0	0	4	1	SWSAME	1	M	1	8/27/1987	3	1
0	07100E	03000N	0	N	SABINO CANYON	RD	FROM	E	CAMINO DEL RIO	0	1	1	1	3	1	0	0	0	0	4	1	UTURN	1	F	3	9/25/1990	4	8
0	07100E	03000N	0	N	SABINO CANYON	RD	FROM	E	CAMINO DEL RIO	0	1	1	1	3	1	0	0	0	0	4	1	UTURN	1	F	3	5/6/1946	4	1
0	07100E	03000N	0	N	SABINO CANYON	RD	FROM	E	CAMINO DEL RIO	0	1	1	1	3	1	0	0	0	0	4	1	UTURN	1	F	1	12/28/1970	4	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	3/17/1943	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	F	1	1/15/1956	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	8/18/1989	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	1	0	0	1A	0	4	1	REAREN	1	F	1	12/12/1973	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	1	0	0	1A	0	4	0	OTHER	1	F	1	12/14/1967	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	1	0	0	1A	0	4	0	OTHER	1	F	1	8/19/1978	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	1/25/1954	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/22/1990	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	F	1	10/22/1990	3	1
1	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	2	1	0	0	1A	0	4	1	REAREN	1	U	6		0	9
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	M	1	5/25/1953	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	F	1	12/27/1962	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	1	3	0	1A	0	4	1	REAREN	1	F	1	12/11/1963	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	F	1	8/4/1963	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	4	0	0	0	0	0	4	1	ANGLE	1	M	1	6/18/1990	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	8/26/1986	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	5/12/1973	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	4	0	0	0	0	0	4	1	LTURN	1	M	1	12/15/1952	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	3/2/1947	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	3	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	1/15/1964	3	5
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	11/1/1954	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	6	8/30/1973	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	1/13/1969	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	3/30/1967	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	8/27/1987	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	F	1	5/23/1986	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	1/13/1949	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	8/18/1968	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	1	4/7/1962	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	F	1	3/1/1951	0	7
0	07100E	02600N	0	E	ACOMA	PL	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	3A	0	2	1	RTURN	1	M	1	3/5/1991	3	1
0	07100E	02600N	0	E	ACOMA	PL	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	3A	0	2	1	RTURN	1	F	1	1/12/1961	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	1	M	1	7/10/1961	2	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	1	M	1	11/30/1957	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	4	U	6		0	7
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	2	1	1	3	1	0	0	1A	0	4	1	BACKNG	4	U	6		0	7
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	M	1	10/30/1971	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	3	1	1	1	1	0	0	1A	0	4	1	ANGLE	1	F	1	4/3/1992	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	11/30/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	F	1	7/14/1942	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	1	9/25/1967	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	3	1	1	1	1	0	0	1A	0	4	1	LTURN	1	M	2	2/16/1976	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	4/23/1987	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	1A	0	4	1	REAREN	1	M	1	4/8/1963	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	4	1	REAREN	1	F	1	1/27/1992	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	2	1	0	0	2A	0	4	1	REAREN	1	F	1	4/15/1947	3	1
0	07100E	02200N	0	E	REDBUD	RD	FROM	N	SABINO CANYON	RD	1	1	0	3	0	0	0	0	0	2	1	REAREN	1	M	1	8/14/1954	3	1
0	07100E	02200N	0	E	REDBUD	RD	FROM	N	SABINO CANYON	RD	1	1	0	3	0	0	0	0	0	2	1	REAREN	1	M	1	11/24/1975	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	1	7/1/1977	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	REAREN	1	F	2	12/25/1948	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	4/16/1977	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	FROM	N	SABINO CANYON	RD	1	1	1	3	0	0	0	0	0	4	1	SWSAME	1	M	1	6/24/1959	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	2	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	4/27/1968	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	2	1	1	1	1	0	0	1A	0	4	1	REAREN	1	M	1	11/20/1976	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	0	0	0	2A	0	4	1	REAREN	1	F	1	9/21/1972	3	1
0	07100E	02400N	0	E	TANQUE VERDE	RD	AT	N	SABINO CANYON	RD	1	1	1	1	0	0	0	2A	0	4	1	REAREN	1	M	1	3/11/1982	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	RTURN	1	M	1	12/15/1950	3	1
0	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	1	1	1	1	1	0	0	1A	0	0	1	RTURN	1	F	1	3/3/1958	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	AT	E	VACTOR RANCH	TR	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	M	1	2/24/1976	3	1
0	07100E	02800N	0	N	SABINO CANYON	RD	AT	E	VACTOR RANCH	TR	1	1	1	1	1	0	0	3A	0	4	1	LTURN	1	F	2	4/16/1929	3	1
1	07100E	02400N	0	N	SABINO CANYON	RD	AT	E	TANQUE VERDE	RD	0	0	0	0	0	0	0	0	0	0	0	0	4	M	6	11/12/1957	0	7
1	07100E	02400N	0	N	SABINO CANYON	RD	FROM	E	TANQUE VERDE	RD	1	1	1	2	1	0	0	1A	0	0	1	REAREN	1	U	6		0	9

