
**UNIVERSITI PUTRA MALAYSIA**

***DEVELOPMENT OF COMPOSITE MOTORCYCLING SAFETY INDEX FOR ADDRESSING MOTORCYCLE CRASH IN MALAYSIA***

**TAN AI PING**

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# DEVELOPMENT OF COMPOSITE MOTORCYCLING SAFETY INDEX FOR ADDRESSING MOTORCYCLE CRASH IN MALAYSIA

By

**TAN AI PING**

**Thesis Submitted to the School of Graduate Studies, Universiti Putra Malaysia, in Fulfilment of the Requirements for the Degree of Doctor of Philosophy**

**July 2020**

## COPYRIGHT

## DEDICATION

This work is lovingly dedicated to the memory of my mother, Liau Lee Yong, who always believed in my ability to be successful in the academic arena. You are gone but your belief in me has made this journey possible.

This work is also passionately dedicated to my beloved husband, Chong Thim Weng, who has been a constant source of support and encouragement throughout the times that I have been working to accomplish this research. Huge hugs and kisses to my son, Chong Hoe Yinn for soothing my hearts with his loving attitudes. This work also fondly dedicated to my father, Khin @ Tan Eng Boon for his never-ending supports. My achievement is for you and because of you. Thank you for always having faith in me.

Abstract of thesis presented to the Senate of Universiti Putra Malaysia in fulfilment of the requirement for the degree of Doctor of Philosophy

# DEVELOPMENT OF COMPOSITE MOTORCYCLING SAFETY INDEX FOR ADDRESSING MOTORCYCLE CRASH IN MALAYSIA

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**July 2020**

**Chairman : Associate Professor Hussain Hamid, PhD**
**Faculty : Engineering**

Motorcycle is a popular private transportation mode in developing ASEAN countries due to affordability and ease of door-to-door mobility. Although motorcycle in Malaysia represented 46% of all registered vehicles, motorcycle riders and pillions contributed to 65% of all road crash fatalities. Furthermore, the majority of fatalities occurred among individuals ageing from 16 to 25 years old. Notably, these fatalities majorly involved motorcycles on the road as a result of the interaction between vulnerable road users and other motor vehicles under mixed traffic condition. It is appreciated that roads are designed based on the characteristics of the design vehicle/driver, specifically the automobiles. However, in countries with high motorcycle number, the road designed for automobiles should be shared with the motorcycles, which leads to road crash as the motorcyclists get entangled with other vehicles. Given the expectation that motorcyclists share the roads with other mixed vehicles, a better understanding of motorcycle riders' perception of traffic and road environment variables affecting safe motorcycling is essential for creating a safer riding environment. Notably, an effective engineering measure to address motorcycle safety in mixed traffic conditions is by segregating motorcycle along the roadways. Although this idea may be applied along full or partial access control roadways, it may not be feasible on trunk roads and arterial roads due to the substantial number of access points, short links, and limitations in road space from the linear developments.

The first phase of this study involved a literature review to identify the variables relating to road users' safety perception on the traffic and roadway segments. The variables referred to safe motorcycling along with the road segments. To corroborate the identified variables with the actual perception of motorcycle riders in Malaysia, the questionnaires related to the variables affecting safe motorcycling were answered by 137 motorcycle riders. The identified variables included mixed traffic volume,

travelling speed, lane width, paved shoulder, type of roadway (with or without median), presence of parking, and pavement conditions.

To further understand the seven variables from the aspect of motorcycle riders' perception, the respondents were requested to rate 14 short video clips were presented to 483 respondents in the second phase of this study. The respondents were requested to rate each video clip based on their perception of safe motorcycling. The possibility for the respondents' perceived safety in different scenarios of the variables was ascertained. The motorcycling safety index was computed while the composite motorcycling safety index was established based on 114 combinations of summation of the variables under different safety condition. The lowest composite motorcycling safety index value of 5.81 inferred that motorcycling was performed in an unsafe condition, while the composite motorcycling safety index value of 58.01 indicated the safest motorcycling roadway segment. The findings of this study may serve as the basis for authorities, traffic planners, and engineers with a scientific perspective to measure and prioritise the aspects of importance, which should be addressed to improve the safety of motorcyclist and reduce the number of motorcycle crashes and fatalities in Malaysia.

Abstrak tesis yang dikemukakan kepada Senat Universiti Putra Malaysia sebagai memenuhi keperluan untuk ijazah Doktor Falsafah

**PEMBANGUNAN KOMPOSIT INDEKS KESELAMATAN MOTOSIKAL UNTUK MENGATASI KEMALANGAN MOTOSIKAL DI MALAYSIA**

Oleh

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Motosikal adalah mod pengangkutan persendirian yang popular di negara-negara ASEAN yang sedang membangun kerana kemampuan memilikinya dan juga kemudahan pergerakan dari pintu ke pintu. Walaupun motosikal di Malaysia merangkumi 46% daripada semua kenderaan berdaftar, penunggang dan pembonceng motosikal menyumbang kepada 65% daripada semua kematian akibat kemalangan jalan raya. Di samping itu, majoriti kematian melibatkan individu berusia di antara 16 dan 25 tahun. Salah satu sebab utama penglibatan tinggi motosikal dalam kematian akibat kemalangan jalan raya adalah kerana pengguna jalan raya yang mudah terjejas ini berinteraksi dengan kenderaan bermotor lain di bawah keadaan lalu lintas yang bercampur. Adalah difahami bahawa jalan raya direka berdasarkan ciri-ciri kenderaan/pemandu, khususnya kereta. Namun, di negara-negara bermotosikal tinggi, jalan yang direkabentuk untuk keperluan kereta perlu dikongsi dengan motosikal dan menyebabkan punca kemalangan jalan raya diantara penuggang motosikal dengan kenderaan lain. Memandangkan penunggang motosikal perlu berkongsi ruang jalan dengan kenderaan campuran yang lain, pemahaman yang lebih baik mengenai persepsi penunggang motosikal terhadap pembolehubah trafik dan persekitaran jalan raya yang mempengaruhi keselamatan bermotosikal adalah penting untuk mewujudkan persekitaran menunggang yang lebih selamat. Langkah kejuruteraan yang berkesan untuk menangani keselamatan motosikal dalam keadaan lalu lintas bercampur adalah dengan memisahkan motosikal secara ekskusif di sepanjang jalan raya. Walaupun idea pengasingan eksklusif dapat diterapkan di sepanjang jalan yang berkawalan akses penuh atau separa, ia mungkin tidak dapat dilaksanakan di jalan-jalan utama dan jalan arteri kerana bilangan titik akses yang tinggi, segmen pendek, dan batasan dalam ruang jalan dari pembangunan linear sepanjang jalan raya.

Fasa pertama kajian ini melibatkan tinjauan literatur untuk mengenal pasti pembolehubah yang berkaitan dengan persepsi keselamatan pengguna jalan raya

terhadap segmen lalu lintas dan jalan raya. Pembolehubah tersebut merujuk kepada bermotosikal secara selamat di sepanjang jalan. Untuk mengesahkan pembolehubah yang dikenal pasti dengan persepsi sebenar penunggang-penunggang motosikal di Malaysia, soal selidik yang berkaitan dengan pembolehubah yang mempengaruhi bermotosikal secara selamat dijawab oleh 137 penunggang motosikal. Pembolehubah yang dikenal pasti merangkumi jumlah lalu lintas campuran, kelajuan trafik, lebar lorong jalan, bahu jalan berturap, jenis jalan raya (dengan atau tanpa median), terdapat tempat letak kereta dan keadaan turapan.

Untuk lebih memahami tujuh pemboleh ubah dari aspek persepsi penunggang motosikal, responden diminta untuk menilai 14 klip video pendek yang disampaikan kepada 483 responden pada fasa kedua kajian ini. Responden diminta menilai setiap klip video berdasarkan persepsi mereka mengenai bermotosikal secara selamat. Persepsi selamat dalam senario yang berbeza daripada tujuh pembolehubah yang dikenal pasti dan diperolehi. Indeks keselamatan bermotosikal dihitung dan komposit indeks keselamatan bermotosikal berdasarkan 114 kombinasi dari tujuh pembolehubah yang dikenal pasti di bawah keadaan yang berbeza juga ditentukan. Nilai komposit indeks keselamatan bermotosikal terendah 5.81 menunjukkan keselamatan bermotosikal berada dalam keaadaan tidak selamat. Sementara itu, nilai komposit indeks keselamatan bermotosikal 58.01 menunjukkan segmen jalan raya bermotosikal paling selamat. Penemuan kajian ini boleh menjadi asas kepada pihak berkuasa, perancang lalu lintas dan jurutera dengan perspektif saintifik untuk mengukur dan mengutamakan aspek kepentingan yang harus ditangani ke arah peningkatkan keselamatan bermotosikal dan seterusnya mengurangkan bilangan kemalangan motosikal dan kematian di Malaysia.

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This thesis was submitted to the Senate of Universiti Putra Malaysia and has been accepted as fulfilment of the requirement for the degree of Doctor of Philosophy. The members of the Supervisory Committee were as follows:

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**Declaration by graduate student**

I hereby confirm that:

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| | |
|---|---|
| AADT | Average anual daily traffic |
| AASHTO | American Association of State Highway Transportation Officials |
| ATJ | Arahan Teknik Jalan |
| BCI | Bicycle Compactible Index |
| BLOS | Bicycle Level of Service |
| BSIR | Bicycle safety index rating |
| BSL | Bicycle stress level |
| CI | Confidence interval |
| CMF | Crash modification factor |
| DOT | Department of Transportation |
| ETSC | European Transportation Safety Council |
| EML | Exclusive motorcycle lane |
| HCM | Highway Capacity Manual |
| HSM | Highway Safety Manual |
| ITE | Institute of Transportation Engineers |
| IEI | Intersection evaluation index |
| JKR | Jabatan Kerja Raya |
| JKJR | Jabatan Keselamatan Jalan Raya Malaysia |
| LLM | Lembaga Lebuhraya Malaysia |
| LOS | Level-of-Service |
| MHA | Malaysia Highway Authority |
| MIROS | Malaysian Institute of Road Safety Research |
| MIC | Motorcycle Industry Council |
| MSI | Motorcycling safety index |
| MSS | Motorcycling safety score |
| NCHRP | National Cooperative Highway Research Program |
| NEML | Non-exclusive motorcycle lane |
| NTJ | Nota Teknik Jalan |
| OR | Odds ratio |
| PDRM | Royal Malaysian Police |

| | |
|---|---|
| PWD | Public of Work Department Malaysia |
| RSA | Road safety audit |
| RSRC | Road Safety Research Center |
| RSI | Roadway segment index |
| SL | Stress level |
| TRB | Transportation Research Board |
| UPM | Universiti Putra Malaysia |
| US | United States |
| WHO | World Health Organisation |

# CHAPTER 1

# INTRODUCTION

## 1.1 Background of the Study

The increasing number of injury and death related to road crash has led to the focus of transportation research worldwide on the global crisis of road safety. According to the road safety assessment performed by World Health Organisation (WHO), death of an individual on the road occurs every 24 seconds, with approximately 1.35 million of people losing their lives yearly due to road crashes. Over 90% of road fatalities worldwide occur in low-income and middle-income countries although approximately 60% of these countries constitute of the world vehicles.

More than half of the lost lives consist of vulnerable road users, which include motorcyclists (28%), bicyclists (23%), and pedestrians (3%) from the developing countries (WHO, 2018). Road crashes have been predicted to increase rapidly in developing countries and deteriorate in developing countries due to a prompt increase in the number of vehicles. Accordingly, various studies performed in developing countries (Hubbard et al., 2007; Oluwadiya et al., 2009; Solagberu et al., 2006) offered insights to prevent this issue from spreading.

Malaysia has been undergoing a rapid growth of population, industrialisation, and motorisation. The population in Malaysia increased from 28,588,600 in year 2010 to 32,523,000 in 2019. Based on the population estimation by the Department of Statistic Malaysia, a population of 32,657,300 inhabitations was reached in 2020. An increase of approximately 1.5% of population per annum has indirectly led to the increase in registered vehicles in Malaysia, which occurred for 20 years from 8,550,469 in 1997 to 28,738,194 in 2017. Besides the rapid increase in registered vehicles, the number of road crashes and fatalities increased every year. This phenomenon led to 6,740 cases of fatalities, 3,310 cases of serious injury, and 6,539 cases of slight injury related to a road crash in 2017 (JKJR, 2018).

The statistic from the Road and Transportation Department recorded that motorcycle comprised 45.84% (13,173,030 motorcycles) of all registered vehicles, making it the second most common mode of transport in 2017. The proportion of motorcycles on the Malaysian road varied from 35% to 75% depending on the states. The increase in the number of motorcycles over the years has become a grave concern due to the motorcycle record as the major mode of transport involved in nation road crashes fatalities. The distribution of this fatality was based on road users from the year 2008 to 2017, as shown in Table 1.1. Previously, motorcycle related crash fatalities rates ranged from 59.7% to 62.7% in 2008 to 2016, respectively (JKJR, 2018). Accordingly, an increase in motorcycle crash fatalities rate was present over the years, with an alarming remark recorded in the year 2017, where the motorcycle crash fatalities rate was the highest (64.5%) compared to the rate in the past nine years.

Melhuish (2002) highlighted that one of the major causes of road safety problems in developing countries is related to the high proportion of two and three-wheeler vehicles in mixed vehicles population. Increased number of motorcycles leads to the increase in road fatalities, while road crashes lead to significant recurring economic losses to the nation. With the estimation of 1.3 million of lives involved in fatalities, the staggering loss of RM9.3 billion in the year 2016 occurred due to road crashes (MIROS, 2017). The values of lives lost from this road crash are intolerable, therefore, mitigation actions should be taken to manage it. The motorcycle is the key group of road users targeted in reducing numbers of fatality in the nation.

**Table 1.1 : Road crashes fatalities based on road users from the year 2008 to 2017**

| Road Users | Road Crashes Fatalities (Year) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Car | 1335 | 1405 | 1421 | 1389 | 1435 | 1399 | 1258 | 1358 | 1489 | 1269 |
| Motorcycle | 3898 (59.3%) | 4067 (60.3%) | 4036 (58.7%) | 4169 (60.6%) | 4178 (60.4%) | 4294 (62.2%) | 4179 (62.6%) | 4203 (62.7%) | 4485 (62.7%) | 4348 (64.5%) |
| Pedestrian | 598 | 589 | 626 | 530 | 530 | 455 | 515 | 482 | 511 | 441 |
| Bicycle | 203 | 224 | 192 | 172 | 156 | 159 | 124 | 107 | 123 | 162 |
| Bus | 48 | 31 | 77 | 29 | 32 | 60 | 29 | 20 | 29 | 23 |
| Lorry | 195 | 213 | 202 | 247 | 194 | 210 | 221 | 223 | 186 | 199 |
| Van | 96 | 91 | 97 | 93 | 86 | 80 | 73 | 71 | 65 | 62 |
| Four-wheel Drive (4x4) | 106 | 78 | 154 | 151 | 159 | 158 | 129 | 130 | 142 | 113 |
| Others | 48 | 47 | 67 | 97 | 147 | 100 | 146 | 112 | 122 | 123 |
| TOTAL | 6527 | 6745 | 6872 | 6877 | 6917 | 6915 | 6674 | 6706 | 7152 | 6740 |

(Source: JKJR, 2018)

## 1.2 Problem Statement

For the past few decades, developing Asian countries have been experiencing substantial growth in motorcycle ownership. A total of 95% of motorcycles in Vietnam are registered, while 84%, 79%, 73%, 63%, and 50% of motorcycles from Cambodia, Laos, Indonesia, Thailand, and Taiwan are registered (Zahid et al., 2016). Similar to other developing countries in Asia, the motorcycle has become a popular transport mode in Malaysia, which is preferred by many Malaysians, especially those from the middle and lower-income group as it is the least pricy, incurs low fuel consumption, and allows door-to-door travelling and easy to manoeuvre around the hectic urban area to travel to destinations faster.

The increase in the use of motorcycle led to a higher rate of motorcycle crashes and related fatal injuries. Moreover, the motorcycle is the second main component of traffic in Malaysia, which made up 46% of all registered vehicles and comprised 13.5% of the total road crashes in 2017. However, motorcycle riders and pillions were constantly identified as the leading group of road users contributing to total road fatalities throughout the years. The statistic by the Royal Malaysian Police (PDRM) revealed that the motorcycle crash fatality rate had increased over the past decade and reached 64.5% of fatality rate in 2017 (PDRM, 2017).

The likelihood of motorcyclists experiencing road casualties is higher compared to other modes of transportation under mixed traffic roadway condition. Provided that the current roadway design guidelines are based on the driver and automobile characteristics, it may not be ideal for the road segments with a significant presence of motorcycles. In countries with high use of motorcycles, such as Malaysia, related issues occur when motorcycles need to share the road space with other motor vehicles. In this case, automobiles move in a headway manner along the lane while motorcyclists ride in a space manner, leading to the prevalent potential of conflicts (Hussain et al., 2005).

Motorcycle users are classified as vulnerable road users, such as pedestrians and bicyclists as they are not protected. Furthermore, they are faced with higher exposure to road crashes and direct contact with other impacting motor vehicles or road obstacles during a collision, which results in more serious injuries and fatalities. Therefore, an effective engineering measure is employed to protect the motorcycle by segregating them from the mixed traffic. The introduction of exclusive motorcycle lanes along the Federal Highway Route 2 in Selangor proved the reduction of a motorcycle crash by 39% and fatalities by 600% (Radin et al., 1995). Non-exclusive motorcycle lanes in the form of paved hard shoulders may be another alternative, which could be implemented along partial control trunk roads. However, the idea of segregation may not be practical along major trunks and arterial roads due to numerous short links, access points, intersections, and limitations in road space, which are formed through the well-built environment from linear development along the roadway.

According to Kopits and Cropper (2005), urban road crash injuries increased with exhaustive motorisation and rapid economic growth. Meanwhile, a study by Yusria et al. (2017) revealed that the municipal roads in Malaysia contributed to an average of 19.5% of the total road crashes fatalities from 2000 to 2011. Taking the life valued at RM 1.3 million per fatality, the life cost loss caused by this road crash on the municipal roads amounted to approximately RM1.8 billion, which resulted in a significant loss to the country. The “Royal Malaysian Police (PDRM): Statistical Report Road Accidents Malaysia – 2007" (2007) demonstrated that the highest number of road crash frequency occurred within the municipal road. Little attention was provided to motorcycle studies within urban municipal roads in Malaysia compared to other developing countries, such as Puerto Rico, Taiwan, Thailand or Vietnam (Alberto et al., 2008; Chu et al., 2005a, 2005b; Liu et al., 2008; Nguyen et al., 2007; Terdsak and Charong, 2005).

The motorcycle is the key target group for the reduction in road fatalities rate as it constitutes to two-third of all road crash fatalities in Malaysia. Various motorcycle safety programmes, which cover three major factors related to road safety, such as motorcycle riders, motorcycles, and road environment factors were introduced over the years to address the key safety problems in this nation. However, no significant reduction was observed from the number of motorcycle-related fatality rate. Based on the road environment factor point of view, the road element design practice in Malaysia is derived from the American Association of State Highway Transportation Officials (AASHTO), where the motorcycle populations on the American roads are

lower than 2%. The types of the motorcycle include large high-powered motorcycles used for recreational ridings. The direct adoption of AASHTO as design guidelines may not be suitable with the local condition, where the traffic composition and type of motorcycle vehicles used in Malaysia are different from those used in the United States of America.

The reactive and proactive actions to identify and improve the road environments are recognised as the most cost-effective methods of reducing casualties, although the benefits of applying these methods, specifically into the highest casualties involving motorcyclists, has yet to be fully understood. Therefore, the understanding of motorcycle riders' safety should be taken into account in road improvements along the road sections with high motorcycle volume. Despite the challenges in measuring the complex problems related to the riders, the traffic, roads, and environment exhibited to the motorcycle riders play a major role in their perception of safe motorcycling. Similarly, traffic and roadway conditions have an indirect influence on motorcycling behaviour.

This study specifically aims to identify and establish the traffic and road environment variables perceived to affect safe motorcycling along the roadways under mixed traffic condition. The identified variables may serve as an auditing tool for a measurement, which could be used by a practitioner to determine the safe motorcycling level of a specific road segment without relying on the crash data and professional judgment. Furthermore, authorities will be able to plan the best variables to manage a problematic area within their available budget. Through an in-depth understanding of the motorcycle riders' needs, the budget for the improvement works could be properly used at the right locations with precise solutions. It could also be a guide for designers to gauge and consider enhancing specific variable(s) during the design stage, particularly on the road segment with high motorcycle volume. The integration of the identified variables into the existing road design guidelines based on the automobile characteristics may create a safer road environment for motorcycle users and minimise the likelihood of road crashes in mixed traffic. Notably, this study may serve as a preventive intervention tool to improve road safety problems in Malaysia.