13. APPENDIX E – OPENING YEAR (2012) MEMORANDUM

PSOMAS

April 7, 2010

Michael Graham
Public Information Officer
City of Tucson Department of Transportation
201 N. Stone Avenue
Tucson, AZ 85701

Re: Preliminary Analysis of Opening Year (2012) Operations
Kolb/Sabino Canyon Road Extension Project

Mr. Graham:

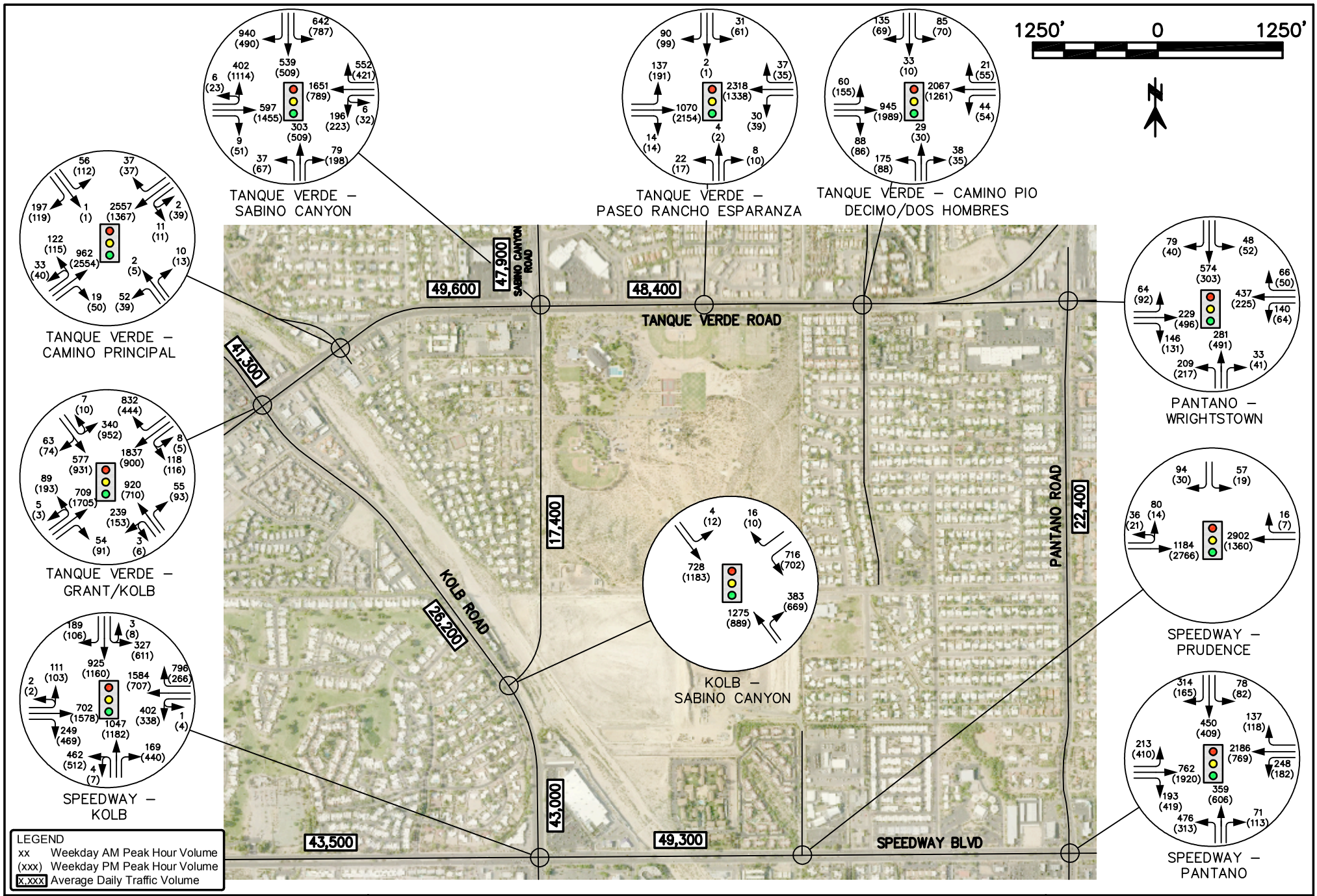
The purpose of this memorandum is to document the preliminary Level of Service (LOS) analysis completed for the opening year of the Kolb/Sabino Canyon Road Extension project. Although this scenario is not part of the Traffic Study requirements, the opening year conditions were evaluated to facilitate the air quality analysis and to quantify the initial operational improvement provided by the project.