## 1.3 The Objective of the Study

This study aims to establish a composite motorcycling safety index (MSI). This boundary serves as a proactive measure to identify the road sections, which require measurement of the level of safety, particularly to the motorcyclist. The composite MSI should be based on the motorcycle riders' safety perception towards the identified traffic and road environment attributes. Before the development of composite motorcycling safety index (MSI), other objectives of this study are as follows:

1. To identify the traffic and road environment attributes perceived to be affecting safe motorcycling under mixed traffic condition along the urban links.
2. To validate the identified traffic and road environment attributes impacting motorcycling safety.

3. To establish the motorcycling safety index (MSI) along with mixed traffic urban road segments.

## 1.4 The Relevance of the Study

The expected practical output of this research is an evidence-based composite motorcycle safety index (MSI). The MSI could define the road safety level based on identified traffic and road environments attributes, which influences motorcycle safety. Furthermore, this index serves as a time- and cost-saving motorcycle safety assessment tool as it identifies the problematic traffic and road environment variables from site inspection and does not require crash data.

It will also be useful for road authorities and agencies to assess whether a road segment or link is safe for motorcycle riders. Authorities or agencies could effectively plan and decide on the best solutions to improve the problematic sections within the available budget. The index also becomes a useful guideline for the road engineers as it provides a list of traffic and road environment variables, which should be considered when designing a new road, especially on the road segment predicted with high motorcycle volume. The overall research findings filled in knowledge gap to improve motorcycle safety in mixed traffic condition.

## 1.5 Scope and Limitation of the Study

This study focused on traffic and road environments under mixed traffic condition in the urbanised area. It was not limited to the major road under the jurisdiction of Malaysia Highway Authority (MHA) and Public of Work Department Malaysia (PWD). It also covered the roads under the municipal councils or local authorities. However, the roadways with the exclusive motorcycle lane or roadway with designated motorcycle lane were excluded from this study as they did not represent the mixed traffic condition. Furthermore, the factors of motorcycle safety were mainly generated from the traffic and road environments attributes, which had a direct impact on the motorcyclists when they were riding on the specific segments. The safe motorcycling safety level was determined based on the motorcycle riders' perception.

The variables influencing motorcycle and other road users' safety was referred and validated in Phase 1 study. The structured questionnaire survey method was adopted and employed in the state of Selangor, which recorded the highest number of road crashes in Malaysia (JKJR, 2018) with smaller sample size compared to Phase 2 study.

In Phase 2 study, the data collection coverage area was extended throughout Malaysia, where the coverage region was divided into Northern, Centre, Southern, East Coast, and East Malaysia to represent Malaysian motorcycle riders' perception about the totality of the motorcycle safety and provide reliable data set to establish composite motorcycling safety index. The composite motorcycling safety index based on the summation of seven variables under different conditions were corroborated, while the

minimum and maximum range of composite motorcycling safety index were determined.

## 1.6 The Organisation of the Thesis

This thesis begins with Chapter 1, which presents a preview of the whole research and briefly discusses the importance of the study. This is followed by objectives, the relevance of the study, and the scope and limitation of this study.

Chapter 2 presents the key related topics, which are indispensable for a better understanding of the problem statement. The current approaches to road safety programmes and design guidelines were further explored to provide insights into the road safety situation in Malaysia. The literature on other motor vehicles, bicycles, and vulnerable road users was reviewed to obtain some information about the safety perception of the traffic and road environment attributes. Chapter 3 focuses on the methods employed to fulfil each objective. The method of data collection is discussed, while the flow chart of the research methodology is presented to illustrate the steps taken in the study.

Chapter 4 describes the analysis of the collected data, identification of the traffic and road environment attributes affecting the motorcycle riders' perception and development of the composite motorcycling safety index. Chapter 5 concludes the study by discussing the result of the data analysis, findings, limitation, and recommendation for future research.

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# APPENDICES

## APPENDIX A

## QUESTIONNAIRE OF PHASE 1 STUDY

**Questionnaire on**
**Factors Affecting Motorcyclist's Safety Perception**

This is a research on motorcyclist safety to investigate the factors influencing motorcyclist safety perception.

Each answer should be based on your own perspective, personal motorcycle riding experience, and opinion.

There is no absolute correct answer and all data will be treated as ***highly confidential.***

If you have any queries regarding this questionnaire, please feel free to contact:
**Tan Ai Ping (M: 012-3722868/018-9827282)**

Your kind participation towards improving motorcycle safety is greatly appreciated.
Thank You.

***Soal selidik***

***Faktor-faktor yang Mempengaruhi Persepsi Keselamatan Penunggang Motosikal***

*Ini adalah penyelidikan keselamatan bermotosikal berkaitan faktor-faktor yang mempengaruhi persepsi keselamatan penunggang motosikal.*

*Setiap jawapan perlu berdasarkan perspektif, pengalaman menunggang dan pendapat anda sendiri.*
*Tiada jawapan yang betul atau mutlak. Semua data adalah dianggapkan sebagai* ***sulit.***
*Jika anda mempunyai sebarang pertanyaan mengenai soal selidik ini, sila hubungi:*
***Tan Ai Ping (M: 012-3722868/018-9827282)***

*Penyertaan anda ke arah meningkatkan keselamatan bermotosikal amat dihargai.*
*Terima kasih.*

**ELIGIBILITY SCREENING**
**SARINGAN KELAYAKAN**

1. Are you willing to participate in this questionnaire?
   ☐ Yes ☐ No *(If the answer is "YES", proceed to Question A-2)*
   *Adakah anda bersetuju untuk mengambil bahagian dalam soal selidik ini?*
   ☐ *Ya* ☐ *Tidak (Jika jawapannya "YA", teruskan ke soalan A-2)*

2. Do you own a Class B/B1/B2 riding license?

☐ Yes ☐ No *(If the answer is "NO", end the questionnaire survey)*

*Adakah anda memiliki lesen menunggang Kelas B/B1/B2?*

☐ *Ya* ☐ *Tidak (Jika jawapannya adalah "TIDAK", soal selidik ini tidak perlu diteruskan)*

## RESPONDENT'S BACKGROUND
## LATARBELAKANG RESPONDEN

1. What is your gender?

☐ Male ☐ Female

*Apakah jantina anda?*

☐ *Lelaki* ☐ *Perempuan*

2. How old are you?

☐ years old

*Berapakah umur anda?*

☐ *tahun*

3. How many years have you been riding a motorcycle?

☐ year (s)

*Sudah berapa tahun anda menunggang motosikal?*

☐ *Tahun*

4. Do you often ride motorcycle?

☐ Yes ☐ No

*Adakah anda sering menunggang motosikal?*

☐ *Ya* ☐ *Tidak*

5. Your riding purpose is MAINLY for:-

☐ Work/Study
☐ Leisure
☐ Both

*Tujuan UTAMA anda menunggang adalah untuk:-*

☐ *Bekerja / Belajar*
☐ *Masa lapang*
☐ *Kedua-duanya*

6. Do you have any other driving license besides Class B (Motorcycle-all displacement) / B1 (Motorcycle not exceeding 500cc) / B2 (Motorcycle not exceeding 250cc)?

*(Please tick (√) appropriate box. You may tick more than one answer)*

☐ A: Vehicles for a disabled person
☐ C: Motorized tricycles
☐ D: Cars with unloaded weight not exceeding 3000kg
☐ E: Trucks (all)
☐ E1: Trucks with unloaded weight not exceeding 7500kg
☐ E2: Trucks with unloaded weight not exceeding 5000kg
☐ F: Tractors/light motorized machines (wheeled) with unloaded weight not exceeding 5000kg
☐ G: Tractors/light motorized machines (chained) with unloaded weight not exceeding 5000kg
☐ H: Tractors/heavy motorized machines (wheeled) with unloaded weight exceeding 5000kg
☐ I: Tractors/heavy motorized machines (chained) with unloaded weight exceeding 5000kg
☐ No other class of driving license except Class B/B1/B2.

*Adakah anda mempunyai lesen menunggang selain daripada Kelas B (Motosikal-semua anjakan) / B1 (Motosikal tidak melebihi 500cc) / B2 (Motosikal tidak melebihi 250cc)?*

*(Sila (√) tandakan kotak yang berkenaan. Anda boleh tandakan lebih daripada satu jawapan)*

☐ *A: Kenderaan untuk orang kurang upaya*
☐ *C: Kenderaan bermotor roda tiga*
☐ *D: Kereta dengan berat tanpa beban tidak melebihi 3000kg*
☐ *E: Lori (semua jenis)*
☐ *E1: Lori dengan berat tanpa beban tidak melebihi 7500kg*
☐ *E2: Lori dengan berat tanpa beban tidak melebihi 5000kg*
☐ *F: Traktor/jentera bermotor ringan (beroda) dengan berat tanpa beban tidak melebihi 5000kg.*
☐ *G: Traktor/jentera bermotor ringan (berantai) dengan berat tanpa beban tidak melebihi 5000kg.*
☐ *H: Traktor/jentera bermotor berat (beroda) dengan berat tanpa beban melebihi 5000kg.*
☐ *I: Traktor/jentera bermotor berat (berantai) dengan berat tanpa beban melebihi 5000kg.*
☐ *Tiada lesen memandu kelas yang lain kecuali Kelas B/B1/B2.*

7. Have you been involved in a motorcycle accident before?
   ☐ Yes ☐ No *(If the answer is "NO", skip Question B-8)*
   *Pernahkah anda terlibat dalam kemalangan motosikal jalan raya sebelum ini?*
   ☐ *Ya* ☐ *Tidak* *(Jika jawapannya "TIDAK", abaikan Soalan B-8)*

8. How many times were you involved in motorcycle accidents for the past five years?
   ☐ 1
   ☐ 2 - 3
   ☐ > 3
   *Berapa kali anda terlibat dalam kemalangan motosikal sejak lima tahun yang lalu?*
   ☐ *1*
   ☐ *2 - 3*
   ☐ *> 3*

9. Does any of your family members been involved in motorcycle accident for the past five years?
   ☐ Yes ☐ No
   *Adakah mana-mana ahli keluarga anda terlibat dalam kemalangan motosikal sejak lima tahun yang lalu?*
   ☐ *Ya* ☐ *Tidak*

## RESPONDENT'S MOTORCYCLE RIDING SAFETY PERCEPTION
## PERSEPSI KESELAMATAN MENUNGGANG MOTOSIKAL RESPONDEN

C(i): The following statement relates to SAFETY perception when riding a motorcycle in different traffic scenarios. Please tick (√) the appropriate circle:
*Kenyataan berikut berkaitan dengan persepsi KESELAMATAN anda ketika menunggang motosikal berdasarkan pada keadaan lalu lintas yang berlainan. Sila tandakan (√) bulatan yang sesuai:*

1. I do not feel safe when riding within the high volume of mixed traffic.
   ◯ YES ◯ NO
   *Saya berasa tidak selamat menunggang di jalan dengan bilangan trafik yang tinggi.*
   ◯ *Ya* ◯ *Tidak*

2. I feel safe when riding along the roadway with more than 2 lanes per direction (multiple lanes).
   ◯ YES ◯ NO
   *Saya berasa selamat menunggang di sepanjang jalan 2 lorong atau lebih dalam satu hala (berbilang lorong).*
   ◯ *Ya* ◯ *Tidak*

3. I do not feel safe when riding on poor pavement condition.
   ◯ YES ◯ NO
   *Saya berasa tidak selamat menunggang di jalan yang turapannya tidak dalam keadaan yang baik.*
   ◯ *Ya* ◯ *Tidak*

4. I feel safe when riding along the roadway with a posted speed limit of 60km/hr.
   ◯ YES ◯ NO
   *Saya berasa selamat menunggang di jalan yang papan tanda had laju ialah 60km/jam.*
   ◯ *Ya* ◯ *Tidak*

5. I do not feel safe when riding along the roadway with the wide lane.
   ◯ YES ◯ NO
   *Saya berasa tidak selamat menunggang di sepanjang jalan mempunyai lorong yang lebar.*
   ◯ *Ya* ◯ *Tidak*

6. I feel safe when riding along the roadway with on-street parking.
   ◯ YES ◯ NO
   *Saya berasa selamat menunggang di sepanjang jalan yang mempunyai kenderaan parkir di tepi jalan.*
   ◯ *Ya* ◯ *Tidak*

7. I do not feel safe when riding along the roadway with narrow paved shoulder width.
   ◯ YES ◯ NO
   *Saya berasa tidak selamat menunggang di sepanjang jalan yang mempunyai lebar bahu jalan yang sempit.*
   ◯ *Ya* ◯ *Tidak*

C (ii): Based on your riding experience, please tick (√) ONLY ONE circle relating to the factor that affects your safety the **MOST.**

| | | |
|---|---|---|
| ◯ Mixed traffic volume | ◯ Type of roadway (e.g with physical median) | ◯ Traffic speed |
| ◯ Pavement Condition | ◯ Lane width | |
| ◯ On-street parking | ◯ Paved shoulder width | |

*Berdasarkan pengalaman menunggang motosikal anda, sila tandakan (√) HANYA SATU bulatan yang berkaitan faktor **PALING** mempengaruhi keselamatan anda.*

| | | |
|---|---|---|
| ◯ *Bilangan traffic campuran* | ◯ *Jenis jalan (cth: pembahagi jalan)* | ◯ *Kelajuan trafik* |
| ◯ *Keadaan turapan jalan* | ◯ *Keluasan jalan* | |
| ◯ *Parkir di bahu jalan* | ◯ *Keluasan bahu jalan* | |

C (iii): Apart from C (ii) above, are there other factors that you feel affects your motorcycle riding safety along the roadway?
If YES, please specify accordingly: -
*Selain dari C (ii) di atas, adakah terdapat faktor-faktor lain yang anda rasa menjejaskan keselamatan menunggang mototsikal? Jika YA, sila nyatakan faktor-faktor ini: -*

1. _____
2. _____
3. _____

***Thank you so much for completing this questionnaire.***

***Terima kasih kerana melengkapkan soal selidik ini.***

# APPENDIX B

# QUESTIONNAIRE OF PHASE 2 STUDY



**Questionnaire on**
**MOTORCYCLIST'S SAFETY PERCEPTION ON THE FACTORS INFLUENCING MOTORCYCLING SAFETY**

This is a research on motorcyclist safety to investigate the motorcyclist's safety perception towards the factors, which contributing to the development of Motorcycling Safety Index. Each answer should be based on your own perspective, personal motorcycle riding experience and opinion. There is no absolute correct answer and all data will be treated as ***highly confidential.***
If you have any queries regarding this questionnaire, please feel free to contact:

**Tan Ai Ping (M: 012-3722868)**

Your kind participation towards improving motorcycle safety is greatly appreciated.
Thank You.

***Soal selidik***
***PERSEPSI KESELAMATAN PENUNGGANG MOTOSIKAL TERHADAP FAKTOR-FAKTOR YANG MEMPENGARUHI "MOTORCYCLING SAFETY"***

*Ini adalah penyelidikan keselamatan penunggang motosikal berkaitan dengan persepsi keselamatan penunggang motosikal terhadap faktor-faktor yang menyumbang kepada perkembangan "Motorcycling Safety Index". Setiap jawapan perlu berdasarkan perspektif, pengalaman menunggang dan pendapat anda sendiri. Tiada jawapan yang betul atau mutlak. Semua data adalah dianggapkan sebagai* ***sulit.*** *Jika anda mempunyai sebarang pertanyaan mengenai soal selidik ini, sila hubungi:*
***Tan Ai Ping (M: 012-3722868)***

*Penyertaan anda ke arah meningkatkan keselamatan bermotosikal amat dihargai.*
*Terima kasih.*

## A. ELIGIBILITY SCREENING
## SARINGAN KELAYAKAN

1. Are you willing to participate in this questionnaire?
☐ Yes ☐ No *(If "YES", proceed to Question A-2 , if "NO", please return the questionnaire.)*
*Adakah anda bersetuju untuk mengambil bahagian dalam soal selidik ini?*
☐ *Ya* ☐ *Tidak (Jika "YA", teruskan ke soalan A-2, jika "TIDAK", sila kembalikan borang soal selidik ini.)*

2. Do you own a Class B/B1/B2 riding license?
☐ Yes ☐ No *(If the answer is "NO", end the questionnaire survey)*
*Adakah anda memiliki lesen menunggang Kelas B/B1/B2?*
☐ *Ya* ☐ *Tidak (Jika jawapannya adalah "TIDAK", soal selidik ini tidak perlu diteruskan)*

## B. RESPONDENT'S BACKGROUND
## LATARBELAKANG RESPONDEN

1. What is your gender?
   ☐ Male ☐ Female
   *Apakah jantina anda?*
   ☐ *Lelaki* ☐ *Perempuan*

2. How old are you?
   ☐ years old
   *Berapakah umur anda?*
   ☐ *tahun*

3. How many years have you been riding motorcycle?
   ☐ year (s)
   *Sudah berapa tahun anda menunggang motosikal?*
   ☐ *Tahun*

4. Your riding purpose is MAINLY for: -
   ☐ Work/Study
   ☐ Leisure
   ☐ Both
   *Tujuan UTAMA anda menunggang adalah untuk:-*
   ☐ *Bekerja / Belajar*
   ☐ *Masa lapang*
   ☐ *Kedua-duanya*

5. How often have you been riding on the road for the past 12 months?
   ☐ ≤ 1 time per month
   *(If this is your answer, skip Question B-6.)*
   ☐ 2-3 times per month
   *(If this is your answer, skip Question B- 6.)*
   ☐ 1-2 times per week
   ☐ Daily
   *Berapa kalikah anda menunggang motorsikal dalam 12 bulan yang lalu?*
   ☐ *≤ 1 kali dalam sebulan*
   *(Jika ini jawapan anda, abaikan Soalan B-6)*
   ☐ *2-3 kali dalam sebulan*
   *(Jika ini jawapan anda, abaikan Soalan B-6)*
   ☐ *1-2 kali dalam seminggu*
   ☐ *Setiap hari*

6. Approximately how many hours you are riding per week?
   ☐ Total hours per average week
   *Berapa jam anda menunggang motorsikal dalam seminggu?*
   ☐ *Jumlah jam seminggu*

7. What is the type of your motorcycle that you are riding for the past 12 months?
   ☐ Motorcycle not exceeding 500 cc
   ☐ Motorcycle not exceeding 250 cc
   ☐ Motorcycle not exceeding 125 cc
   *Apakah jenis motorsikal yang anda tunggang dalam 12 bulan yang lalu?*
   ☐ Motorsikal tidak melebihi 500 cc
   ☐ Motorsikal tidak melebihi 250 cc
   ☐ Motorsikal tidak melebihi 125 cc

8. Do you have any other driving license besides Class B (Motorcycle-all displacement) / B1 (Motorcycle not exceeding 500cc) / B2 (Motorcycle not exceeding 250cc)?
   *(Please tick (√) appropriate box. You may tick more than one answer)*
   ☐ A: Vehicles for disabled person
   ☐ C: Motorized tricycles
   ☐ D: Cars with unloaded weight not exceeding 3000kg
   ☐ E: Trucks (all)
   ☐ E1: Trucks with unloaded weight not exceeding 7500kg
   ☐ E2: Trucks with unloaded weight not exceeding 5000kg
   ☐ F: Tractors/light motorized machines (wheeled) with unloaded weight not exceeding 5000kg
   ☐ G: Tractors/light motorized machines (chained) with unloaded weight not exceeding 5000kg
   ☐ H: Tractors/heavy motorized machines (wheeled) with unloaded weight exceeding 5000kg
   ☐ I: Tractors/heavy motorized machines (chained) with unloaded weight exceeding 5000kg
   ☐ No other class of driving license except Class B/B1/B2.