Projected 2012 Traffic Volumes

In order to determine the projected 2012 traffic volumes for the project area, the assumptions used to develop the projected 2030 volumes in the initial traffic engineering report for this project were used. Those assumptions include a 1.1% yearly growth rate and the redistribution of traffic as detailed in the initial traffic engineering report. Figure 1 on the following page shows the projected 2012 turning movement volumes at all of the intersections in the larger project area as well as the daily traffic volumes in the immediate project vicinity. Recall that the morning peak hour was found to be from 7:30 AM to 8:30 AM and the evening peak hour was found to be from 4:30 PM to 5:30 PM.

At the intersection of Tanque Verde Road and Sabino Canyon Road, the southbound right turns and eastbound left turns will continue to represent the highest turning volumes. However, as a result of the new roadway connection, the southbound right turn and eastbound left turn volumes will be lower in 2012 than they are under existing conditions. Southbound right turns will be reduced by 22% in the AM peak hour and 28% in the PM peak hour, and eastbound left turns will be reduced by 17% in each peak hour. Other turning movement volumes will be reduced as well, including southbound left turns (22% reduction in each peak hour) and westbound right turns (22%).

In addition to the changes in volumes at the Tanque Verde Road and Sabino Canyon Road intersection, there will be noticeable changes at additional intersections in the project area. At Tanque Verde Road/Grant Road/Kolb Road, the westbound left turns will be reduced by 80% in the AM peak hour and 78% in the PM peak hour when the project is constructed.



SABINO CANYON ROAD - TANQUE VERDE RD TO KOLB RD INITIAL TRAFFIC ENGINEERING REPORT

PROJECTED TRAFFIC VOLUMES WITH PROJECT OPENING YEAR - 2012

PSOMAS

APRIL 2010

Further, the northbound right turns at the same intersection will be reduced by 76% in the AM peak hour and 83% in the PM peak hour. The significant reductions at this intersection are due to the high number of vehicles that will be traveling along the new roadway, and will therefore no longer have to detour through the Tanque Verde Road/Grant Road/Kolb Road intersection.

At the intersection of Speedway Boulevard and Kolb Road, there will be a slight increase in volumes. For example, the northbound throughs will increase 21% in the AM peak hour and 18% in the PM peak hour. Further, the southbound volumes at the intersection will increase between 5% and 30%. In addition, there will be a new signalized intersection where the new roadway meets Kolb Road, which will impose additional delays upon vehicles traveling on Kolb Road between Tanque Verde Road and Speedway Boulevard. The new intersection is expected to operate very efficiently, but even so, vehicles on Kolb Road will have to stop at an additional signalized intersection (compared to existing conditions) once the project is constructed.