   *Adakah anda mempunyai lesen menunggang selain daripada Kelas B (Motosikal-semua anjakan) / B1 (Motosikal tidak melebihi 500cc) / B2 (Motosikal tidak melebihi 250cc)?*
   *(Sila (√) tandakan kotak yang berkenaan. Anda boleh tandakan lebih daripada satu jawapan)*
   ☐ *A: Kenderaan untuk orang kurang upaya*
   ☐ *C: Kenderaan bermotor roda tiga*
   ☐ *D: Kereta dengan berat tanpa beban tidak melebihi 3000kg*
   ☐ *E: Lori (semua jenis)*
   ☐ *E1: Lori dengan berat tanpa beban tidak melebihi 7500kg*
   ☐ *E2: Lori dengan berat tanpa beban tidak melebihi 5000kg*
   ☐ *F: Traktor/jentera bermotor ringan (beroda) dengan berat tanpa beban tidak melebihi 5000kg.*
   ☐ *G: Traktor/jentera bermotor ringan (berantai) dengan berat tanpa beban tidak melebihi 5000kg.*
   ☐ *H: Traktor/jentera bermotor berat (beroda) dengan berat tanpa beban melebihi 5000kg.*
   ☐ *I: Traktor/jentera bermotor berat (berantai) dengan berat tanpa beban melebihi 5000kg.*
   ☐ *Tiada lesen memandu kelas yang lain kecuali Kelas B/B1/B2.*

9. Have you been involved in motorcycle accident before?

☐ Yes ☐ No *(If the answer is "NO", skip Question B-10)*

*Pernahkah anda terlibat dalam kemalangan motosikal jalan raya sebelum ini?*

☐ *Ya* ☐ *Tidak (Jika jawapannya "TIDAK", abaikan Soalan B-10)*

10. How many times where you involved in motorcycle accidents for the past five years?

☐ 1
☐ 3 - 3
☐ > 3

*Berapa kali anda terlibat dalam kemalangan motosikal sejak lima tahun yang lalu?*

☐ *1*
☐ *2 - 3*
☐ *> 3*

11. Does any of your family members been involved in motorcycle accident for the past five years?

☐ Yes ☐ No

*Adakah mana-mana ahli keluarga anda terlibat dalam kemalangan motosikal sejak lima tahun yang lalu?*

☐ *Ya* ☐ *Tidak*

## C. RESPONDENT'S MOTORCYCLE RIDING SAFETY PERCEPTION
## PERSEPSI KESELAMATAN MENUNGGANG MOTOSIKAL RESPONDEN

C (i): Please watch the video clip(s) and rate your opinion on the following statements by ticking (√) the appropriate box.

***"Please give your rating on the following riding environment, which you in your opinion may influencing the motorcyclist safety as per describe."***

Rating Scale: **Very Safe** **Safe** **Not So Safe** **Dangerous** **Very Dangerous**

C (i): Sila tonton klip video dan berikan pendapat anda terhadap kenyataan berikut dengan tanda (√) dalam kotak yang berkenaan.

***"Sila berikan penilaian anda terhadap keadaan semasa menunggang motosikal yang boleh mempengaruhi keselamatan penunggang seperti yang dinyatakan."***

Skala Penilaian: **Sangat Selamat** **Selamat** **Tidak Begitu Selamat** **Berbahaya** **Sangat Berbahaya**

**How do you feel when riding in different "TRAFFIC CONDITION" as per shown in the video clips?**

***Bagaimana anda rasa apabila menunggang dalam "KEADAAN TRAFIK" yang berbeza seperti yang ditunjukkan dalam klip-klip tayangan video berikut?***

| CLIP *Klip* | Very Safe *Sangat Selamat* | Safe *Selamat* | Not So Safe *Tidak Begitu Selamat* | Dangerous *Berbahaya* | Very Dangerous *Sangat Berbahaya* |
|---|---|---|---|---|---|
| A | ☐ | ☐ | ☐ | ☐ | ☐ |
| B | ☐ | ☐ | ☐ | ☐ | ☐ |

**How do you feel when riding in different "TYPE OF ROADWAY" as per shown in the video clips?**

***Bagaimana anda rasa apabila menunggang dalam "JENIS JALAN" yang berbeza seperti yang ditunjukkan dalam klip-klip tayangan video berikut?***

| CLIP *Klip* | Very Safe *Sangat Selamat* | Safe *Selamat* | Not So Safe *Tidak Begitu Selamat* | Dangerous *Berbahaya* | Very Dangerous *Sangat Berbahaya* |
|---|---|---|---|---|---|
| A | ☐ | ☐ | ☐ | ☐ | ☐ |
| B | ☐ | ☐ | ☐ | ☐ | ☐ |

**How do you feel when riding in the roadway with "PARKING CONDITION" as per shown in the video clip?**
***Bagaimana anda rasa apabila menunggang di jalan yang mempunyai "KEADAAN PAKIR" seperti yang ditunjukkan dalam klip-klip tayangan video berikut?***

| CLIP *Klip* | Very Safe *Sangat Selamat* | Safe *Selamat* | Not So Safe *Tidak Begitu Selamat* | Dangerous *Berbahaya* | Very Dangerous *Sangat Berbahaya* |
|---|---|---|---|---|---|
| A | ☐ | ☐ | ☐ | ☐ | ☐ |
| B | ☐ | ☐ | ☐ | ☐ | ☐ |

**How do you feel when riding in different "PAVED SHOULDER WIDTH" as per shown in the video clips?**
***Bagaimana anda rasa apabila menunggang dalam "KELUASAN BAHU JALAN" yang berbeza seperti yang ditunjukkan dalam klip-klip tayangan video berikut?***

| CLIP *Klip* | Very Safe *Sangat Selamat* | Safe *Selamat* | Not So Safe *Tidak Begitu Selamat* | Dangerous *Berbahaya* | Very Dangerous *Sangat Berbahaya* |
|---|---|---|---|---|---|
| A | ☐ | ☐ | ☐ | ☐ | ☐ |
| B | ☐ | ☐ | ☐ | ☐ | ☐ |

**How do you feel when riding in the "PAVEMENT CONDITION" roadway as per shown in the video clip?**
***Bagaimana anda rasa apabila menunggang di jalan yang mempunyai "PERMUKAAN TURAPAN" seperti yang ditunjukkan dalam klip-klip tayangan video berikut?***

| CLIP *Klip* | Very Safe *Sangat Selamat* | Safe *Selamat* | Not So Safe *Tidak Begitu Selamat* | Dangerous *Berbahaya* | Very Dangerous *Sangat Berbahaya* |
|---|---|---|---|---|---|
| A | ☐ | ☐ | ☐ | ☐ | ☐ |
| B | ☐ | ☐ | ☐ | ☐ | ☐ |

**How do you feel when riding in different "SPEED LIMIT" of the roadway as per shown in the video clips?**
***Bagaimana anda rasa apabila menunggang di jalan dengan"HAD LAJU" yang berbeza seperti yang ditunjukkan dalam klip-klip tayangan video berikut?***

| CLIP *Klip* | Very Safe *Sangat Selamat* | Safe *Selamat* | Not So Safe *Tidak Begitu Selamat* | Dangerous *Berbahaya* | Very Dangerous *Sangat Berbahaya* |
|---|---|---|---|---|---|
| A | ☐ | ☐ | ☐ | ☐ | ☐ |
| B | ☐ | ☐ | ☐ | ☐ | ☐ |

**How do you feel when riding in different "LANE WIDTH" of the roadway as per shown in the video clips?**
***Bagaimana anda rasa apabila menunggang di jalan yang mempunyai"KELUASAN JALAN" yang berbeza seperti yang ditunjukkan dalam klip-klip tayangan video berikut?***

| CLIP *Klip* | Very Safe *Sangat Selamat* | Safe *Selamat* | Not So Safe *Tidak Begitu Selamat* | Dangerous *Berbahaya* | Very Dangerous *Sangat Berbahaya* |
|---|---|---|---|---|---|
| A | ☐ | ☐ | ☐ | ☐ | ☐ |
| B | ☐ | ☐ | ☐ | ☐ | ☐ |

C (ii): Based on your riding experience, please mark (X) on the factor that affects your safety the **MOST**. **PLEASE CHOOSE ONE (1) OPTION ONLY.**

| | | | |
|---|---|---|---|
| ☐ | Traffic flow condition | ☐ | Lane width |
| ☐ | Pavement condition | ☐ | Speed of traffic stream |
| ☐ | Paved shoulder width | ☐ | Presence of on-street parking |
| ☐ | Type of roadway | | |

*Berdasarkan pengalaman menunggang motosikal anda, sila tandakan (X) pada faktor yang **PALING MEMPENGARUHI** keselamatan anda. SILA BUAT SATU (1) PILIHAN SAHAJA.*

| | | | |
|---|---|---|---|
| ☐ | *Keadaan laluan trafik* | ☐ | *Keluasan lorong jalan yang berbeza* |
| ☐ | *Keadaan turapan jalan* | ☐ | *Kelajuan trafik* |
| ☐ | *Keluasan bahu jalan* | ☐ | *Jalan berpakir di tepi jalan* |
| ☐ | *Jenis jalan yang berbeza* | | |

C (iii): Apart from C (ii) above, are there other factors that you feel affects your motorcycle riding safety along the roadway? If YES, please specify accordingly: -
*Selain dari C (ii) di atas, adakah terdapat faktor-faktor lain yang anda rasa menjejaskan keselamatan menunggang mototsikal? Jika YA, sila nyatakan faktor-faktor yang berkaitan: -*

1. _____
2. _____
3. _____

***Thank you so much for completing this questionnaire.***
***Terima kasih kerana melengkapkan soal selidik ini.***

_____

**Enumerator's Name:** _____

**No. of Survey Form:** _____

**Location of Survey :** _____

**Date of Survey :** _____

# APPENDIX C

## DEBRIEFING QUESTIONNAIRE FOR INTERVIEWER (ENUMERATOR)

**DEBRIEFING QUESTIONNAIRE FOR INTERVIEWER (ENUMERATOR)**

Enumerator's Name: _____
No. of Survey : _____
Location of Survey : _____
Date of Survey : _____

1. Approximately low long did this interview last?
_____ minutes

2. Do you feel that the respondent was confused with the questions in any sections of this questionnaire?

1 - Respondent understood the questions and materials
2 - Respondent was somewhat confused and unclear
3 - Respondent was very confused and unclear

| Particulars | Code | Remarks |
|---|---|---|
| A. Eligibility Screening | | |
| B. Respondent's Background | | |
| C. Respondent's Motorcycle Riding Safety Perception | | |

3. Was the respondent interested in the survey materials and questions?

☐
☐

4. Was the respondent annoyed and bored with the length of the survey?

☐ YES
☐ NO

5. Was the respondent eager to please the interviewer?

☐ YES
☐ NO

6. Please stated any other comments (if any):
_____
_____
_____

# APPENDIX D

## COMPOSITE MOTORCYCLYING SAFETY INDEX (MSI) COMPUTATION

**Table D1 : The Motorcycling Safety Index (MSI) for Seven Test Variables**

| No. | Test Variables | MSI for Safe (a) | MSI for Unsafe (b) |
|---|---|---|---|
| 1 | Mixed Traffic Condition | 1.50 | 0.11 |
| 2 | Posted Speed Limit | 4.43 | 0.96 |
| 3 | Pavement Condition | 22.00 | 0.36 |
| 4 | Lane Width | 4.75 | 0.27 |
| 5 | Type of Roadway | 9.28 | 0.86 |
| 6 | Paved Shoulder | 7.94 | 3.06 |
| 7 | Parking Condition | 8.11 | 0.19 |
| **Ultimate Composite MSI (Max and Min)** | | **58.01** | **5.81** |

Denote:
(a) = MSI for Safe Condition
(b) = MSI for Not Safe Condition

**Table D2 : The Summary of Composite Motorcycling Safety Index Computation**

| Case ID | MSI FOR SEVEN TEST VARIABLES | | | | | | | COMPOSITE MSI |
|---|---|---|---|---|---|---|---|---|
| 1 | 1.5 | 4.43 | 22 | 4.75 | 9.28 | 7.94 | 8.11 | **58.01** |
| 2 | 1.5 | 0.96 | 22 | 4.75 | 9.28 | 7.94 | 8.11 | **54.54** |
| 3 | 1.5 | 4.43 | 0.36 | 4.75 | 9.28 | 7.94 | 8.11 | **36.37** |
| 4 | 1.5 | 4.43 | 22 | 0.27 | 9.28 | 7.94 | 8.11 | **53.53** |
| 5 | 1.5 | 4.43 | 22 | 4.75 | 0.86 | 7.94 | 8.11 | **49.59** |
| 6 | 1.5 | 4.43 | 22 | 4.75 | 9.28 | 3.06 | 8.11 | **53.13** |
| 7 | 1.5 | 4.43 | 22 | 4.75 | 9.28 | 7.94 | 0.19 | **50.09** |
| 8 | 1.5 | 0.96 | 0.36 | 4.75 | 9.28 | 7.94 | 8.11 | **32.9** |
| 9 | 1.5 | 4.43 | 0.36 | 0.27 | 9.28 | 7.94 | 8.11 | **31.89** |
| 10 | 1.5 | 4.43 | 22 | 0.27 | 0.86 | 7.94 | 8.11 | **45.11** |
| 11 | 1.5 | 4.43 | 22 | 4.75 | 0.86 | 3.06 | 8.11 | **44.71** |
| 12 | 1.5 | 4.43 | 22 | 4.75 | 9.28 | 3.06 | 0.19 | **45.21** |
| 13 | 1.5 | 0.96 | 0.36 | 0.27 | 9.28 | 7.94 | 8.11 | **28.42** |
| 14 | 1.5 | 4.43 | 0.36 | 0.27 | 0.86 | 7.94 | 8.11 | **23.47** |
| 15 | 1.5 | 4.43 | 22 | 0.27 | 0.86 | 3.06 | 8.11 | **40.23** |
| 16 | 1.5 | 4.43 | 22 | 4.75 | 0.86 | 3.06 | 0.19 | **36.79** |
| 17 | 1.5 | 0.96 | 0.36 | 0.27 | 0.86 | 7.94 | 8.11 | **20** |
| 18 | 1.5 | 4.43 | 0.36 | 0.27 | 0.86 | 3.06 | 8.11 | **18.59** |
| 19 | 1.5 | 4.43 | 22 | 0.27 | 0.86 | 3.06 | 0.19 | **32.31** |
| 20 | 1.5 | 0.96 | 0.36 | 0.27 | 0.86 | 3.06 | 8.11 | **15.12** |
| 21 | 1.5 | 4.43 | 0.36 | 0.27 | 0.86 | 3.06 | 0.19 | **10.67** |
| 22 | 1.5 | 0.96 | 0.36 | 0.27 | 0.86 | 3.06 | 0.19 | **7.2** |
| 23 | 0.11 | 4.43 | 22 | 4.75 | 9.28 | 7.94 | 8.11 | **56.62** |
| 24 | 0.11 | 0.96 | 22 | 4.75 | 9.28 | 7.94 | 8.11 | **53.15** |
| 25 | 0.11 | 4.43 | 0.36 | 4.75 | 9.28 | 7.94 | 8.11 | **34.98** |
| 26 | 0.11 | 4.43 | 22 | 0.27 | 9.28 | 7.94 | 8.11 | **52.14** |
| 27 | 0.11 | 4.43 | 22 | 4.75 | 0.86 | 7.94 | 8.11 | **48.2** |
| 28 | 0.11 | 4.43 | 22 | 4.75 | 9.28 | 3.06 | 8.11 | **51.74** |
| 29 | 0.11 | 4.43 | 22 | 4.75 | 9.28 | 7.94 | 0.19 | **48.7** |

| Case ID | MSI FOR SEVEN TEST VARIABLES | | | | | | | COMPOSITE MSI |
|---|---|---|---|---|---|---|---|---|
| 30 | 0.11 | 0.96 | 0.36 | 4.75 | 9.28 | 7.94 | 8.11 | **31.51** |
| 31 | 0.11 | 4.43 | 0.36 | 0.27 | 9.28 | 7.94 | 8.11 | **30.5** |
| 32 | 0.11 | 4.43 | 22 | 0.27 | 0.86 | 7.94 | 8.11 | **43.72** |
| 33 | 0.11 | 4.43 | 22 | 4.75 | 0.86 | 3.06 | 8.11 | **43.32** |
| 34 | 0.11 | 4.43 | 22 | 4.75 | 9.28 | 3.06 | 0.19 | **43.82** |
| 35 | 0.11 | 0.96 | 0.36 | 0.27 | 9.28 | 7.94 | 8.11 | **27.03** |
| 36 | 0.11 | 4.43 | 0.36 | 0.27 | 0.86 | 7.94 | 8.11 | **22.08** |
| 37 | 0.11 | 4.43 | 22 | 0.27 | 0.86 | 3.06 | 8.11 | **38.84** |
| 38 | 0.11 | 4.43 | 22 | 4.75 | 0.86 | 3.06 | 0.19 | **35.4** |
| 39 | 0.11 | 0.96 | 0.36 | 0.27 | 0.86 | 7.94 | 8.11 | **18.61** |
| 40 | 0.11 | 4.43 | 0.36 | 0.27 | 0.86 | 3.06 | 8.11 | **17.2** |
| 41 | 0.11 | 4.43 | 22 | 0.27 | 0.86 | 3.06 | 0.19 | **30.92** |
| 42 | 0.11 | 0.96 | 0.36 | 0.27 | 0.86 | 3.06 | 8.11 | **13.73** |
| 43 | 0.11 | 4.43 | 0.36 | 0.27 | 0.86 | 3.06 | 0.19 | **9.28** |
| 44 | 0.11 | 0.96 | 0.36 | 0.27 | 0.86 | 3.06 | 0.19 | **5.81** |
| 45 | 1.5 | 0.96 | 22 | 0.27 | 9.28 | 7.94 | 8.11 | **50.06** |
| 46 | 1.5 | 0.96 | 22 | 4.75 | 0.86 | 7.94 | 8.11 | **46.12** |
| 47 | 1.5 | 0.96 | 22 | 4.75 | 9.28 | 3.06 | 8.11 | **49.66** |
| 48 | 1.5 | 0.96 | 22 | 4.75 | 9.28 | 7.94 | 0.19 | **46.62** |
| 49 | 1.5 | 0.96 | 22 | 0.27 | 0.86 | 7.94 | 8.11 | **41.64** |
| 50 | 1.5 | 0.96 | 22 | 4.75 | 0.86 | 3.06 | 8.11 | **41.24** |
| 52 | 1.5 | 0.96 | 22 | 0.27 | 0.86 | 3.06 | 8.11 | **36.76** |
| 53 | 1.5 | 0.96 | 22 | 4.75 | 0.86 | 3.06 | 0.19 | **33.32** |
| 54 | 1.5 | 0.96 | 22 | 0.27 | 0.86 | 3.06 | 0.19 | **28.84** |
| 55 | 0.11 | 0.96 | 22 | 0.27 | 9.28 | 7.94 | 8.11 | **48.67** |
| 56 | 0.11 | 0.96 | 22 | 4.75 | 0.86 | 7.94 | 8.11 | **44.73** |
| 57 | 0.11 | 0.96 | 22 | 4.75 | 9.28 | 3.06 | 8.11 | **48.27** |
| 58 | 0.11 | 0.96 | 22 | 4.75 | 9.28 | 7.94 | 0.19 | **45.23** |
| 59 | 0.11 | 0.96 | 22 | 0.27 | 0.86 | 7.94 | 8.11 | **40.25** |
| 60 | 0.11 | 0.96 | 22 | 4.75 | 0.86 | 3.06 | 8.11 | **39.85** |
| 61 | 0.11 | 0.96 | 22 | 4.75 | 9.28 | 3.06 | 0.19 | **40.35** |

| Case ID | MSI FOR SEVEN TEST VARIABLES | | | | | | | COMPOSITE MSI |
|---|---|---|---|---|---|---|---|---|
| 62 | 0.11 | 0.96 | 22 | 0.27 | 0.86 | 3.06 | 8.11 | **35.37** |
| 63 | 0.11 | 0.96 | 22 | 4.75 | 0.86 | 3.06 | 0.19 | **31.93** |
| 64 | 0.11 | 0.96 | 22 | 0.27 | 0.86 | 3.06 | 0.19 | **27.45** |
| 65 | 1.5 | 4.43 | 0.36 | 4.75 | 0.86 | 7.94 | 8.11 | **27.95** |
| 66 | 1.5 | 4.43 | 0.36 | 4.75 | 9.28 | 3.06 | 8.11 | **31.49** |
| 67 | 1.5 | 4.43 | 0.36 | 4.75 | 9.28 | 7.94 | 0.19 | **28.45** |
| 68 | 1.5 | 4.43 | 0.36 | 4.75 | 0.86 | 3.06 | 8.11 | **23.07** |
| 69 | 1.5 | 4.43 | 0.36 | 4.75 | 9.28 | 3.06 | 0.19 | **23.57** |
| 70 | 1.5 | 4.43 | 0.36 | 4.75 | 0.86 | 3.06 | 0.19 | **15.15** |
| 71 | 0.11 | 4.43 | 0.36 | 4.75 | 0.86 | 7.94 | 8.11 | **26.56** |
| 72 | 0.11 | 4.43 | 0.36 | 4.75 | 9.28 | 3.06 | 8.11 | **30.1** |
| 73 | 0.11 | 4.43 | 0.36 | 4.75 | 9.28 | 7.94 | 0.19 | **27.06** |
| 74 | 0.11 | 4.43 | 0.36 | 4.75 | 0.86 | 3.06 | 8.11 | **21.68** |
| 75 | 0.11 | 4.43 | 0.36 | 4.75 | 9.28 | 3.06 | 0.19 | **22.18** |
| 76 | 0.11 | 4.43 | 0.36 | 4.75 | 0.86 | 3.06 | 0.19 | **13.76** |
| 77 | 1.5 | 4.43 | 22 | 0.27 | 9.28 | 3.06 | 8.11 | **48.65** |
| 78 | 1.5 | 4.43 | 22 | 0.27 | 9.28 | 7.94 | 0.19 | **45.61** |
| 79 | 1.5 | 4.43 | 22 | 0.27 | 9.28 | 3.06 | 0.19 | **40.73** |
| 80 | 1.5 | 0.96 | 0.36 | 4.75 | 0.86 | 7.94 | 8.11 | **24.48** |
| 81 | 1.5 | 0.96 | 0.36 | 4.75 | 0.86 | 3.06 | 8.11 | **19.6** |
| 82 | 1.5 | 0.96 | 0.36 | 4.75 | 0.86 | 3.06 | 0.19 | **11.68** |
| 83 | 0.11 | 4.43 | 22 | 0.27 | 9.28 | 3.06 | 8.11 | **47.26** |
| 84 | 0.11 | 4.43 | 22 | 0.27 | 9.28 | 7.94 | 0.19 | **44.22** |
| 85 | 0.11 | 4.43 | 22 | 0.27 | 9.28 | 3.06 | 0.19 | **39.34** |
| 86 | 0.11 | 0.96 | 0.36 | 4.75 | 0.86 | 7.94 | 8.11 | **23.09** |
| 87 | 0.11 | 0.96 | 0.36 | 4.75 | 0.86 | 3.06 | 8.11 | **18.21** |
| 88 | 0.11 | 0.96 | 0.36 | 4.75 | 0.86 | 3.06 | 0.19 | **10.29** |
| 89 | 1.5 | 4.43 | 22 | 4.75 | 0.86 | 7.94 | 0.19 | **41.67** |
| 90 | 1.5 | 4.43 | 22 | 4.75 | 0.68 | 3.06 | 0.19 | **36.61** |
| 91 | 1.5 | 4.43 | 0.36 | 0.27 | 9.28 | 3.06 | 8.11 | **27.01** |
| 92 | 1.5 | 0.96 | 0.36 | 0.27 | 9.28 | 3.06 | 8.11 | **23.54** |

| Case ID | MSI FOR SEVEN TEST VARIABLES | | | | | | | COMPOSITE MSI |
|---|---|---|---|---|---|---|---|---|
| 93 | 1.5 | 4.43 | 0.36 | 0.27 | 9.28 | 3.06 | 0.19 | **19.09** |
| 94 | 1.5 | 0.96 | 0.36 | 0.27 | 9.28 | 3.06 | 0.19 | **15.62** |
| 95 | 0.11 | 4.43 | 22 | 4.75 | 0.86 | 7.94 | 0.19 | **40.28** |
| 96 | 0.11 | 4.43 | 22 | 4.75 | 0.68 | 3.06 | 0.19 | **35.22** |
| 97 | 0.11 | 4.43 | 0.36 | 0.27 | 9.28 | 3.06 | 8.11 | **25.62** |
| 98 | 0.11 | 0.96 | 0.36 | 0.27 | 9.28 | 3.06 | 8.11 | **22.15** |
| 99 | 0.11 | 4.43 | 0.36 | 0.27 | 9.28 | 3.06 | 0.19 | **17.7** |
| 100 | 0.11 | 0.96 | 0.36 | 0.27 | 9.28 | 3.06 | 0.19 | **14.23** |
| 101 | 1.5 | 0.96 | 0.36 | 4.75 | 9.28 | 3.06 | 8.11 | **28.02** |
| 102 | 1.5 | 4.43 | 22 | 0.27 | 0.86 | 7.94 | 0.19 | **37.19** |
| 103 | 1.5 | 4.43 | 0.36 | 0.27 | 0.86 | 7.94 | 0.19 | **15.55** |
| 104 | 1.5 | 0.96 | 0.36 | 0.27 | 0.86 | 7.94 | 0.19 | **12.08** |
| 105 | 0.11 | 0.96 | 0.36 | 4.75 | 9.28 | 3.06 | 8.11 | **26.63** |
| 106 | 0.11 | 4.43 | 22 | 0.27 | 0.86 | 7.94 | 0.19 | **35.8** |
| 107 | 0.11 | 4.43 | 0.36 | 0.27 | 0.86 | 7.94 | 0.19 | **14.16** |
| 108 | 0.11 | 0.96 | 0.36 | 0.27 | 0.86 | 7.94 | 0.19 | **10.69** |
| 109 | 1.5 | 0.96 | 0.36 | 4.75 | 9.28 | 7.94 | 0.19 | **24.98** |
| 110 | 1.5 | 4.43 | 0.36 | 0.27 | 9.28 | 7.94 | 0.19 | **23.97** |
| 111 | 1.5 | 0.96 | 0.36 | 0.27 | 9.28 | 7.94 | 0.19 | **20.5** |
| 112 | 0.11 | 0.96 | 0.36 | 4.75 | 9.28 | 7.94 | 0.19 | **23.59** |
| 113 | 0.11 | 4.43 | 0.36 | 0.27 | 9.28 | 7.94 | 0.19 | **22.58** |
| 114 | 0.11 | 0.96 | 0.36 | 0.27 | 9.28 | 7.94 | 0.19 | **19.11** |

Denote:
Composite MSI = Summation of Seven Test Variables

## APPENDIX E

## DATASET FOR PHASE 1 STUDY

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Yes | Yes | Female | 19 | 2 | Yes | Both | 3 | No | None | No |
| 2 | Yes | Yes | Female | 27 | 10 | Yes | Both | 3 | Yes | 2-3 | Yes |
| 3 | Yes | Yes | Male | 24 | 4 | No | Both | 3 | Yes | 2-3 | Yes |
| 4 | Yes | Yes | Male | 27 | 7 | Yes | Work/Study | 11 | Yes | 1 | No |
| 5 | Yes | Yes | Female | 18 | 2 | Yes | Both | 11 | Yes | 1 | Yes |
| 6 | Yes | Yes | Male | 27 | 10 | Yes | Both | 3 | Yes | >3 | Yes |
| 7 | Yes | Yes | Male | 27 | 10 | Yes | Both | 3 | Yes | 2-3 | Yes |
| 8 | Yes | Yes | Male | 20 | 2 | Yes | Both | 3 | Yes | 1 | Yes |
| 9 | Yes | Yes | Male | 21 | 3 | Yes | Both | 11 | No | None | No |
| 10 | Yes | Yes | Male | 20 | 3 | Yes | Both | 11 | Yes | 1 | Yes |
| 11 | Yes | Yes | Female | 20 | 3 | Yes | Both | 3 | No | None | Yes |
| 12 | Yes | Yes | Male | 24 | 7 | Yes | Both | 3 | Yes | 2-3 | Yes |
| 13 | Yes | Yes | Male | 30 | 14 | Yes | Both | 3 | No | None | Yes |
| 14 | Yes | Yes | Female | 24 | 6 | No | Leisure | 3 | No | None | Yes |
| 15 | Yes | Yes | Female | 18 | 1.5 | Yes | Work/Study | 11 | No | None | Yes |
| 16 | Yes | Yes | Male | 49 | 15 | No | Leisure | 11 | No | None | No |
| 17 | Yes | Yes | Female | 33 | 16 | No | Both | 3 | No | None | No |
| 18 | Yes | Yes | Male | 42 | 25 | Yes | Both | 3 | No | None | No |
| 19 | Yes | Yes | Male | 38 | 22 | Yes | Both | 3 | Yes | 1 | No |
| 20 | Yes | Yes | Female | 38 | 3 | No | Leisure | 3 | No | None | No |
| 21 | Yes | Yes | Male | 33 | 6 | No | Work/Study | 11 | Yes | 1 | No |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | Yes | Yes | Male | 70 | 45 | No | Leisure | 3 | No | None | No |
| 23 | Yes | Yes | Female | 40 | 20 | Yes | Work/Study | 11 | No | None | No |
| 24 | Yes | Yes | Male | 48 | 25 | Yes | Leisure | 3 | No | None | No |
| 25 | Yes | Yes | Female | 41 | 2 | Yes | Both | 3 | No | None | No |
| 26 | Yes | Yes | Male | 32 | 5 | No | Work/Study | 3 | No | None | Yes |
| 27 | Yes | Yes | Male | 31 | 8 | Yes | Both | 3 | Yes | 2-3 | No |
| 28 | Yes | Yes | Male | 27 | 7 | Yes | Both | 11 | Yes | 1 | No |
| 29 | Yes | Yes | Male | 49 | 20 | Yes | Leisure | 3 | Yes | 2-3 | Yes |
| 30 | Yes | Yes | Male | 37 | 2 | No | Work/Study | 3 | Yes | 1 | Yes |
| 31 | Yes | Yes | Male | 31 | 6 | Yes | Both | 3 | No | None | Yes |
| 32 | Yes | Yes | Male | 43 | 25 | No | Leisure | 3 | No | None | No |
| 33 | Yes | Yes | Male | 33 | 15 | Yes | Both | 3 | Yes | 1 | No |
| 34 | Yes | Yes | Male | 47 | 3 | Yes | Leisure | 3 | Yes | 1 | Yes |
| 35 | Yes | Yes | Male | 37 | 16 | Yes | Work/Study | 3 | Yes | >3 | Yes |
| 36 | Yes | Yes | Male | 42 | 24 | No | Both | 3 | No | None | No |
| 37 | Yes | Yes | Male | 31 | 12 | Yes | Both | 3 | No | None | Yes |
| 38 | Yes | Yes | Male | 51 | 34 | Yes | Both | 11 | No | None | No |
| 39 | Yes | Yes | Male | 23 | 3 | Yes | Both | 3 | Yes | 1 | Yes |
| 40 | Yes | Yes | Male | 47 | 31 | Yes | Both | 4 | Yes | 1 | No |
| 41 | Yes | Yes | Male | 52 | 23 | Yes | Both | 11 | Yes | 1 | No |
| 42 | Yes | Yes | Male | 57 | 2 | Yes | Both | 4 | Yes | 2-3 | Yes |
| 43 | Yes | Yes | Male | 32 | 12 | No | Leisure | 3 | Yes | 1 | No |
| 44 | Yes | Yes | Male | 26 | 10 | Yes | Work/Study | 3 | Yes | 1 | Yes |
| 45 | Yes | Yes | Female | 24 | 6 | Yes | Leisure | 3 | No | None | Yes |
| 46 | Yes | Yes | Male | 30 | 12 | Yes | Both | 3 | No | None | No |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 47 | Yes | Yes | Male | 27 | 5 | No | Leisure | 3 | No | None | No |
| 48 | Yes | Yes | Male | 56 | 36 | Yes | Work/Study | 11 | No | None | No |
| 49 | Yes | Yes | Female | 42 | 28 | No | Leisure | 3 | No | None | No |
| 50 | Yes | Yes | Male | 30 | 12 | No | Leisure | 3 | No | None | No |
| 51 | Yes | Yes | Female | 24 | 9 | Yes | Work/Study | 11 | Yes | 1 | No |
| 52 | Yes | Yes | Male | 26 | 6 | Yes | Both | 11 | No | None | No |
| 53 | Yes | Yes | Male | 27 | 7 | No | Leisure | 11 | No | None | No |
| 54 | Yes | Yes | Male | 31 | 12 | Yes | Both | 3 | Yes | 2-3 | No |
| 55 | Yes | Yes | Male | 19 | 1 | No | Leisure | 3 | No | None | No |
| 56 | Yes | Yes | Male | 25 | 5 | Yes | Work/Study | 3 | No | None | No |
| 57 | Yes | Yes | Male | 30 | 11 | Yes | Both | 3 | Yes | 2-3 | No |
| 58 | Yes | Yes | Male | 26 | 4 | No | Both | 11 | No | None | No |
| 59 | Yes | Yes | Male | 38 | 15 | No | Leisure | 3 | Yes | 2-3 | No |
| 60 | Yes | Yes | Male | 34 | 15 | Yes | Both | 3 | Yes | 2-3 | Yes |
| 61 | Yes | Yes | Female | 23 | 5 | Yes | Work/Study | 11 | Yes | 1 | Yes |
| 62 | Yes | Yes | Female | 26 | 5 | No | Leisure | 3 | Yes | 1 | Yes |
| 63 | Yes | Yes | Male | 27 | 4 | No | Work/Study | 11 | Yes | 1 | No |
| 64 | Yes | Yes | Male | 30 | 8 | No | Leisure | 11 | Yes | 1 | No |
| 65 | Yes | Yes | Female | 27 | 5 | Yes | Work/Study | 11 | Yes | 1 | Yes |
| 66 | Yes | Yes | Male | 50 | 20 | Yes | Work/Study | 3 | Yes | 1 | Yes |
| 67 | Yes | Yes | Male | 37 | 10 | Yes | Work/Study | 11 | No | None | No |
| 68 | Yes | Yes | Male | 40 | 20 | Yes | Both | 11 | Yes | 1 | No |
| 69 | Yes | Yes | Male | 30 | 10 | Yes | Both | 11 | Yes | 2-3 | No |
| 70 | Yes | Yes | Female | 35 | 10 | No | Leisure | 3 | No | None | No |
| 71 | Yes | Yes | Male | 38 | 22 | Yes | Both | 3 | Yes | 2-3 | Yes |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 72 | Yes | Yes | Male | 30 | 7 | Yes | Both | 3 | Yes | 2-3 | No |
| 73 | Yes | Yes | Male | 28 | 10 | No | Both | 3 | No | None | No |
| 74 | Yes | Yes | Male | 28 | 10 | No | Both | 3 | No | None | No |
| 75 | Yes | Yes | Female | 26 | 5 | Yes | Both | 3 | Yes | 1 | Yes |
| 76 | Yes | Yes | Male | 29 | 13 | Yes | Both | 3 | Yes | 1 | Yes |
| 77 | Yes | Yes | Male | 28 | 10 | No | Both | 3 | No | None | No |
| 78 | Yes | Yes | Female | 48 | 27 | No | Work/Study | 3 | Yes | 1 | Yes |
| 79 | Yes | Yes | Male | 28 | 7 | No | Work/Study | 3 | No | None | Yes |
| 80 | Yes | Yes | Male | 29 | 9 | Yes | Both | 3 | No | None | No |
| 81 | Yes | Yes | Female | 28 | 12 | No | Leisure | 3 | No | None | No |
| 82 | Yes | Yes | Female | 30 | 10 | No | Leisure | 3 | Yes | 1 | Yes |
| 83 | Yes | Yes | Male | 28 | 3 | No | Leisure | 3 | No | None | No |
| 84 | Yes | Yes | Male | 36 | 20 | Yes | Both | 3 | Yes | 2-3 | Yes |
| 85 | Yes | Yes | Male | 27 | 9 | Yes | Work/Study | 11 | Yes | 2-3 | No |
| 86 | Yes | Yes | Male | 24 | 8 | Yes | Work/Study | 3 | Yes | 2-3 | No |
| 87 | Yes | Yes | Male | 29 | 6 | Yes | Both | 3 | Yes | 2-3 | No |
| 88 | Yes | Yes | Male | 33 | 13 | No | Leisure | 11 | Yes | 1 | No |
| 89 | Yes | Yes | Male | 48 | 8 | Yes | Work/Study | 3 | No | None | No |
| 90 | Yes | Yes | Male | 26 | 8 | Yes | Both | 3 | No | None | No |
| 91 | Yes | Yes | Male | 27 | 10 | Yes | Both | 3 | No | None | Yes |
| 92 | Yes | Yes | Male | 30 | 10 | No | Both | 11 | Yes | 1 | No |
| 93 | Yes | Yes | Male | 20 | 4 | Yes | Both | 11 | No | None | No |
| 94 | Yes | Yes | Female | 27 | 10 | No | Leisure | 3 | No | None | Yes |
| 95 | Yes | Yes | Male | 23 | 2 | Yes | Work/Study | 3 | No | None | No |
| 96 | Yes | Yes | Male | 24 | 6 | Yes | Both | 3 | No | None | Yes |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 97 | Yes | Yes | Male | 23 | 6 | No | Work/Study | 3 | Yes | 1 | Yes |
| 98 | Yes | Yes | Male | 34 | 5 | No | Work/Study | 3 | Yes | 1 | Yes |
| 99 | Yes | Yes | Male | 31 | 15 | No | Work/Study | 3 | Yes | 1 | No |
| 100 | Yes | Yes | Male | 28 | 11 | Yes | Leisure | 3 | No | None | No |
| 101 | Yes | Yes | Male | 36 | 20 | No | Leisure | 3 | No | None | No |
| 102 | Yes | Yes | Male | 33 | 15 | Yes | Both | 3 | Yes | 1 | Yes |
| 103 | Yes | Yes | Male | 32 | 15 | No | Leisure | 3 | Yes | 1 | Yes |
| 104 | Yes | Yes | Male | 28 | 7 | No | Leisure | 3 | Yes | 1 | Yes |
| 105 | Yes | Yes | Female | 30 | 10 | No | Work/Study | 11 | Yes | 1 | Yes |
| 106 | Yes | Yes | Male | 21 | 3 | Yes | Work/Study | 11 | No | None | No |
| 107 | Yes | Yes | Female | 25 | 10 | No | Leisure | 11 | Yes | 1 | No |
| 108 | Yes | Yes | Male | 47 | 23 | Yes | Work/Study | 11 | No | None | No |
| 109 | Yes | Yes | Female | 42 | 12 | Yes | Work/Study | 3 | No | None | No |
| 110 | Yes | Yes | Male | 32 | 12 | No | Leisure | 3 | Yes | 1 | No |
| 111 | Yes | Yes | Male | 48 | 20 | Yes | Work/Study | 3 | Yes | 1 | No |
| 112 | Yes | Yes | Female | 25 | 6 | No | Leisure | 3 | No | None | No |
| 113 | Yes | Yes | Male | 29 | 12 | No | Work/Study | 3 | No | None | No |
| 114 | Yes | Yes | Male | 23 | 5 | Yes | Both | 3 | Yes | 1 | No |
| 115 | Yes | Yes | Male | 19 | 2 | Yes | Both | 3 | No | None | Yes |
| 116 | Yes | Yes | Male | 34 | 15 | Yes | Leisure | 3 | No | None | No |
| 117 | Yes | Yes | Female | 27 | 10 | Yes | Leisure | 3 | Yes | 2-3 | No |
| 118 | Yes | Yes | Female | 23 | 6 | Yes | Leisure | 3 | No | None | No |
| 119 | Yes | Yes | Male | 22 | 7 | Yes | Both | 3 | Yes | >3 | Yes |
| 120 | Yes | Yes | Male | 23 | 6 | Yes | Leisure | 3 | Yes | 1 | Yes |
| 121 | Yes | Yes | Male | 23 | 6 | Yes | Both | 3 | No | None | No |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 122 | Yes | Yes | Male | 28 | 3 | No | Work/Study | 3 | Yes | 1 | No |
| 123 | Yes | Yes | Male | 27 | 8 | Yes | Both | 3 | Yes | >3 | Yes |
| 124 | Yes | Yes | Male | 28 | 3 | Yes | Work/Study | 11 | No | None | No |
| 125 | Yes | Yes | Male | 38 | 15 | No | Leisure | 3 | No | None | No |
| 126 | Yes | Yes | Male | 30 | 14 | Yes | Work/Study | 3 | Yes | 2-3 | Yes |
| 127 | Yes | Yes | Male | 25 | 8 | Yes | Work/Study | 3 | No | None | No |
| 128 | Yes | Yes | Male | 27 | 6 | Yes | Both | 11 | Yes | 2-3 | Yes |
| 129 | Yes | Yes | Male | 19 | 3 | Yes | Work/Study | 11 | Yes | 1 | Yes |
| 130 | Yes | Yes | Male | 18 | 2 | Yes | Both | 11 | Yes | 1 | Yes |
| 131 | Yes | Yes | Male | 21 | 4 | Yes | Both | 11 | Yes | 1 | Yes |
| 132 | Yes | Yes | Male | 21 | 3 | Yes | Work/Study | 3 | Yes | 1 | Yes |
| 133 | Yes | Yes | Male | 19 | 2 | Yes | Both | 10 | Yes | 1 | Yes |
| 134 | Yes | Yes | Male | 21 | 4 | Yes | Leisure | 3 | Yes | 1 | Yes |
| 135 | Yes | Yes | Male | 21 | 3 | Yes | Work/Study | 3 | Yes | 1 | Yes |
| 136 | Yes | Yes | Male | 21 | 3 | Yes | Leisure | 3 | Yes | 1 | Yes |
| 137 | Yes | Yes | Male | 28 | 12 | Yes | Work/Study | 3 | Yes | 1 | Yes |