Projected 2012 Level of Service (Preliminary Analysis)

The LOS for the project's opening year was evaluated using *Synchro 7*, a traffic analysis software that follows the methodology of the *Highway Capacity Manual*, and the same software that was used to determine the existing and projected LOS in the *Initial Traffic Engineering Report, Kolb Road: Connection to Sabino Canyon* (Psomas, October 2009). LOS ranges from A to F, with A representing the best operating conditions and F representing the worst. LOS D is generally considered acceptable for major intersections in an urban area.

The results of the opening year LOS analysis, which are based on the proposed road geometry and a preliminary traffic signal timing plan, are included in Table 1 on the following page. As seen in the table, the intersections are all expected to operate at LOS D or better in the AM peak hour and at LOS E or better in the PM peak hour. However, there are four movements that will operate at LOS F, all in the PM peak hour. This is compared to 18 movements (AM and PM combined) that currently operate at LOS F.

Table 2 provides a comparison of the existing intersection delays and the projected intersection delays in the opening year of the project (2012). As seen in the table, the delays at the intersections of Tanque Verde Road/Grant Road/Kolb Road and Tanque Verde Road/Sabino Canyon Road will be significantly lower in the opening year of the project (2012) than they are under existing conditions. The delays at the intersection of Speedway Boulevard and Kolb Road are expected to increase somewhat, partially due to the background growth of the traffic volumes (which will occur whether or not the project is constructed) and partially due to the traffic that will be redirected through the intersection once the project is constructed. The table also shows the projected intersection delays at the new intersection. As shown in the table, the new intersection is expected to operate with minimal delays in the opening year of the project.

Table 1. Opening Year (2012) Delays and LOS – With Project

		Kolb Road/Grant Road and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	D	C	A	B	C	A	D	C	A	D	D	D	C
	Delay	50.3	25.4	4.6	12.9	22.8	5.5	40.1	25.4	5.4	44.3	53.2	53.2	26.4
PM	LOS	D	D	B	E	B	A	E	D	B	E	D	D	D
	Delay	38.9	50.0	13.8	64.4	19.1	1.7	67.4	51.0	13.0	65.8	42.5	42.5	43.1

		Sabino Canyon Road and Tanque Verde Road												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	E	C	C	B	D	B	C	E	C	D	D	C	D
	Delay	65.0	28.5	28.5	18.4	47.1	14.7	29.9	76.2	20.7	43.8	44.9	31.1	40.4
PM	LOS	E	D	D	D	E	D	B	E	D	F	D	A	E
	Delay	70.1	39.3	39.3	53.1	78.4	36.2	18.0	78.4	41.4	88.1	39.7	5.7	55.5

		New Intersection												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS				C		A		A	A	A	A		B
	Delay				29.9		3.6		7.7	0.3	1.5	4.8		11.2
PM	LOS				C		A		A	A	A	A		A
	Delay				29.9		5.5		2.8	7.2	3.1	3.8		9.5

		Kolb Road and Speedway Boulevard												
		Eastbound			Westbound			Northbound			Southbound			Total
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
AM	LOS	C	D	A	B	C	A	E	D	A	D	D	C	D
	Delay	33.8	41.2	5.7	13.8	24.9	9.6	67.6	54.4	10.0	35.6	46.5	31.2	35.6
PM	LOS	C	F	C	F	D	B	E	E	F	E	D	B	E
	Delay	23.6	82.4	21.1	116.2	39.5	14.1	76.4	69.1	97.9	79.8	50.4	12.6	65.4

Table 2. Comparison of Intersection Delays

	AM Peak Hour		PM Peak Hour	
	Existing (sec/veh)	Opening Year (sec/veh)	Existing (sec/veh)	Opening Year (sec/veh)
Tanque Verde Rd/Grant Rd/Kolb Rd	40.5	26.4	92.8	43.1
Tanque Verde Rd/Sabino Canyon Rd	55.9	40.4	102	55.5
Speedway Blvd/Kolb Rd	27.1	35.6	52.7	65.4
New Intersection	N/A	11.2	N/A	9.5

Conclusion

When the Kolb/Sabino Canyon Road Extension project is completed and opened in 2012, it is expected to provide relief for the intersection of Grant Road/Kolb Road and Tanque Verde Road, since drivers will have a direct route to travel south on Kolb Road and will therefore no longer have to travel through the Grant Road/Kolb Road/Tanque Verde Road intersection. Further, because many of the vehicles that previously made southbound right or left turns at the intersection of Sabino Canyon Road and Tanque Verde Road to travel south (and eastbound left

turns or westbound right turns when returning to the north) will now travel straight through the intersection, it is expected that the operation of that intersection will significantly improve as well. Therefore, even with the project increase in volumes between now and 2012, it is expected that the construction of this project will reduce delays and improve operations throughout the project area.

If you have any questions related to the preceding discussion, please do not hesitate to contact us.

Respectfully Submitted,

PSOMAS

Darlene Danehy, P.E., LEED AP
Traffic Engineering Designer

14. APPENDIX F – COLONIA VERDE SAFETY MEMORANDUM

PSOMAS

October 15, 2009

Andrew McGovern, P.E.
Department of Transportation
City of Tucson
201 N. Stone Avenue
Tucson, AZ 85701

Re: Safety Analysis at Colonia Verde access on Tanque Verde Road

Mr. McGovern:

The purpose of this technical memorandum is to evaluate the safety conditions at the Colonia Verde shopping center access on Tanque Verde Road, located approximately 450 feet east of Sabino Canyon Road. The location of the driveway is shown in Figure 1. The driveway allows right and left turns into and out of the shopping center.

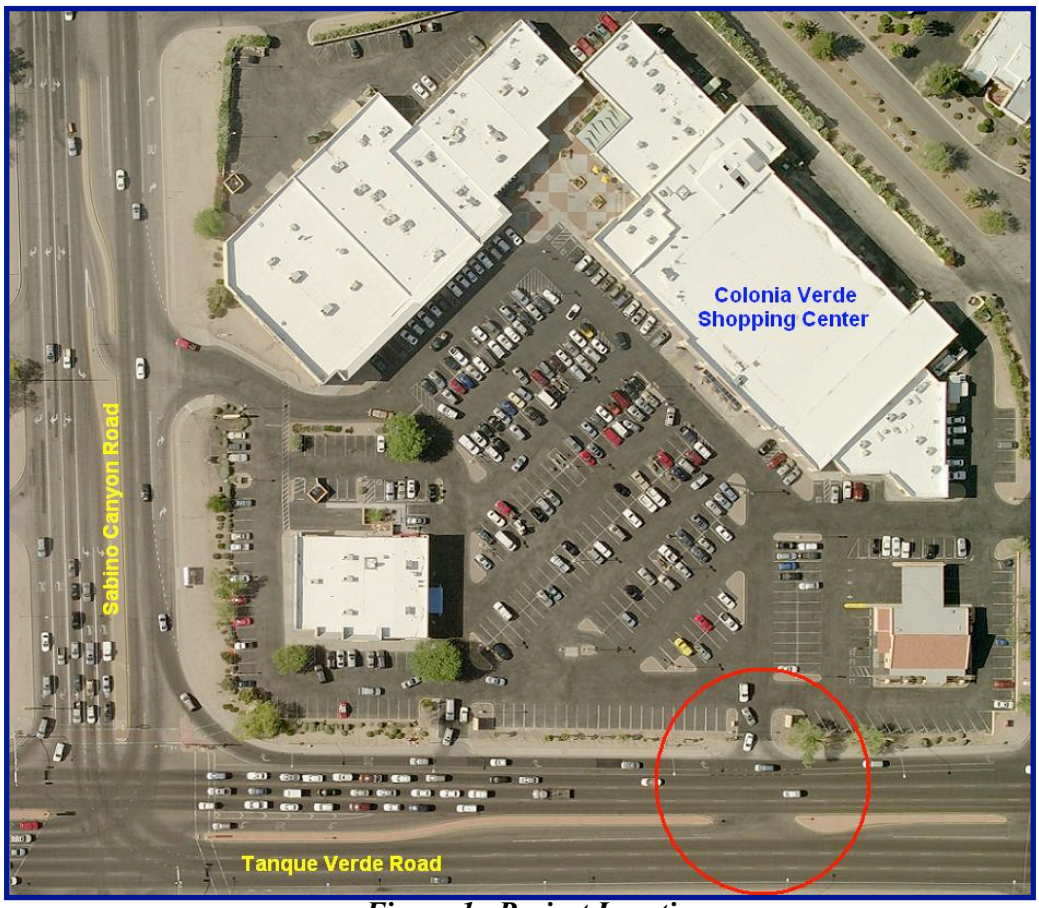


Figure 1. Project Location

Since the intersection being evaluated is not a major intersection, crash reports from incidents at the intersection are often attributed to the nearest major intersection, Sabino Canyon Road and Tanque Verde Road. Therefore, in order to evaluate crash history, the individual crash records for the intersection of Sabino Canyon Road and Tanque Verde Road were examined, and those records for crashes that occurred at the intersection of the driveway and Tanque Verde Road were isolated. The crash records cover the period from January 2006 through July 2009. No data after July 2009 is available yet.

Between 2006 and July 2009, there were a total of 30 crashes at the intersection of the driveway and Tanque Verde Road, including 22 left-turn crashes. Table 1 shows the breakdown of the left turn crashes by year and approach. Those 22 crashes resulted in 13 injuries, but no fatalities. Eleven of the 22 left turn crashes occurred when some lanes of traffic stopped to allow a left turn vehicle into or out of the shopping center, but other lanes did not, causing a collision. This highlights the conflict between queues at Sabino Canyon Road and vehicles using the median opening. The *Transportation Access Management Guidelines for the City of Tucson* states that median openings should be far enough away from nearby intersections to avoid possible interference with intersection queues.

Table 1. Left Turn Crashes, 01/2006-07/2009

Year	Left Turns from Tanque Verde Road	Left Turns from Colonia Verde Driveway	Total
2006	7	4	11
2007	6	1	7
2008	1	1	2
2009*	2	0	2
Total	16	6	22

*January to July