| ID | C1 | C2 | C3 | CI-1 | CI-2 | CI-3 | CI-4 | CI-5 | CI-6 | CI-7 | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | No | Yes | Yes | No | No | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 2 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 3 | No | Yes | No | No | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |
| 4 | No | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |
| 5 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Speed |
| 6 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Speed |
| 7 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Speed |
| 8 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 9 | No | Yes | No | Yes | No | Yes | No | Yes | Yes | No | M.Traffic Vol |
| 10 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Speed |
| 11 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 12 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Type of RD |
| 13 | No | Yes | No | Yes | Yes | No | Yes | Yes | No | Yes | Speed |
| 14 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Pavement |
| 15 | No | Yes | No | Yes | No | Yes | Yes | No | No | Yes | Paved Shoulder |
| 16 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Speed |
| 17 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 18 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 19 | No | Yes | No | Yes | Yes | Yes | Yes | No | Yes | Yes | Pavement |
| 20 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | No | Lane Width |
| 21 | No | Yes | No | No | Yes | Yes | Yes | Yes | No | Yes | Lane Width |
| 22 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | No | Lane Width |
| 23 | No | No | No | No | Yes | Yes | Yes | No | Yes | Yes | Pavement |
| 24 | No | Yes | No | Yes | Yes | Yes | Yes | No | Yes | Yes | Pavement |
| 25 | No | Yes | No | Yes | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |

| ID | C1 | C2 | C3 | CI-1 | CI-2 | CI-3 | CI-4 | CI-5 | CI-6 | CI-7 | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 26 | No | Yes | No | Yes | Yes | Yes | No | No | No | Yes | M.Traffic Vol |
| 27 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 28 | No | No | No | No | Yes | Yes | Yes | No | No | Yes | Pavement |
| 29 | No | Yes | No | Yes | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 30 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 31 | No | Yes | No | Yes | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 32 | No | Yes | No | No | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 33 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Speed |
| 34 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Pavement |
| 35 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | No | M.Traffic Vol |
| 36 | No | No | No | No | Yes | Yes | Yes | Yes | No | No | M.Traffic Vol |
| 37 | No | No | No | Yes | Yes | No | Yes | No | No | Yes | Pavement |
| 38 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Type of RD |
| 39 | No | No | Yes | Yes | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 40 | No | Yes | No | No | No | Yes | Yes | Yes | No | Yes | Type of RD |
| 41 | No | Yes | No | No | Yes | Yes | Yes | Yes | No | Yes | Type of RD |
| 42 | No | No | No | Yes | No | Yes | Yes | Yes | No | Yes | Type of RD |
| 43 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 44 | No | No | Yes | No | Yes | Yes | Yes | No | No | No | Pavement |
| 45 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Speed |
| 46 | No | No | Yes | No | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 47 | No | Yes | No | Yes | No | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 48 | No | Yes | No | Yes | Yes | Yes | Yes | No | Yes | Yes | Type of RD |
| 49 | No | Yes | No | No | Yes | Yes | Yes | No | No | Yes | Type of RD |
| 50 | No | Yes | No | Yes | No | Yes | Yes | No | No | Yes | Speed |

| ID | C1 | C2 | C3 | CI-1 | CI-2 | CI-3 | CI-4 | CI-5 | CI-6 | CI-7 | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 | No | No | Yes | No | Yes | Yes | Yes | No | Yes | No | Speed |
| 52 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 53 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 54 | No | No | Yes | Yes | Yes | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 55 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 56 | No | Yes | No | Yes | No | Yes | Yes | No | No | No | M.Traffic Vol |
| 57 | No | Yes | No | Yes | No | Yes | Yes | No | No | No | Pavement |
| 58 | No | No | No | Yes | Yes | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 59 | No | No | No | Yes | Yes | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 60 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 61 | No | Yes | No | No | No | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 62 | No | Yes | No | Yes | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 63 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 64 | No | No | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 65 | No | Yes | No | Yes | Yes | Yes | No | No | No | Yes | Speed |
| 66 | No | Yes | No | Yes | No | Yes | Yes | No | No | Yes | Parking |
| 67 | No | No | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Pavement |
| 68 | No | Yes | Yes | No | Yes | Yes | No | Yes | No | Yes | M.Traffic Vol |
| 69 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 70 | No | Yes | No | No | No | Yes | No | No | No | Yes | Pavement |
| 71 | No | Yes | Yes | Yes | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 72 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 73 | No | Yes | No | Yes | No | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 74 | No | Yes | No | Yes | No | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 75 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Speed |

| ID | C1 | C2 | C3 | CI-1 | CI-2 | CI-3 | CI-4 | CI-5 | CI-6 | CI-7 | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 76 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Lane Width |
| 77 | No | Yes | No | Yes | No | Yes | No | No | Yes | Yes | M.Traffic Vol |
| 78 | No | Yes | No | Yes | No | No | Yes | Yes | No | Yes | M.Traffic Vol |
| 79 | No | Yes | No | Yes | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 80 | No | Yes | No | Yes | Yes | Yes | No | No | No | Yes | Paved Shoulder |
| 81 | No | Yes | No | Yes | No | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 82 | No | Yes | No | Yes | No | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 83 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 84 | No | Yes | Yes | Yes | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 85 | No | No | No | No | Yes | Yes | Yes | No | No | Yes | Lane Width |
| 86 | No | Yes | Yes | No | No | Yes | Yes | No | Yes | No | M.Traffic Vol |
| 87 | No | No | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 88 | No | Yes | No | Yes | Yes | Yes | No | No | No | No | Lane Width |
| 89 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |
| 90 | No | No | No | Yes | Yes | Yes | Yes | No | Yes | Yes | Pavement |
| 91 | No | No | Yes | No | Yes | No | Yes | No | Yes | Yes | Lane Width |
| 92 | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | M.Traffic Vol |
| 93 | No | Yes | Yes | Yes | No | No | Yes | No | No | Yes | Lane Width |
| 94 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Lane Width |
| 95 | No | Yes | Yes | Yes | Yes | No | Yes | No | Yes | Yes | M.Traffic Vol |
| 96 | No | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |
| 97 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 98 | No | Yes | No | Yes | Yes | Yes | No | No | No | Yes | Paved Shoulder |
| 99 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 100 | No | Yes | No | No | Yes | Yes | Yes | Yes | No | Yes | Speed |

| ID | C1 | C2 | C3 | CI-1 | CI-2 | CI-3 | CI-4 | CI-5 | CI-6 | CI-7 | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 102 | No | No | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 103 | Yes | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | Speed |
| 104 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Lane Width |
| 105 | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | M.Traffic Vol |
| 106 | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 107 | Yes | Yes | Yes | Yes | Yes | Yes | No | No | Yes | Yes | Lane Width |
| 108 | Yes | Yes | Yes | No | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 109 | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Parking |
| 110 | Yes | Yes | No | Yes | No | Yes | No | No | Yes | No | M.Traffic Vol |
| 111 | Yes | Yes | No | Yes | Yes | Yes | Yes | No | Yes | Yes | Speed |
| 112 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Pavement |
| 113 | Yes | No | No | No | No | No | Yes | No | Yes | No | Speed |
| 114 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Lane Width |
| 115 | No | Yes | Yes | No | No | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 116 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | M.Traffic Vol |
| 117 | No | Yes | No | Yes | No | Yes | Yes | No | Yes | Yes | M.Traffic Vol |
| 118 | No | Yes | Yes | No | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |
| 119 | No | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |
| 120 | No | No | Yes | Yes | Yes | Yes | Yes | No | No | Yes | Pavement |
| 121 | No | Yes | No | Yes | Yes | No | No | No | No | Yes | Speed |
| 122 | No | Yes | No | Yes | Yes | Yes | Yes | Yes | No | Yes | Speed |
| 123 | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | Paved Shoulder |
| 124 | No | No | Yes | No | Yes | Yes | No | Yes | Yes | No | M.Traffic Vol |
| 125 | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | Type of RD |

| ID | C1 | C2 | C3 | CI-1 | CI-2 | CI-3 | CI-4 | CI-5 | CI-6 | CI-7 | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 126 | No | Yes | No | Yes | Yes | Yes | Yes | No | No | Yes | M.Traffic Vol |
| 127 | No | Yes | Yes | No | Yes | Yes | Yes | No | Yes | Yes | Pavement |
| 128 | Yes | No | Yes | No | No | No | Yes | No | No | Yes | Parking |
| 129 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Paved Shoulder |
| 130 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 131 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 132 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 133 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 134 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 135 | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 136 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | M.Traffic Vol |
| 137 | Yes | No | Yes | No | Yes | Yes | Yes | No | Yes | Yes | M.Traffic Vol |