Typically, 5 left turn crashes per year are considered as an indication of a safety problem associated with sight distance, intersection conflicts, or significant delays due to lack of gaps. In fact, the *Manual on Uniform Traffic Control Devices* (*MUTCD*) uses a threshold of 5 correctible crashes per year as one of the criteria for consideration of a traffic signal. Installation of a signal is not appropriate at this location due to its proximity to Sabino Canyon Road and the low volumes on the minor street, but the crash criterion provides a good indication of safety problems.

As shown in the table, the number of crashes in both 2006 and 2007 exceeded the 5 crashes per year threshold, but there was a consistent decline in the number of crashes between 2006 and 2008. This could be associated with additional turning gaps created by the installation of the Paseo Rancho Esperanza / Tanque Verde Road signal in the fall of 2007. However, during the first 7 months of 2009, there have been as many crashes as there were in all of 2008, which can either be random variation or an indication that the downward trend has reversed.

Closing the median would allow additional storage to be provided for the westbound left turns at Sabino Canyon Road, which would help improve the traffic operations in the area. The westbound left turn volume at Sabino Canyon Road is expected to increase significantly with this project, and even with the addition of a second westbound left turn lane, queues will exceed the limited storage that will be available if the driveway remains full-access. If the median opening were closed,

sufficient westbound left turn storage could be provided at Sabino Canyon Road. Otherwise, the queues will likely spill back into and block westbound through traffic. Closure of the median opening would also eliminate the possibility of left turn crashes. Drivers wishing to travel east on Tanque Verde Road could turn right out of the driveway, then make a u-turn at Sabino Canyon Road.

In conclusion, we recommend that the City of Tucson consider limiting the driveway to right-in/right-out access because of the following:

- Crash history
- Substandard spacing (less than 660 feet from Sabino Canyon Road)
- Queues from Sabino Canyon Road often block the driveway, which violates a requirement in the *Transportation Access Management Guidelines for the City of Tucson*.
- Signal is not viable due to low volumes on side street
- There are alternative ingress/egress routes to the shopping center

If you have any questions related to the preceding analysis or recommendations, please do not hesitate to contact us.

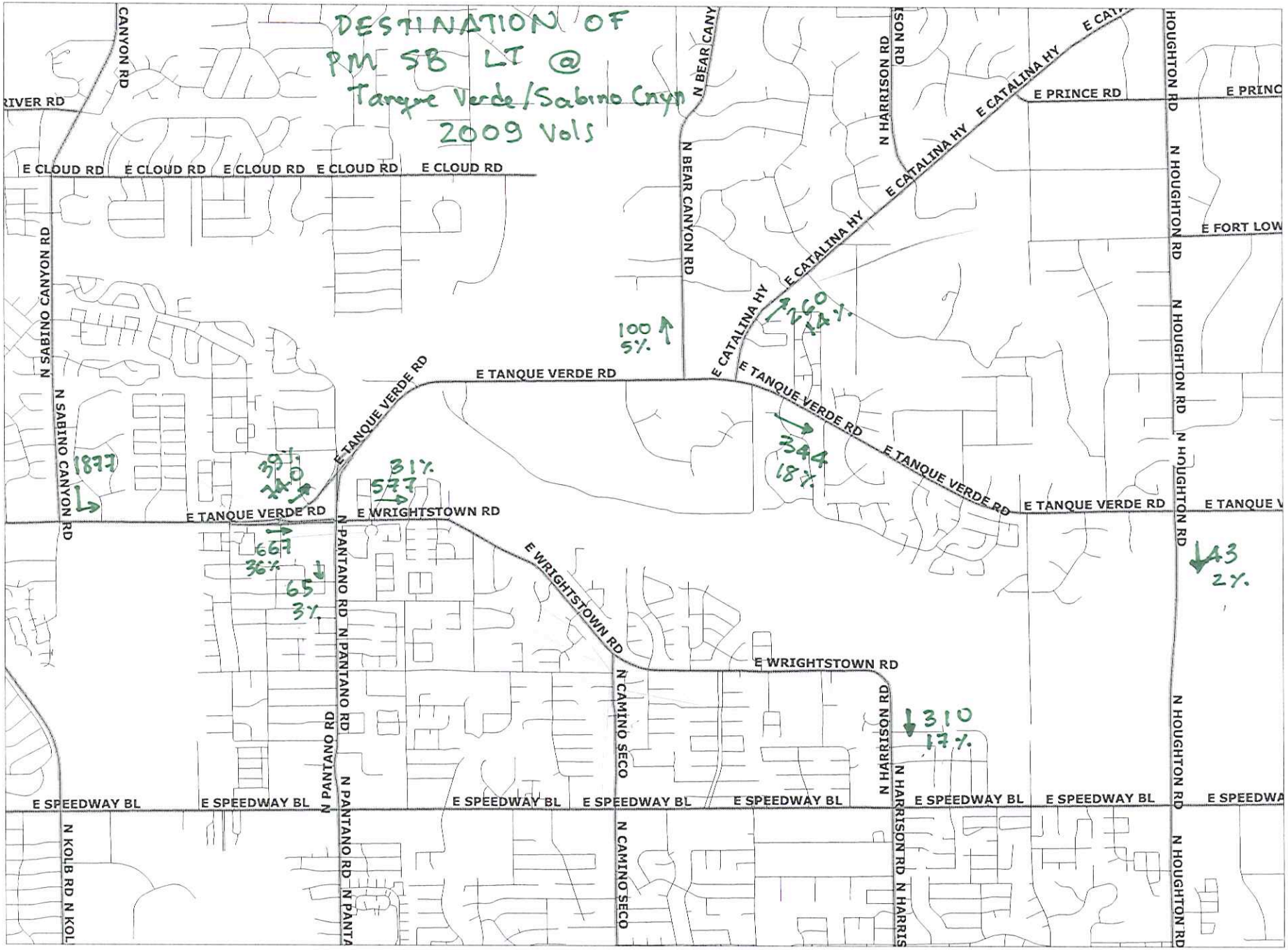
Respectfully Submitted,

PSOMAS

Alejandro Angel, P.E., PTOE
Traffic Engineering Manager

15. APPENDIX G – PAG DATA

DESTINATION OF
PM SB LT @
Tanque Verde/Sabino Cnyn
2009 Vols



SCALE 1 : 28,884

2,000 0 2,000 4,000 6,000
FEET

PAG Model 1877 SB LT in 2hrs PM (4-6)
Psomas Counts 1944 SB LT, 4-6 PM

About 25-30% are to SE
25% stays near u dell
40% to East

N