# APPENDIX F

# DATASET FOR PHASE 2 STUDY

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | YES | YES | FEMALE | 58 | 15 | BOTH | DAILY | 10 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 2 | YES | YES | MALE | 20 | 5 | BOTH | 1-2 TIMES/WK | 2 | 125CC | 3 | YES | >3 | NO | N.S.SAFE | DANGEROUS | DANGEROUS | N.S.SAFE |
| 3 | YES | YES | FEMALE | 20 | 2 | LEISURE | DAILY | 7 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | V. DANGEROUS |
| 4 | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 48 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 5 | YES | YES | MALE | 63 | 43 | BOTH | DAILY | 28 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 6 | YES | YES | MALE | 50 | 31 | BOTH | DAILY | 28 | 125CC | 3 | YES | 2-3 | NO | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| 7 | YES | YES | FEMALE | 43 | 25 | LEISURE | 1-2 TIMES/WK | 10 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 8 | YES | YES | MALE | 21 | 3 | BOTH | DAILY | 11 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 9 | YES | YES | MALE | 19 | 1 | LEISURE | DAILY | 8 | 125CC | 11 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 10 | YES | YES | MALE | 51 | 33 | LEISURE | DAILY | 6 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | N.S.SAFE | SAFE | V.SAFE |
| 11 | YES | YES | FEMALE | 28 | 9 | LEISURE | 1-2 TIMES/WK | 4 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | V.SAFE |
| 12 | YES | YES | FEMALE | 41 | 23 | LEISURE | 1-2 TIMES/WK | 3 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| 13 | YES | YES | FEMALE | 28 | 8 | LEISURE | 1-2 TIMES/WK | 3 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| 14 | YES | YES | FEMALE | 19 | 1 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE |
| 15 | YES | YES | MALE | 20 | 3 | BOTH | DAILY | 10 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | SAFE |
| 16 | YES | YES | MALE | 45 | 26 | BOTH | DAILY | 12 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 17 | YES | YES | FEMALE | 42 | 24 | LEISURE | 1-2 TIMES/WK | 5 | 125CC | 11 | NO | 0 | YES | SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS |
| 18 | YES | YES | MALE | 26 | 8 | LEISURE | 1-2 TIMES/WK | 6 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| 19 | YES | YES | FEMALE | 22 | 4 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE |
| 20 | YES | YES | FEMALE | 20 | 2 | BOTH | DAILY | 8 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | DANGEROUS |
| 21 | YES | YES | MALE | 19 | 1 | BOTH | DAILY | 7 | 125CC | 11 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 22 | YES | YES | FEMALE | 23 | 4 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | YES | SAFE | DANGEROUS | SAFE | SAFE |
| 23 | YES | YES | FEMALE | 39 | 20 | LEISURE | DAILY | 5 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | V. DANGEROUS | DANGEROUS |
| 24 | YES | YES | MALE | 53 | 35 | BOTH | 1-2 TIMES/WK | 8 | 125CC | 3 | YES | 0 | YES | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 25 | YES | YES | MALE | 34 | 20 | BOTH | 1-2 TIMES/WK | 3 | 125CC | 3 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 26 | YES | YES | FEMALE | 31 | 12 | BOTH | DAILY | 4 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 27 | YES | YES | MALE | 25 | 8 | BOTH | DAILY | 28 | <250CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| 28 | YES | YES | MALE | 29 | 15 | BOTH | 1-2 TIMES/WK | 3 | 125CC | 3 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 29 | YES | YES | FEMALE | 21 | 4 | BOTH | DAILY | 6 | <250CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | DANGEROUS | N.S.SAFE |
| 30 | YES | YES | FEMALE | 42 | 22 | WORK | 1-2 TIMES/WK | 10 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 31 | YES | YES | MALE | 52 | 32 | BOTH | DAILY | 25 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| 32 | YES | YES | FEMALE | 21 | 3 | WORK | 1-2 TIMES/WK | 4 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | V.SAFE | SAFE |
| 33 | YES | YES | MALE | 35 | 19 | BOTH | DAILY | 30 | 125CC | 3 | YES | 2-3 | NO | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 34 | YES | YES | MALE | 25 | 4 | BOTH | DAILY | 15 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | V.SAFE | SAFE |
| 35 | YES | YES | MALE | 23 | 4 | WORK | DAILY | 20 | <250CC | 3 | YES | >3 | NO | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 36 | YES | YES | FEMALE | 23 | 1 | WORK | DAILY | 5 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| 37 | YES | YES | MALE | 34 | 8 | BOTH | DAILY | 24 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| 38 | YES | YES | MALE | 38 | 12 | BOTH | DAILY | 25 | <250CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 39 | YES | YES | MALE | 40 | 20 | BOTH | DAILY | 30 | <250CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | SAFE | V.SAFE |
| 40 | YES | YES | MALE | 39 | 22 | WORK | DAILY | 25 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| 41 | YES | YES | FEMALE | 28 | 10 | WORK | DAILY | 23 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 42 | YES | YES | MALE | 28 | 13 | BOTH | DAILY | 60 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | V.SAFE | SAFE |
| 43 | YES | YES | MALE | 33 | 16 | BOTH | 1-2 TIMES/WK | 4 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | V.SAFE |
| 44 | YES | YES | MALE | 53 | 30 | BOTH | 1-2 TIMES/WK | 42 | <250CC | 11 | YES | 1 | NO | SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 45 | YES | YES | FEMALE | 46 | 20 | WORK | 1-2 TIMES/WK | 25 | 125CC | 11 | YES | >3 | NO | SAFE | N.S.SAFE | SAFE | V.SAFE |
| 46 | YES | YES | MALE | 55 | 30 | BOTH | 1-2 TIMES/WK | 60 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | V.SAFE |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47 | YES | YES | MALE | 26 | 11 | BOTH | DAILY | 24 | <250CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 48 | YES | YES | FEMALE | 24 | 4 | BOTH | DAILY | 65 | <500CC | 11 | YES | 1 | NO | SAFE | DANGEROUS | V.SAFE | SAFE |
| 49 | YES | YES | MALE | 49 | 29 | WORK | DAILY | 15 | 125CC | 3 | NO | 0 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 50 | YES | YES | MALE | 39 | 19 | BOTH | DAILY | 56 | 125CC | 11 | NO | 0 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 51 | YES | YES | FEMALE | 34 | 12 | BOTH | 1-2 TIMES/WK | 6 | 125CC | 3 | NO | 0 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 52 | YES | YES | FEMALE | 43 | 15 | BOTH | DAILY | 13 | <250CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | SAFE |
| 53 | YES | YES | MALE | 52 | 30 | WORK | DAILY | 21 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | DANGEROUS |
| 54 | YES | YES | MALE | 40 | 20 | WORK | DAILY | 40 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | SAFE | V.SAFE | V.SAFE |
| 55 | YES | YES | FEMALE | 36 | 18 | BOTH | 1-2 TIMES/WK | 6 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| 56 | YES | YES | MALE | 25 | 7 | WORK | DAILY | 60 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| 57 | YES | YES | MALE | 23 | 5 | BOTH | DAILY | 2 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| 58 | YES | YES | MALE | 20 | 2 | BOTH | DAILY | 36 | 125CC | 11 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| 59 | YES | YES | FEMALE | 22 | 5 | BOTH | DAILY | 41 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| 60 | YES | YES | FEMALE | 22 | 5 | BOTH | DAILY | 41 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| 61 | YES | YES | MALE | 29 | 2 | WORK | 1-2 TIMES/WK | 8 | 125CC | 11 | YES | 1 | NO | SAFE | DANGEROUS | V. DANGEROUS | V.SAFE |
| 62 | YES | YES | FEMALE | 22 | 6 | BOTH | 1-2 TIMES/WK | 49 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 63 | YES | YES | MALE | 17 | 5 | BOTH | DAILY | 20 | 125CC | 11 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 64 | YES | YES | MALE | 17 | 7 | BOTH | DAILY | 25 | 125CC | 11 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 65 | YES | YES | MALE | 17 | 5 | BOTH | DAILY | 19 | 125CC | 11 | YES | >3 | YES | SAFE | V. DANGEROUS | SAFE | V.SAFE |
| 66 | YES | YES | MALE | 17 | 1 | WORK | DAILY | 2 | 125CC | 11 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 67 | YES | YES | MALE | 23 | 6 | BOTH | DAILY | 28 | 125CC | 11 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 68 | YES | YES | MALE | 22 | 7 | BOTH | 1-2 TIMES/WK | 23 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 69 | YES | YES | MALE | 23 | 8 | BOTH | DAILY | 35 | 125CC | 3 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | V.SAFE |
| 70 | YES | YES | MALE | 20 | 3 | BOTH | DAILY | 14 | 125CC | 11 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 71 | YES | YES | MALE | 22 | 4 | BOTH | DAILY | 20 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 72 | YES | YES | MALE | 21 | 3 | BOTH | DAILY | 16 | 125CC | 11 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 73 | YES | YES | MALE | 20 | 3 | BOTH | DAILY | 20 | 125CC | 11 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 74 | YES | YES | MALE | 22 | 5 | BOTH | DAILY | 17 | 125CC | 3 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 75 | YES | YES | MALE | 19 | 2 | BOTH | 1-2 TIMES/WK | 22 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 76 | YES | YES | MALE | 22 | 5 | BOTH | DAILY | 14 | 125CC | 3 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 77 | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 14 | 125CC | 11 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 78 | YES | YES | MALE | 26 | 10 | BOTH | 1-2 TIMES/WK | 22 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 79 | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 14 | 125CC | 11 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 80 | YES | YES | MALE | 21 | 5 | BOTH | DAILY | 14 | 125CC | 11 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 81 | YES | YES | MALE | 22 | 5 | BOTH | DAILY | 22 | 125CC | 11 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 82 | YES | YES | MALE | 25 | 8 | BOTH | DAILY | 16 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 83 | YES | YES | MALE | 24 | 8 | BOTH | DAILY | 19 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 84 | YES | YES | MALE | 23 | 6 | BOTH | DAILY | 15 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | SAFE | V.SAFE |
| 85 | YES | YES | FEMALE | 22 | 5 | BOTH | DAILY | 12 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 86 | YES | YES | FEMALE | 22 | 4 | BOTH | DAILY | 11 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 87 | YES | YES | MALE | 22 | 4 | BOTH | DAILY | 23 | 125CC | 3 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 88 | YES | YES | FEMALE | 21 | 3 | BOTH | DAILY | 14 | 125CC | 11 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 89 | YES | YES | MALE | 20 | 2 | BOTH | DAILY | 13 | 125CC | 11 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 90 | YES | YES | MALE | 19 | 3 | BOTH | DAILY | 12 | 125CC | 11 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 91 | YES | YES | MALE | 23 | 8 | BOTH | DAILY | 14 | 125CC | 3 | YES | >3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| 92 | YES | YES | MALE | 43 | 25 | WORK | DAILY | 12 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 93 | YES | YES | MALE | 22 | 7 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 94 | YES | YES | MALE | 22 | 5 | WORK | DAILY | 3 | 125CC | 3 | NO | 0 | NO | SAFE | SAFE | SAFE | V.SAFE |
| 95 | YES | YES | MALE | 22 | 2 | BOTH | DAILY | 2 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | SAFE | SAFE |
| 96 | YES | YES | FEMALE | 22 | 4 | WORK | <1 TIMES/MONTH |  | 125CC | 11 | NO | 0 | YES | N.S.SAFE | DANGEROUS | V.SAFE | V.SAFE |
| 97 | YES | YES | FEMALE | 47 | 15 | BOTH | DAILY | 7 | 125CC | 11 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | V.SAFE |
| 98 | YES | YES | MALE | 22 | 5 | BOTH | DAILY | 7 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | V.SAFE |
| 99 | YES | YES | MALE | 20 | 5 | BOTH | 2-3 TIMES/MONTH |  | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | V.SAFE | V.SAFE |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **100** | YES | YES | MALE | 21 | 5 | BOTH | DAILY | 5 | <250CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **101** | YES | YES | MALE | 20 | 6 | BOTH | DAILY | 10 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **102** | YES | YES | MALE | 20 | 4 | WORK | DAILY | 6 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| **103** | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 2 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | V. DANGEROUS | SAFE |
| **104** | YES | YES | FEMALE | 19 | 2 | BOTH | DAILY | 4 | 125CC | 11 | NO | 0 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| **105** | YES | YES | FEMALE | 20 | 3 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | N.S.SAFE | SAFE | SAFE |
| **106** | YES | YES | FEMALE | 42 | 10 | BOTH | DAILY | 3 | 125CC | 3 | YES | >3 | YES | V. DANGEROUS | N.S.SAFE | SAFE | SAFE |
| **107** | YES | YES | FEMALE | 26 | 8 | BOTH | <1 TIMES/MONTH |  | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **108** | YES | YES | FEMALE | 49 | 35 | BOTH | DAILY | 14 | 125CC | 11 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **109** | YES | YES | FEMALE | 22 | 5 | LEISURE | <1 TIMES/MONTH |  | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **110** | YES | YES | FEMALE | 18 | 2 | WORK | DAILY | 14 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **111** | YES | YES | MALE | 66 | 47 | BOTH | DAILY | 20 | <250CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | N.S.SAFE | SAFE |
| **112** | YES | YES | MALE | 55 | 35 | BOTH | DAILY | 5 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | SAFE | V.SAFE |
| **113** | YES | YES | MALE | 29 | 13 | BOTH | DAILY | 21 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | SAFE | DANGEROUS |
| **114** | YES | YES | FEMALE | 37 | 14 | WORK | 1-2 TIMES/WK | 1 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **115** | YES | YES | MALE | 28 | 10 | LEISURE | 2-3 TIMES/MONTH |  | 125CC | 11 | YES | >3 | YES | V. DANGEROUS | V.SAFE | V.SAFE | SAFE |
| **116** | YES | YES | MALE | 19 | 2 | BOTH | 1-2 TIMES/WK | 4 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | DANGEROUS | SAFE |
| **117** | YES | YES | FEMALE | 23 | 2 | BOTH | 1-2 TIMES/WK | 1 | 125CC | 11 | NO | 0 | YES | DANGEROUS | V. DANGEROUS | V. DANGEROUS | SAFE |
| **118** | YES | YES | MALE | 22 | 7 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **119** | YES | YES | MALE | 29 | 14 | BOTH | DAILY | 10 | <250CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | V.SAFE | V.SAFE |
| **120** | YES | YES | MALE | 32 | 16 | BOTH | DAILY | 3 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| **121** | YES | YES | FEMALE | 25 | 8 | BOTH | 1-2 TIMES/WK | 2 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| **122** | YES | YES | MALE | 50 | 32 | BOTH | <1 TIMES/MONTH | 0 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | SAFE | SAFE | N.S.SAFE |
| **123** | YES | YES | FEMALE | 32 | 11 | WORK | <1 TIMES/MONTH | 0 | 125CC | 11 | NO | 0 | YES | N.S.SAFE | V.SAFE | SAFE | V. DANGEROUS |
| **124** | YES | YES | MALE | 34 | 16 | LEISURE | <1 TIMES/MONTH | 0 | 125CC | 3 | YES | 1 | NO | SAFE | DANGEROUS | SAFE | SAFE |
| **125** | YES | YES | MALE | 33 | 10 | LEISURE | 2-3 TIMES/MONTH | 0 | <250CC | 3 | NO | 0 | NO | SAFE | SAFE | V.SAFE | SAFE |
| **126** | YES | YES | MALE | 46 | 29 | BOTH | 2-3 TIMES/MONTH | 0 | 125CC | 3,9,10 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| **127** | YES | YES | MALE | 34 | 18 | BOTH | DAILY | 7 | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| **128** | YES | YES | MALE | 42 | 27 | BOTH | DAILY | 10 | <250CC | 3 | NO | 0 | NO | V. DANGEROUS | N.S.SAFE | N.S.SAFE | DANGEROUS |
| **129** | YES | YES | MALE | 31 | 5 | WORK | DAILY | 10 | 125CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **130** | YES | YES | MALE | 33 | 16 | BOTH | DAILY | 17 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | SAFE | SAFE | SAFE |
| **131** | YES | YES | MALE | 34 | 20 | BOTH | <1 TIMES/MONTH | 0 | 125CC | 3 | YES | 1 | YES | SAFE | SAFE | SAFE | DANGEROUS |
| **132** | YES | YES | MALE | 34 | 18 | BOTH | DAILY | 3 | <500CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| **133** | YES | YES | MALE | 35 | 17 | WORK | DAILY | 1 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | N.S.SAFE | V. DANGEROUS |
| **134** | YES | YES | MALE | 37 | 23 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | DANGEROUS | SAFE |
| **135** | YES | YES | FEMALE | 20 | 3 | BOTH | DAILY | 4 | 125CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | V.SAFE |
| **136** | YES | YES | FEMALE | 35 | 18 | LEISURE | <1 TIMES/MONTH | 0 | 125CC | 11 | NO | 0 | NO | SAFE | V.SAFE | V.SAFE | SAFE |
| **137** | YES | YES | MALE | 55 | 30 | WORK | DAILY | 5 | <250CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE |
| **138** | YES | YES | FEMALE | 29 | 13 | BOTH | DAILY | 3 | 125CC | 3 | YES | 1 | YES | V. DANGEROUS | N.S.SAFE | SAFE | SAFE |
| **139** | YES | YES | FEMALE | 35 | 19 | BOTH | 1-2 TIMES/WK | 1 | <250CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **140** | YES | YES | FEMALE | 35 | 19 | BOTH | 1-2 TIMES/WK | 1 | <250CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **141** | YES | YES | MALE | 60 | 40 | BOTH | DAILY | 10 | 125CC | 3 | YES | 1 | YES | V.SAFE | V.SAFE | V.SAFE | DANGEROUS |
| **142** | YES | YES | MALE | 30 | 15 | BOTH | DAILY | 12 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | DANGEROUS |
| **143** | YES | YES | MALE | 21 | 2 | WORK | DAILY | 12 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | V. DANGEROUS | SAFE | DANGEROUS |
| **144** | YES | YES | FEMALE | 32 | 11 | WORK | <1 TIMES/MONTH | 0 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **145** | YES | YES | MALE | 31 | 14 | BOTH | 1-2 TIMES/WK | 4 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **146** | YES | YES | MALE | 32 | 16 | BOTH | DAILY | 2 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **147** | YES | YES | MALE | 29 | 12 | WORK | <1 TIMES/MONTH | 0 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | DANGEROUS | SAFE |
| **148** | YES | YES | MALE | 30 | 12 | WORK | 1-2 TIMES/WK | 3 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | V. DANGEROUS | V.SAFE | N.S.SAFE |
| **149** | YES | YES | MALE | 38 | 21 | BOTH | DAILY | 3 | <250CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **150** | YES | YES | MALE | 45 | 26 | BOTH | DAILY | 10 | <250CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **151** | YES | YES | MALE | 48 | 25 | WORK | 1-2 TIMES/WK | 2 | 125CC | 3,4 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **152** | YES | YES | MALE | 26 | 5 | BOTH | DAILY | 10 | 125CC | 11 | NO | 0 | YES | N.S.SAFE | DANGEROUS | V.SAFE | V. DANGEROUS |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 153 | YES | YES | MALE | 32 | 15 | BOTH | 1-2 TIMES/WK | 2 | 125CC | 3 | YES | 1 | NO | DANGEROUS | V. DANGEROUS | SAFE | V.SAFE |
| 154 | YES | YES | MALE | 43 | 20 | BOTH | DAILY | 7 | <250CC | 3 | NO | 0 | NO | V.SAFE | N.S.SAFE | SAFE | DANGEROUS |
| 155 | YES | YES | MALE | 39 | 21 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 156 | YES | YES | MALE | 40 | 25 | WORK | DAILY | 3 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | V. DANGEROUS |
| 157 | YES | YES | MALE | 37 | 20 | WORK | 2-3 TIMES/MONTH | 0 | 125CC | 3 | NO | 0 | YES | DANGEROUS | V. DANGEROUS | N.S.SAFE | V. DANGEROUS |
| 158 | YES | YES | MALE | 29 | 13 | BOTH | DAILY | 5 | <250CC | 3 | NO | 0 | YES | N.S.SAFE | V. DANGEROUS | SAFE | DANGEROUS |
| 159 | YES | YES | FEMALE | 32 | 10 | BOTH | <1 TIMES/MONTH | 0 | 125CC | 11 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | DANGEROUS |
| 160 | YES | YES | FEMALE | 42 | 13 | BOTH | DAILY | 6 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 161 | YES | YES | MALE | 36 | 19 | BOTH | DAILY | 18 | <250CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | SAFE |
| 162 | YES | YES | MALE | 58 | 37 | BOTH | DAILY | 7 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 163 | YES | YES | MALE | 30 | 15 | WORK | DAILY | 14 | <250CC | 3 | YES | 2-3 | NO | SAFE | SAFE | SAFE | N.S.SAFE |
| 164 | YES | YES | MALE | 32 | 17 | BOTH | DAILY | 7 | <250CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | V. DANGEROUS |
| 165 | YES | YES | MALE | 32 | 16 | BOTH | DAILY | 7 | 125CC | 3 | YES | 2-3 | YES | SAFE | SAFE | SAFE | SAFE |
| 166 | YES | YES | MALE | 33 | 23 | BOTH | DAILY | 6 | <250CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 167 | YES | YES | MALE | 41 | 23 | WORK | DAILY | 15 | 125CC | 3,4 | NO | 0 | NO | SAFE | V. DANGEROUS | N.S.SAFE | N.S.SAFE |
| 168 | YES | YES | FEMALE | 26 | 5 | BOTH | 1-2 TIMES/WK | 2 | <250CC | 11 | NO | 0 | YES | N.S.SAFE | N.S.SAFE | V.SAFE | SAFE |
| 169 | YES | YES | MALE | 23 | 5 | BOTH | DAILY | 25 | <250CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | V.SAFE |
| 170 | YES | YES | FEMALE | 23 | 5 | BOTH | DAILY | 3 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 171 | YES | YES | MALE | 26 | 9 | BOTH | DAILY | 4 | <500CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | V.SAFE | V.SAFE |
| 172 | YES | YES | MALE | 25 | 7 | BOTH | DAILY | 40 | 125CC | 11 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 173 | YES | YES | MALE | 25 | 8 | WORK | DAILY | 4 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 174 | YES | YES | MALE | 20 | 3 | BOTH | DAILY | 10 | 125CC | 11 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | DANGEROUS |
| 175 | YES | YES | FEMALE | 35 | 12 | BOTH | DAILY | 5 | 125CC | 3 | YES | >3 | YES | SAFE | DANGEROUS | V.SAFE | SAFE |
| 176 | YES | YES | MALE | 26 | 6 | BOTH | DAILY | 28 | <250CC | 11 | YES | 1 | YES | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 177 | YES | YES | FEMALE | 34 | 15 | WORK | DAILY | 4 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | N.S.SAFE | SAFE | SAFE |
| 178 | YES | YES | MALE | 28 | 10 | LEISURE | 1-2 TIMES/WK | 3 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 179 | YES | YES | FEMALE | 19 | 1 | BOTH | 1-2 TIMES/WK | 1 | 125CC | 11 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 180 | YES | YES | FEMALE | 19 | 1 | BOTH | DAILY | 2 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 181 | YES | YES | FEMALE | 23 | 5 | BOTH | 1-2 TIMES/WK | 1 | 125CC | 11 | NO | 0 | YES | SAFE | V. DANGEROUS | V.SAFE | SAFE |
| 182 | YES | YES | MALE | 23 | 7 | BOTH | DAILY | 1 | 125CC | 11 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 183 | YES | YES | MALE | 38 | 21 | BOTH | DAILY | 5 | <250CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 184 | YES | YES | MALE | 22 | 5 | BOTH | 1-2 TIMES/WK | 2 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 185 | YES | YES | FEMALE | 23 | 7 | BOTH | DAILY | 8 | 125CC | 11 | NO | 0 | YES | DANGEROUS | V. DANGEROUS | SAFE | DANGEROUS |
| 186 | YES | YES | MALE | 43 | 26 | LEISURE | 1-2 TIMES/WK | 1 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | V. DANGEROUS |
| 187 | YES | YES | FEMALE | 37 | 15 | BOTH | DAILY | 3 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | DANGEROUS |
| 188 | YES | YES | FEMALE | 20 | 2 | WORK | DAILY | 20 | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS |
| 189 | YES | YES | MALE | 28 | 11 | BOTH | 1-2 TIMES/WK | 1 | <500CC | 3 | YES | 0 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| 190 | YES | YES | FEMALE | 21 | 5 | BOTH | DAILY | 5 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 191 | YES | YES | MALE | 25 | 8 | BOTH | DAILY | 7 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 192 | YES | YES | FEMALE | 44 | 22 | BOTH | DAILY | 6 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 193 | YES | YES | FEMALE | 26 | 4 | WORK | 1-2 TIMES/WK | 10 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 194 | YES | YES | FEMALE | 23 | 4 | BOTH | DAILY | 10 | <250CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | V.SAFE | SAFE |
| 195 | YES | YES | FEMALE | 21 | 6 | BOTH | DAILY | 5 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| 196 | YES | YES | FEMALE | 23 | 8 | WORK | DAILY | 12 | <500CC | 3 | YES | 2-3 | YES | V. DANGEROUS | N.S.SAFE | SAFE | SAFE |
| 197 | YES | YES | MALE | 23 | 8 | WORK | DAILY | 20 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 198 | YES | YES | FEMALE | 46 | 17 | WORK | DAILY | 4 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 199 | YES | YES | MALE | 27 | 12 | WORK | DAILY | 10 | 125CC | 3,6 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 200 | YES | YES | MALE | 24 | 8 | BOTH | DAILY | 8 | <250CC | 11 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE |
| 201 | YES | YES | MALE | 53 | 33 | LEISURE | 1-2 TIMES/WK | 1 | 125CC | 3,4 | YES | 1 | YES | SAFE | V. DANGEROUS | V.SAFE | SAFE |
| 202 | YES | YES | MALE | 22 | 7 | WORK | DAILY | 100 | 125CC | 3 | YES | 2-3 | NO | N.S.SAFE | V. DANGEROUS | SAFE | DANGEROUS |
| 203 | YES | YES | MALE | 22 | 6 | BOTH | DAILY | 12 | <250CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| 204 | YES | YES | MALE | 36 | 20 | WORK | DAILY | 4 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 205 | YES | YES | MALE | 17 | 1 | BOTH | DAILY | 14 | 125CC | 11 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | V. DANGEROUS |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **206** | YES | YES | MALE | 19 | 3 | BOTH | DAILY | 120 | <250CC | 3 | YES | 2-3 | NO | SAFE | V. DANGEROUS | SAFE | N.S.SAFE |
| **207** | YES | YES | FEMALE | 31 | 7 | BOTH | DAILY | 5 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | V. DANGEROUS |
| **208** | YES | YES | FEMALE | 24 | 4 | BOTH | DAILY | 6 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **209** | YES | YES | MALE | 23 | 6 | BOTH | DAILY | 5 | <250CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | DANGEROUS |
| **210** | YES | YES | MALE | 24 | 5 | BOTH | DAILY | 7 | <250CC | 3 | YES | 2-3 | NO | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE |
| **211** | YES | YES | MALE | 25 | 5 | BOTH | DAILY | 6 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **212** | YES | YES | FEMALE | 25 | 5 | WORK | 2-3 TIMES/MONTH | 1 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **213** | YES | YES | MALE | 24 | 9 | WORK | DAILY | 8 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **214** | YES | YES | FEMALE | 23 | 6 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **215** | YES | YES | MALE | 24 | 5 | WORK | DAILY | 20 | 125CC | 3 | YES | 2-3 | NO | V.SAFE | N.S.SAFE | V.SAFE | SAFE |
| **216** | YES | YES | FEMALE | 28 | 8 | BOTH | DAILY | 4 | 125CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **217** | YES | YES | FEMALE | 24 | 7 | BOTH | 1-2 TIMES/WK | 14 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **218** | YES | YES | FEMALE | 24 | 7 | BOTH | DAILY | 4 | 125CC | 3 | NO | 0 | NO | SAFE | SAFE | V.SAFE | SAFE |
| **219** | YES | YES | MALE | 47 | 27 | BOTH | DAILY | 28 | 125CC | 3,4 | NO | 0 | YES | SAFE | SAFE | V.SAFE | SAFE |
| **220** | YES | YES | FEMALE | 31 | 8 | BOTH | DAILY | 3 | 125CC | 3 | YES | >3 | YES | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **221** | YES | YES | FEMALE | 24 | 8 | BOTH | DAILY | 4 | 125CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **222** | YES | YES | MALE | 24 | 5 | WORK | DAILY | 20 | 125CC | 3 | YES | 2-3 | NO | V.SAFE | N.S.SAFE | V.SAFE | SAFE |
| **223** | YES | YES | MALE | 48 | 28 | BOTH | DAILY | 10 | 125CC | 3,6 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **224** | YES | YES | MALE | 28 | 9 | BOTH | DAILY | 5 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **225** | YES | YES | MALE | 42 | 23 | BOTH | 1-2 TIMES/WK | 4 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **226** | YES | YES | MALE | 28 | 8 | BOTH | 1-2 TIMES/WK | 4 | 125CC | 3 | NO | 0 | YES | SAFE | DANGEROUS | SAFE | DANGEROUS |
| **227** | YES | YES | MALE | 29 | 9 | WORK | 1-2 TIMES/WK | 2 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **228** | YES | YES | MALE | 38 | 18 | BOTH | DAILY | 12 | <250CC | 3 | NO | 0 | NO | V.SAFE | N.S.SAFE | V.SAFE | SAFE |
| **229** | YES | YES | FEMALE | 37 | 19 | BOTH | DAILY | 10 | 125CC | 3 | YES | 1 | NO | SAFE | SAFE | SAFE | SAFE |
| **230** | YES | YES | MALE | 48 | 23 | WORK | DAILY | 8 | 125CC | 3 | NO | 0 | YES | V.SAFE | SAFE | V.SAFE | SAFE |
| **231** | YES | YES | MALE | 26 | 8 | BOTH | DAILY | 14 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **232** | YES | YES | MALE | 53 | 33 | LEISURE | 1-2 TIMES/WK | 1 | 125CC | 3 | NO | 0 | YES | SAFE | SAFE | V.SAFE | SAFE |
| **233** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 4 | 125CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| **234** | YES | YES | MALE | 23 | 5 | WORK | 1-2 TIMES/WK | 5 | <250CC | 3 | YES | 2-3 | YES | N.S.SAFE | V. DANGEROUS | SAFE | N.S.SAFE |
| **235** | YES | YES | FEMALE | 26 | 9 | WORK | DAILY | 6 | 125CC | 11 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **236** | YES | YES | MALE | 25 | 9 | BOTH | DAILY | 10 | <250CC | 11 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **237** | YES | YES | FEMALE | 18 | 2 | BOTH | DAILY | 8 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | V. DANGEROUS | DANGEROUS | SAFE |
| **238** | YES | YES | MALE | 28 | 11 | WORK | DAILY | 10 | 125CC | 3 | YES | >3 | NO | N.S.SAFE | DANGEROUS | V.SAFE | V.SAFE |
| **239** | YES | YES | MALE | 50 | 30 | BOTH | 2-3 TIMES/MONTH | 1 | <500CC | 3 | YES | >3 | YES | SAFE | V. DANGEROUS | N.S.SAFE | SAFE |
| **240** | YES | YES | MALE | 33 | 13 | WORK | DAILY | 8 | 125CC | 3 | YES | 2-3 | YES | DANGEROUS | V. DANGEROUS | SAFE | SAFE |
| **241** | YES | YES | MALE | 19 | 2 | WORK | DAILY | 10 | 125CC | 3 | YES | 1 | YES | DANGEROUS | V. DANGEROUS | SAFE | V.SAFE |
| **242** | YES | YES | FEMALE | 29 | 10 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | N.S.SAFE | SAFE |
| **243** | YES | YES | MALE | 45 | 25 | WORK | DAILY | 12 | <250CC | 3 | YES | 1 | YES | V.SAFE | DANGEROUS | N.S.SAFE | V.SAFE |
| **244** | YES | YES | FEMALE | 28 | 1 | BOTH | 1-2 TIMES/WK | 3 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE |
| **245** | YES | YES | FEMALE | 20 | 2 | WORK | DAILY | 6 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE |
| **246** | YES | YES | FEMALE | 21 | 3 | WORK | DAILY | 8 | 125CC | 11 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | V.SAFE |
| **247** | YES | YES | FEMALE | 26 | 8 | BOTH | 1-2 TIMES/WK | 3 | <500CC | 3 | NO | 0 | YES | V.SAFE | SAFE | DANGEROUS | SAFE |
| **248** | YES | YES | MALE | 24 | 8 | BOTH | DAILY | 21 | <500CC | 3 | YES | 2-3 | YES | SAFE | V. DANGEROUS | SAFE | SAFE |
| **249** | YES | YES | MALE | 45 | 27 | BOTH | DAILY | 28 | <500CC | 3 | YES | >3 | YES | SAFE | DANGEROUS | N.S.SAFE | SAFE |
| **250** | YES | YES | FEMALE | 25 | 4 | LEISURE | 1-2 TIMES/WK | 4 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE |
| **251** | YES | YES | MALE | 27 | 10 | BOTH | DAILY | 14 | <500CC | 3 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **252** | YES | YES | FEMALE | 23 | 5 | BOTH | DAILY | 7 | <500CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **253** | YES | YES | MALE | 21 | 3 | WORK | DAILY | 7 | <500CC | 3 | YES | >3 | YES | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **254** | YES | YES | MALE | 23 | 4 | BOTH | DAILY | 8 | <500CC | 3 | YES | 1 | YES | V.SAFE | N.S.SAFE | SAFE | SAFE |
| **255** | YES | YES | MALE | 25 | 5 | WORK | DAILY | 6 | 125CC | 3 | YES | 2-3 | NO | SAFE | V. DANGEROUS | SAFE | V.SAFE |
| **256** | YES | YES | FEMALE | 26 | 3 | BOTH | DAILY | 7 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **257** | YES | YES | MALE | 21 | 5 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | N.S.SAFE | V.SAFE |
| **258** | YES | YES | MALE | 64 | 44 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | V. DANGEROUS | SAFE | V.SAFE |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **259** | YES | YES | FEMALE | 40 | 20 | BOTH | DAILY | 5 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | N.S.SAFE | SAFE |
| **260** | YES | YES | MALE | 26 | 15 | BOTH | DAILY | 80 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **261** | YES | YES | FEMALE | 45 | 20 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | V.SAFE |
| **262** | YES | YES | MALE | 38 | 20 | WORK | DAILY | 21 | 125CC | 11 | YES | 1 | NO | SAFE | DANGEROUS | V.SAFE | V.SAFE |
| **263** | YES | YES | FEMALE | 55 | 3 | BOTH | DAILY | 15 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **264** | YES | YES | MALE | 20 | 4 | WORK | DAILY | 3 | 125CC | 3 | NO | 0 | YES | SAFE | DANGEROUS | V.SAFE | SAFE |
| **265** | YES | YES | MALE | 63 | 43 | WORK | DAILY | 14 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **266** | YES | YES | MALE | 69 | 45 | BOTH | DAILY | 14 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| **267** | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 14 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| **268** | YES | YES | MALE | 36 | 20 | BOTH | DAILY | 14 | 125CC | 4 | NO | 0 | NO | SAFE | SAFE | V.SAFE | SAFE |
| **269** | YES | YES | MALE | 21 | 7 | BOTH | DAILY | 7 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **270** | YES | YES | MALE | 29 | 12 | WORK | DAILY | 50 | 125CC | 3 | NO | 0 | YES | SAFE | V. DANGEROUS | V.SAFE | SAFE |
| **271** | YES | YES | MALE | 21 | 5 | BOTH | DAILY | 14 | <500CC | 11 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **272** | YES | YES | FEMALE | 22 | 4 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **273** | YES | YES | FEMALE | 21 | 4 | WORK | DAILY | 24 | 125CC | 11 | YES | 1 | YES | SAFE | SAFE | SAFE | N.S.SAFE |
| **274** | YES | YES | MALE | 25 | 9 | BOTH | 1-2 TIMES/WK | 2 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **275** | YES | YES | FEMALE | 31 | 13 | WORK | DAILY | 7 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **276** | YES | YES | MALE | 59 | 45 | BOTH | DAILY | 7 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **277** | YES | YES | MALE | 20 | 2 | WORK | DAILY | 10 | 125CC | 11 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | V.SAFE |
| **278** | YES | YES | MALE | 21 | 3 | BOTH | DAILY | 7 | 125CC | 3 | YES | 1 | YES | DANGEROUS | V. DANGEROUS | SAFE | SAFE |
| **279** | YES | YES | MALE | 21 | 4 | LEISURE | 2-3 TIMES/MONTH |  | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **280** | YES | YES | FEMALE | 21 | 3 | BOTH | DAILY | 2 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **281** | YES | YES | FEMALE | 24 | 5 | BOTH | DAILY | 14 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **282** | YES | YES | FEMALE | 19 | 5 | BOTH | DAILY | 3 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **283** | YES | YES | FEMALE | 22 | 3 | BOTH | DAILY | 14 | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **284** | YES | YES | FEMALE | 27 | 3 | BOTH | DAILY | 4 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **285** | YES | YES | MALE | 53 | 37 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| **286** | YES | YES | FEMALE | 23 | 6 | BOTH | DAILY | 7 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | V.SAFE |
| **287** | YES | YES | MALE | 21 | 5 | BOTH | DAILY | 5 | <250CC | 2,3 | YES | 1 | YES | SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| **288** | YES | YES | FEMALE | 32 | 7 | WORK | 1-2 TIMES/WK | 4 | 125CC | 11 | NO | 0 | NO | DANGEROUS | V. DANGEROUS | V.SAFE | V.SAFE |
| **289** | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 21 | <250CC | 3 | NO | 0 | NO | SAFE | SAFE | SAFE | N.S.SAFE |
| **290** | YES | YES | MALE | 47 | 30 | BOTH | DAILY | 62 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | V. DANGEROUS | SAFE | DANGEROUS |
| **291** | YES | YES | MALE | 48 | 32 | BOTH | DAILY | 56 | <250CC | 3 | YES | 1 | NO | N.S.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE |
| **292** | YES | YES | FEMALE | 21 | 2 | BOTH | DAILY | 2 | 125CC | 3 | NO | 0 | YES | SAFE | V.SAFE | SAFE | SAFE |
| **293** | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 10 | 125CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **294** | YES | YES | MALE | 21 | 3 | BOTH | DAILY | 21 | 125CC | 3 | YES | >3 | NO | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **295** | YES | YES | MALE | 21 | 4 | BOTH | 1-2 TIMES/WK | 2 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | N.S.SAFE | DANGEROUS |
| **296** | YES | YES | FEMALE | 22 | 5 | BOTH | 1-2 TIMES/WK | 4 | <250CC | 3 | YES | >3 | YES | DANGEROUS | DANGEROUS | SAFE | DANGEROUS |
| **297** | YES | YES | MALE | 23 | 7 | BOTH | DAILY | 1 | 125CC | 3 | YES | >3 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| **298** | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 15 | <250CC | 3 | NO | 0 | NO | DANGEROUS | V.SAFE | V.SAFE | V.SAFE |
| **299** | YES | YES | FEMALE | 21 | 2 | BOTH | DAILY | 10 | <250CC | 3 | YES | 2-3 | YES | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| **300** | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 14 | <250CC | 11 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| **301** | YES | YES | MALE | 55 | 25 | WORK | DAILY | 14 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **302** | YES | YES | FEMALE | 32 | 14 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **303** | YES | YES | FEMALE | 43 | 18 | WORK | DAILY | 7 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **304** | YES | YES | FEMALE | 20 | 2 | BOTH | DAILY | 1 | 125CC | 11 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **305** | YES | YES | FEMALE | 22 | 4 | BOTH | DAILY | 1 | 125CC | 11 | NO | 0 | NO | SAFE | SAFE | SAFE | V.SAFE |
| **306** | YES | YES | MALE | 20 | 2 | WORK | DAILY | 14 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **307** | YES | YES | FEMALE | 21 | 4 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **308** | YES | YES | MALE | 20 | 3 | BOTH | DAILY | 84 | 125CC | 11 | YES | >3 | YES | DANGEROUS | DANGEROUS | SAFE | SAFE |
| **309** | YES | YES | MALE | 19 | 3 | BOTH | DAILY | 84 | 125CC | 11 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **310** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 28 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | V.SAFE |
| **311** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 14 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | V. DANGEROUS |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **312** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 72 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **313** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **314** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 14 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **315** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| **316** | YES | YES | MALE | 30 | 14 | BOTH | DAILY | 14 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **317** | YES | YES | MALE | 22 | 4 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | SAFE | SAFE | SAFE |
| **318** | YES | YES | FEMALE | 48 | 30 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| **319** | YES | YES | MALE | 64 | 44 | BOTH | DAILY | 10 | 125CC | 3 | NO | 0 | NO | V.SAFE | N.S.SAFE | SAFE | DANGEROUS |
| **320** | YES | YES | MALE | 22 | 4 | BOTH | DAILY | 7 | 125CC | 3 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **321** | YES | YES | FEMALE | 27 | 11 | BOTH | DAILY | 15 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | N.S.SAFE | SAFE | SAFE |
| **322** | YES | YES | MALE | 20 | 4 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 11 | YES | 2-3 | YES | N.S.SAFE | N.S.SAFE | SAFE | V.SAFE |
| **323** | YES | YES | MALE | 20 | 4 | WORK | 1-2 TIMES/WK | 3 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **324** | YES | YES | MALE | 21 | 3 | WORK | DAILY | 3 | 125CC | 3 | YES | 2-3 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **325** | YES | YES | MALE | 20 | 2 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **326** | YES | YES | MALE | 20 | 2 | BOTH | 1-2 TIMES/WK | 4 | 125CC | 3 | NO | 0 | NO | DANGEROUS | DANGEROUS | V.SAFE | SAFE |
| **327** | YES | YES | MALE | 20 | 4 | WORK | 1-2 TIMES/WK | 7 | 125CC | 3 | YES | 1 | NO | DANGEROUS | DANGEROUS | SAFE | SAFE |
| **328** | YES | YES | FEMALE | 20 | 3 | LEISURE | DAILY | 4 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **329** | YES | YES | MALE | 20 | 3 | BOTH | 1-2 TIMES/WK | 11 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **330** | YES | YES | MALE | 21 | 4 | BOTH | DAILY | 14 | <250CC | 11 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| **331** | YES | YES | MALE | 55 | 25 | WORK | DAILY | 14 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **332** | YES | YES | FEMALE | 32 | 14 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **333** | YES | YES | FEMALE | 43 | 18 | WORK | DAILY | 7 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| **334** | YES | YES | FEMALE | 20 | 2 | BOTH | DAILY | 1 | 125CC | 11 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **335** | YES | YES | FEMALE | 22 | 4 | BOTH | DAILY | 1 | 125CC | 11 | NO | 0 | NO | SAFE | SAFE | SAFE | V.SAFE |
| **336** | YES | YES | MALE | 20 | 2 | WORK | DAILY | 14 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **337** | YES | YES | FEMALE | 21 | 4 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **338** | YES | YES | MALE | 20 | 3 | BOTH | DAILY | 84 | 125CC | 11 | YES | >3 | YES | DANGEROUS | DANGEROUS | SAFE | SAFE |
| **339** | YES | YES | MALE | 19 | 3 | BOTH | DAILY | 84 | 125CC | 11 | YES | >3 | YES | SAFE | N.S.SAFE | SAFE | SAFE |
| **340** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 28 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | V.SAFE |
| **341** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 14 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | SAFE | V. DANGEROUS |
| **342** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 72 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **343** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **344** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 14 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| **345** | YES | YES | MALE | 19 | 2 | BOTH | DAILY | 21 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| **346** | YES | YES | MALE | 30 | 14 | BOTH | DAILY | 14 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **347** | YES | YES | MALE | 22 | 4 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | SAFE | SAFE | SAFE |
| **348** | YES | YES | FEMALE | 48 | 30 | WORK | DAILY | 7 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| **349** | YES | YES | MALE | 64 | 44 | BOTH | DAILY | 10 | 125CC | 3 | NO | 0 | NO | V.SAFE | N.S.SAFE | SAFE | DANGEROUS |
| **350** | YES | YES | FEMALE | 27 | 11 | BOTH | DAILY | 15 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | N.S.SAFE | SAFE | SAFE |
| **351** | YES | YES | MALE | 20 | 4 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 11 | YES | 2-3 | YES | N.S.SAFE | N.S.SAFE | SAFE | V.SAFE |
| **352** | YES | YES | MALE | 20 | 4 | WORK | 1-2 TIMES/WK | 3 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **353** | YES | YES | MALE | 21 | 3 | WORK | DAILY | 3 | 125CC | 3 | YES | 2-3 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| **354** | YES | YES | MALE | 20 | 2 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| **355** | YES | YES | MALE | 20 | 2 | BOTH | 1-2 TIMES/WK | 4 | 125CC | 3 | NO | 0 | NO | DANGEROUS | DANGEROUS | V.SAFE | SAFE |
| **356** | YES | YES | MALE | 20 | 4 | WORK | 1-2 TIMES/WK | 7 | 125CC | 3 | YES | 1 | NO | DANGEROUS | DANGEROUS | SAFE | SAFE |
| **357** | YES | YES | FEMALE | 20 | 3 | LEISURE | DAILY | 4 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **358** | YES | YES | MALE | 20 | 3 | BOTH | 1-2 TIMES/WK | 11 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | SAFE |
| **359** | YES | YES | MALE | 41 | 26 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 3 | YES | 1 | NO | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS |
| **360** | YES | YES | MALE | 31 | 10 | LEISURE | <1 TIMES/MONTH | 0 | 125CC | 11 | YES | 1 | NO | DANGEROUS | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS |
| **361** | YES | YES | MALE | 33 | 10 | LEISURE | DAILY | 4 | 125CC | 11 | NO | >3 | YES | V. DANGEROUS | V. DANGEROUS | SAFE | V. DANGEROUS |
| **362** | YES | YES | MALE | 40 | 20 | LEISURE | <1 TIMES/MONTH | 0 | 125CC | 3 | YES | 1 | YES | DANGEROUS | DANGEROUS | SAFE | V. DANGEROUS |
| **363** | YES | YES | MALE | 51 | 20 | BOTH | DAILY | 10 | 125CC | 3 | NO | 0 | NO | V.SAFE | N.S.SAFE | SAFE | SAFE |
| **364** | YES | YES | MALE | 49 | 28 | BOTH | DAILY | 5 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | N.S.SAFE | SAFE |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 365 | YES | YES | MALE | 39 | 20 | BOTH | 1-2 TIMES/WK | 2 | <250CC | 3 | YES | 1 | NO | V.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE |
| 366 | YES | YES | MALE | 45 | 12 | WORK | <1 TIMES/MONTH | 2 | 125CC | 3 | YES | 1 | NO | SAFE | V.SAFE | SAFE | DANGEROUS |
| 367 | YES | YES | MALE | 32 | 15 | LEISURE | 2-3 TIMES/MONTH | 0 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | N.S.SAFE | V. DANGEROUS |
| 368 | YES | YES | MALE | 31 | 9 | BOTH | DAILY | 15 | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | DANGEROUS |
| 369 | YES | YES | MALE | 38 | 20 | BOTH | DAILY | 8 | 125CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE |
| 370 | YES | YES | MALE | 31 | 17 | BOTH | DAILY | 28 | 125CC | 11 | YES | 2-3 | NO | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE |
| 371 | YES | YES | MALE | 46 | 20 | BOTH | DAILY | 30 | <250CC | 3 | YES | 2-3 | NO | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 372 | YES | YES | MALE | 34 | 15 | WORK | DAILY | 10 | 125CC | 3 | YES | 2-3 | YES | SAFE | SAFE | SAFE | V. DANGEROUS |
| 373 | YES | YES | MALE | 48 | 23 | WORK | DAILY | 30 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS |
| 374 | YES | YES | MALE | 43 | 20 | BOTH | DAILY | 4 | <500CC | 3 | YES | 2-3 | YES | SAFE | SAFE | SAFE | DANGEROUS |
| 375 | YES | YES | MALE | 36 | 19 | BOTH | DAILY | 5 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE |
| 376 | YES | YES | MALE | 34 | 10 | WORK | 1-2 TIMES/WK | 4 | 125CC | 11 | YES | 1 | NO | SAFE | SAFE | SAFE | V. DANGEROUS |
| 377 | YES | YES | MALE | 46 | 20 | BOTH | DAILY | 28 | 125CC | 11 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 378 | YES | YES | MALE | 20 | 2 | BOTH | 1-2 TIMES/WK | 10 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 379 | YES | YES | MALE | 20 | 3 | BOTH | 1-2 TIMES/WK | 10 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS |
| 380 | YES | YES | MALE | 48 | 20 | BOTH | 1-2 TIMES/WK | 2 | 125CC | 3 | YES | 2-3 | YES | SAFE | SAFE | SAFE | V. DANGEROUS |
| 381 | YES | YES | MALE | 59 | 25 | WORK | DAILY | 14 | 125CC | 3,4,9 | NO | 0 | YES | V.SAFE | SAFE | V.SAFE | N.S.SAFE |
| 382 | YES | YES | MALE | 46 | 3 | BOTH | <1 TIMES/MONTH | 0 | 125CC | 3 | NO | 0 | YES | SAFE | SAFE | SAFE | V. DANGEROUS |
| 383 | YES | YES | MALE | 25 | 8 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | YES | V.SAFE | SAFE | V.SAFE | N.S.SAFE |
| 384 | YES | YES | MALE | 48 | 15 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS |
| 385 | YES | YES | MALE | 35 | 20 | WORK | DAILY | 35 | 125CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 386 | YES | YES | MALE | 44 | 25 | BOTH | DAILY | 3 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | SAFE | SAFE | SAFE |
| 387 | YES | YES | MALE | 44 | 26 | BOTH | DAILY | 35 | <250CC | 3 | YES | 2-3 | YES | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 388 | YES | YES | MALE | 41 | 16 | WORK | DAILY | 35 | 125CC | 3 | YES | 1 | YES | DANGEROUS | N.S.SAFE | SAFE | DANGEROUS |
| 389 | YES | YES | MALE | 44 | 29 | BOTH | DAILY | 10 | <250CC | 3,4 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 390 | YES | YES | MALE | 44 | 25 | LEISURE | 1-2 TIMES/WK | 2 | 125CC | 3 | NO | 0 | NO | SAFE | V.SAFE | SAFE | N.S.SAFE |
| 391 | YES | YES | MALE | 42 | 10 | WORK | DAILY | 10 | <250CC | 3,4 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 392 | YES | YES | FEMALE | 53 | 22 | LEISURE | <1 TIMES/MONTH | 0 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | SAFE |
| 393 | YES | YES | FEMALE | 34 | 10 | BOTH | DAILY | 50 | 125CC | 11 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 394 | YES | YES | FEMALE | 33 | 15 | WORK | DAILY | 40 | 125CC | 11 | YES | 1 | NO | N.S.SAFE | DANGEROUS | V.SAFE | SAFE |
| 395 | YES | YES | FEMALE | 26 | 5 | WORK | DAILY | 40 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 396 | YES | YES | FEMALE | 29 | 5 | WORK | DAILY | 40 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 397 | YES | YES | FEMALE | 30 | 6 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | V.SAFE |
| 398 | YES | YES | MALE | 29 | 12 | BOTH | DAILY | 35 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | N.S.SAFE | V. DANGEROUS |
| 399 | YES | YES | MALE | 40 | 25 | BOTH | DAILY | 13 | 125CC | 3 | YES | 1 | YES | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 400 | YES | YES | MALE | 47 | 30 | BOTH | DAILY | 40 | 125CC | 11 | YES | 1 | NO | N.S.SAFE | V. DANGEROUS | V.SAFE | V. DANGEROUS |
| 401 | YES | YES | MALE | 24 | 8 | WORK | DAILY | 62 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | DANGEROUS |
| 402 | YES | YES | MALE | 40 | 20 | BOTH | DAILY | 20 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | DANGEROUS | SAFE | V. DANGEROUS |
| 403 | YES | YES | MALE | 31 | 11 | BOTH | DAILY | 15 | 125CC | 3 | YES | 1 | YES | V.SAFE | DANGEROUS | SAFE | V. DANGEROUS |
| 404 | YES | YES | MALE | 59 | 39 | BOTH | DAILY | 20 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | DANGEROUS | N.S.SAFE | V. DANGEROUS |
| 405 | YES | YES | FEMALE | 27 | 10 | BOTH | DAILY | 12 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | V. DANGEROUS |
| 406 | YES | YES | FEMALE | 48 | 20 | WORK | DAILY | 6 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 407 | YES | YES | MALE | 36 | 20 | BOTH | DAILY | 6 | 125CC | 3 | YES | 2-3 | NO | N.S.SAFE | SAFE | SAFE | N.S.SAFE |
| 408 | YES | YES | FEMALE | 39 | 20 | WORK | DAILY | 10 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 409 | YES | YES | MALE | 37 | 25 | BOTH | DAILY | 8 | 125CC | 11 | YES | 2-3 | NO | SAFE | DANGEROUS | V.SAFE | V. DANGEROUS |
| 410 | YES | YES | MALE | 32 | 25 | BOTH | DAILY | 30 | 125CC | 2,3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 411 | YES | YES | MALE | 36 | 15 | BOTH | DAILY | 24 | 125CC | 11 | NO | 0 | YES | N.S.SAFE | V. DANGEROUS | SAFE | V. DANGEROUS |
| 412 | YES | YES | FEMALE | 30 | 16 | BOTH | DAILY | 6 | 125CC | 3 | NO | 0 | NO | SAFE | SAFE | V.SAFE | V.SAFE |
| 413 | YES | YES | MALE | 37 | 20 | BOTH | DAILY | 21 | 125CC | 11 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 414 | YES | YES | MALE | 44 | 25 | BOTH | DAILY | 3 | <250CC | 11 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 415 | YES | YES | MALE | 49 | 29 | WORK | 1-2 TIMES/WK | 10 | 125CC | 4 | YES | 2-3 | NO | N.S.SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 416 | YES | YES | FEMALE | 20 | 4 | BOTH | 1-2 TIMES/WK | 7 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 417 | YES | YES | MALE | 25 | 4 | BOTH | DAILY | 28 | 125CC | 3 | YES | 2-3 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 418 | YES | YES | MALE | 37 | 3 | WORK | DAILY | 6 | 125CC | 3 | YES | 1 | NO | DANGEROUS | SAFE | SAFE | DANGEROUS |
| 419 | YES | YES | MALE | 36 | 4 | WORK | DAILY | 8 | 125CC | 11 | YES | 2-3 | YES | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 420 | YES | YES | MALE | 32 | 14 | BOTH | DAILY | 7 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | SAFE | DANGEROUS |
| 421 | YES | YES | FEMALE | 37 | 20 | WORK | DAILY | 3 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS |
| 422 | YES | YES | FEMALE | 35 | 1 | WORK | DAILY | 4 | 125CC | 3 | NO | 0 | YES | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 423 | YES | YES | MALE | 27 | 5 | BOTH | DAILY | 14 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 424 | YES | YES | MALE | 44 | 14 | WORK | DAILY | 12 | 125CC | 3 | NO | 0 | NO | SAFE | SAFE | SAFE | N.S.SAFE |
| 425 | YES | YES | MALE | 48 | 23 | WORK | DAILY | 30 | 125CC | 3 | YES | 1 | NO | SAFE | SAFE | SAFE | DANGEROUS |
| 426 | YES | YES | MALE | 46 | 2 | BOTH | DAILY | 2 | 125CC | 11 | NO | 0 | NO | N.S.SAFE | V. DANGEROUS | SAFE | DANGEROUS |
| 427 | YES | YES | MALE | 46 | 18 | BOTH | DAILY | 10 | 125CC | 3 | YES | 2-3 | NO | N.S.SAFE | V. DANGEROUS | V.SAFE | N.S.SAFE |
| 428 | YES | YES | MALE | 30 | 4 | WORK | DAILY | 50 | 125CC | 3 | YES | 1 | NO | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 429 | YES | YES | MALE | 53 | 15 | WORK | DAILY | 12 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 430 | YES | YES | MALE | 42 | 25 | BOTH | DAILY | 24 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS |
| 431 | YES | YES | MALE | 35 | 12 | WORK | DAILY | 48 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | SAFE | V. DANGEROUS |
| 432 | YES | YES | MALE | 54 | 15 | WORK | DAILY | 25 | 125CC | 3 | YES | 2-3 | NO | N.S.SAFE | V. DANGEROUS | V.SAFE | N.S.SAFE |
| 433 | YES | YES | MALE | 39 | 21 | BOTH | DAILY | 35 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 434 | YES | YES | MALE | 58 | 30 | WORK | DAILY | 21 | 125CC | 3 | YES | >3 | NO | SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 435 | YES | YES | MALE | 51 | 10 | BOTH | DAILY | 35 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | V. DANGEROUS | SAFE | DANGEROUS |
| 436 | YES | YES | MALE | 45 | 15 | BOTH | DAILY | 35 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 437 | YES | YES | MALE | 48 | 20 | BOTH | DAILY | 21 | <250CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 438 | YES | YES | MALE | 36 | 20 | WORK | DAILY | 30 | <250CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 439 | YES | YES | MALE | 55 | 15 | WORK | DAILY | 35 | <250CC | 3 | YES | 2-3 | NO | N.S.SAFE | V. DANGEROUS | SAFE | DANGEROUS |
| 440 | YES | YES | MALE | 49 | 20 | BOTH | DAILY | 35 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | DANGEROUS |
| 441 | YES | YES | MALE | 38 | 20 | LEISURE | 1-2 TIMES/WK | 1 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 442 | YES | YES | MALE | 32 | 14 | WORK | DAILY | 16 | 125CC | 3 | YES | 1 | NO | SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 443 | YES | YES | MALE | 31 | 15 | BOTH | DAILY | 2 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 444 | YES | YES | MALE | 42 | 24 | WORK | DAILY | 6 | <250CC | 3 | YES | 2-3 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 445 | YES | YES | MALE | 29 | 11 | BOTH | DAILY | 14 | 125CC | 3 | YES | >3 | YES | N.S.SAFE | SAFE | V.SAFE | V. DANGEROUS |
| 446 | YES | YES | FEMALE | 46 | 10 | BOTH | 2-3 TIMES/MONTH | 0 | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 447 | YES | YES | MALE | 52 | 29 | WORK | DAILY | 7 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 448 | YES | YES | MALE | 32 | 10 | WORK | DAILY | 10 | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 449 | YES | YES | FEMALE | 31 | 10 | WORK | DAILY | 5 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 450 | YES | YES | MALE | 57 | 32 | BOTH | DAILY | 14 | 125CC | 3 | YES | >3 | NO | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 451 | YES | YES | MALE | 56 | 25 | WORK | DAILY | 2 | 125CC | 3 | YES | 1 | NO | SAFE | DANGEROUS | SAFE | DANGEROUS |
| 452 | YES | YES | MALE | 36 | 18 | BOTH | 1-2 TIMES/WK | 6 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 453 | YES | YES | MALE | 52 | 20 | WORK | DAILY | 14 | <500CC | 3 | NO | 0 | YES | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 454 | YES | YES | MALE | 59 | 30 | WORK | DAILY | 3 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 455 | YES | YES | MALE | 33 | 16 | WORK | DAILY | 8 | <250CC | 11 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | DANGEROUS |
| 456 | YES | YES | MALE | 26 | 8 | WORK | DAILY | 14 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 457 | YES | YES | MALE | 31 | 17 | WORK | DAILY | 14 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 458 | YES | YES | MALE | 26 | 9 | BOTH | DAILY | 35 | <250CC | 3 | YES | >3 | YES | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 459 | YES | YES | MALE | 30 | 15 | BOTH | 1-2 TIMES/WK | 3 | <250CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | V. DANGEROUS |
| 460 | YES | YES | MALE | 20 | 3 | BOTH | 1-2 TIMES/WK | 15 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE |
| 461 | YES | YES | MALE | 34 | 16 | BOTH | DAILY | 4 | 125CC | 11 | YES | 1 | NO | SAFE | V. DANGEROUS | SAFE | N.S.SAFE |
| 462 | YES | YES | MALE | 34 | 10 | WORK | DAILY | 3 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 463 | YES | YES | MALE | 26 | 8 | WORK | DAILY | 14 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 464 | YES | YES | FEMALE | 39 | 20 | WORK | DAILY | 14 | 125CC | 3 | NO | 0 | NO | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |
| 465 | YES | YES | FEMALE | 26 | 9 | BOTH | DAILY | 35 | <250CC | 3 | YES | >3 | YES | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS |
| 466 | YES | YES | FEMALE | 32 | 15 | BOTH | 1-2 TIMES/WK | 3 | <250CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | V. DANGEROUS |
| 467 | YES | YES | FEMALE | 20 | 3 | BOTH | 1-2 TIMES/WK | 15 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE |
| 468 | YES | YES | FEMALE | 26 | 8 | BOTH | DAILY | 4 | 125CC | 11 | YES | 1 | NO | SAFE | V. DANGEROUS | SAFE | N.S.SAFE |
| 469 | YES | YES | FEMALE | 35 | 11 | WORK | DAILY | 3 | <250CC | 3 | YES | 1 | NO | SAFE | N.S.SAFE | SAFE | SAFE |
| 470 | YES | YES | FEMALE | 52 | 29 | WORK | DAILY | 7 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE |

| ID | A1 | A2 | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | B9 | B10 | B11 | CI-1A | CI-1B | CI-2A | CI-2B |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 471 | YES | YES | FEMALE | 32 | 10 | WORK | DAILY | 10 | 125CC | 11 | YES | 1 | YES | SAFE | N.S.SAFE | SAFE | N.S.SAFE |
| 472 | YES | YES | FEMALE | 30 | 9 | WORK | DAILY | 5 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 473 | YES | YES | FEMALE | 52 | 20 | BOTH | DAILY | 14 | 125CC | 3 | YES | >3 | NO | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 474 | YES | YES | FEMALE | 55 | 24 | WORK | DAILY | 2 | 125CC | 3 | YES | 1 | NO | SAFE | DANGEROUS | SAFE | DANGEROUS |
| 475 | YES | YES | FEMALE | 36 | 18 | BOTH | 1-2 TIMES/WK | 6 | <250CC | 3 | YES | 1 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |
| 476 | YES | YES | FEMALE | 50 | 20 | WORK | DAILY | 14 | <500CC | 3 | NO | 0 | YES | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 477 | YES | YES | FEMALE | 49 | 20 | WORK | DAILY | 3 | 125CC | 3 | NO | 0 | NO | SAFE | DANGEROUS | V.SAFE | N.S.SAFE |
| 478 | YES | YES | FEMALE | 33 | 15 | WORK | DAILY | 8 | <250CC | 11 | YES | 2-3 | YES | SAFE | DANGEROUS | SAFE | DANGEROUS |
| 479 | YES | YES | FEMALE | 25 | 8 | BOTH | DAILY | 7 | 125CC | 3 | NO | 0 | YES | V.SAFE | SAFE | V.SAFE | N.S.SAFE |
| 480 | YES | YES | FEMALE | 48 | 15 | BOTH | 1-2 TIMES/WK | 5 | 125CC | 3 | NO | 0 | NO | N.S.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS |
| 481 | YES | YES | FEMALE | 34 | 14 | WORK | DAILY | 5 | 125CC | 3 | NO | 0 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 482 | YES | YES | FEMALE | 27 | 9 | WORK | DAILY | 5 | 125CC | 3 | YES | 1 | YES | SAFE | N.S.SAFE | V.SAFE | DANGEROUS |
| 483 | YES | YES | MALE | 26 | 8 | WORK | DAILY | 14 | 125CC | 3 | YES | 2-3 | YES | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 2 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 3 | DANGEROUS | SAFE | N.S.SAFE | SAFE | V. DANGEROUS | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | N.S.SAFE | SPEED |
| 4 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 5 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 6 | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 7 | N.S.SAFE | SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 8 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | SPEED |
| 9 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | L.WIDTH |
| 10 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | SPEED |
| 11 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | P. SHOULDER |
| 12 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.RDWAY |
| 13 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | SPEED |
| 14 | N.S.SAFE | V.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | L.WIDTH |
| 15 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 16 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 17 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | L.WIDTH |
| 18 | N.S.SAFE | V.SAFE | SAFE | SAFE | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 19 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 20 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 21 | DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 22 | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 23 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 24 | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | SPEED |
| 25 | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 26 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 27 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 28 | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 29 | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 30 | DANGEROUS | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 31 | DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | SPEED |
| 32 | V. DANGEROUS | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | DANGEROUS | SAFE | P. SHOULDER |
| 33 | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | V.SAFE | SAFE | V. DANGEROUS | V.SAFE | T.VOLUME |
| 34 | DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 35 | V. DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 36 | DANGEROUS | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 37 | V. DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | V. DANGEROUS | V.SAFE | T.VOLUME |
| 38 | V. DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | DANGEROUS | V.SAFE | PAV.COND |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 40 | DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 41 | V. DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | V.SAFE | P. SHOULDER |
| 42 | DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 43 | DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | PAV.COND |
| 44 | DANGEROUS | V.SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | V.SAFE | SAFE | SAFE | V.SAFE | W/PARKING |
| 45 | V. DANGEROUS | SAFE | SAFE | N.S.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | T.VOLUME |
| 46 | V. DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | SAFE | V.SAFE | PAV.COND |
| 47 | DANGEROUS | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | V.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 48 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | T.VOLUME |
| 49 | V. DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | V.SAFE | SAFE | SAFE | SAFE | T.VOLUME |
| 50 | V. DANGEROUS | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 51 | V. DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 52 | V. DANGEROUS | SAFE | V.SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | PAV.COND |
| 53 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 54 | SAFE | V.SAFE | V.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 55 | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 56 | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | SAFE | V.SAFE | T.VOLUME |
| 57 | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 58 | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | T.VOLUME |
| 59 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 60 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 61 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | PAV.COND |
| 62 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 63 | DANGEROUS | N.S.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 64 | DANGEROUS | N.S.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 65 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | T.VOLUME |
| 66 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | T.VOLUME |
| 67 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 68 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 69 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 70 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 71 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 72 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 73 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 74 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 75 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 76 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 77 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 78 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 79 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 80 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 81 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 82 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 83 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 84 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 85 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 86 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 87 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 88 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 89 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 90 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 91 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 92 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 93 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 94 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | P. SHOULDER |
| 95 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 96 | V.SAFE | V.SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | N.S.SAFE | PAV.COND |
| 97 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 98 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 99 | V.SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | T.VOLUME |
| 100 | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | SPEED |
| 101 | SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 102 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 103 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | SAFE | PAV.COND |
| 104 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | SPEED |
| 105 | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | DANGEROUS | T.RDWAY |
| 106 | DANGEROUS | SAFE | SAFE | SAFE | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | W/PARKING |
| 107 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 108 | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 109 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 110 | SAFE | V. DANGEROUS | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 111 | N.S.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 112 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | PAV.COND |
| 113 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 114 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | DANGEROUS | N.S.SAFE | PAV.COND |
| 115 | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | V. DANGEROUS | V.SAFE | DANGEROUS | L.WIDTH |
| 116 | N.S.SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 117 | DANGEROUS | N.S.SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | V. DANGEROUS | N.S.SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 118 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 119 | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 120 | DANGEROUS | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | T.RDWAY |
| 121 | DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS | N.S.SAFE | V. DANGEROUS | SAFE | T.RDWAY |
| 122 | N.S.SAFE | SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | SAFE | SAFE | PAV.COND |
| 123 | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | V.SAFE | T.RDWAY |
| 124 | DANGEROUS | SAFE | N.S.SAFE | N.S.SAFE | SAFE | V. DANGEROUS | DANGEROUS | SAFE | DANGEROUS | SAFE | PAV.COND |
| 125 | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 126 | DANGEROUS | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 127 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | PAV.COND |
| 128 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 129 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | L.WIDTH |
| 130 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | SAFE | PAV.COND |
| 131 | DANGEROUS | SAFE | SAFE | DANGEROUS | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 132 | V. DANGEROUS | N.S.SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | PAV.COND |
| 133 | DANGEROUS | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | T.RDWAY |
| 134 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 135 | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 136 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 137 | N.S.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | SAFE | T.VOLUME |
| 138 | SAFE | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 139 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 140 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 141 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | P. SHOULDER |
| 142 | DANGEROUS | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 143 | SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | SPEED |
| 144 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 145 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | T.VOLUME |
| 146 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 147 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | DANGEROUS | SAFE | SPEED |
| 148 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 149 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 150 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 151 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 152 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 153 | N.S.SAFE | SAFE | SAFE | V.SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | P. SHOULDER |
| 154 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 155 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | T.VOLUME |
| 156 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 157 | DANGEROUS | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | V. DANGEROUS | N.S.SAFE | DANGEROUS | N.S.SAFE | T.VOLUME |
| 158 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 159 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 160 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | T.RDWAY |
| 161 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | PAV.COND |
| 162 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 163 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | SPEED |
| 164 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 165 | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | P. SHOULDER |
| 166 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 167 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 168 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 169 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 170 | DANGEROUS | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 171 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 172 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | P. SHOULDER |
| 173 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 174 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 175 | DANGEROUS | V.SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 176 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 177 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 178 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 179 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 180 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 181 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 182 | N.S.SAFE | V.SAFE | SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 183 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | W/PARKING |
| 184 | DANGEROUS | SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 185 | DANGEROUS | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 186 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 187 | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 188 | V. DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | V. DANGEROUS | SAFE | V. DANGEROUS | SAFE | SPEED |
| 189 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | PAV.COND |
| 190 | DANGEROUS | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 191 | N.S.SAFE | SAFE | N.S.SAFE | DANGEROUS | V. DANGEROUS | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 192 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.RDWAY |
| 193 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | PAV.COND |
| 194 | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | PAV.COND |
| 195 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.RDWAY |
| 196 | SAFE | SAFE | SAFE | SAFE | SAFE | V. DANGEROUS | SAFE | SAFE | SAFE | SAFE | T.RDWAY |
| 197 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 198 | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 199 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 200 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | N.S.SAFE | SPEED |
| 201 | DANGEROUS | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | SAFE | SPEED |
| 202 | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | DANGEROUS | SPEED |
| 203 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | PAV.COND |
| 204 | V. DANGEROUS | V.SAFE | V.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | P. SHOULDER |
| 205 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 206 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 207 | DANGEROUS | N.S.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | T.RDWAY |
| 208 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | V. DANGEROUS | DANGEROUS | T.VOLUME |
| 209 | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | L.WIDTH |
| 210 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | DANGEROUS | P. SHOULDER |
| 211 | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | DANGEROUS | SAFE | PAV.COND |
| 212 | V.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 213 | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.RDWAY |
| 214 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | P. SHOULDER |
| 215 | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 216 | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 217 | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 218 | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | V.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 219 | SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | PAV.COND |
| 220 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 221 | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 222 | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 223 | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 224 | V.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 225 | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | N.S.SAFE | T.RDWAY |
| 226 | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | L.WIDTH |
| 227 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | V. DANGEROUS | DANGEROUS | T.VOLUME |
| 228 | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 229 | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 230 | N.S.SAFE | SAFE | V.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 231 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | V. DANGEROUS | DANGEROUS | T.VOLUME |
| 232 | SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | PAV.COND |
| 233 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 234 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 235 | DANGEROUS | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 236 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 237 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | SAFE | L.WIDTH |
| 238 | V. DANGEROUS | V.SAFE | V.SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | SAFE | V. DANGEROUS | V.SAFE | P. SHOULDER |
| 239 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | DANGEROUS | DANGEROUS | V.SAFE | PAV.COND |
| 240 | DANGEROUS | SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | DANGEROUS | SAFE | PAV.COND |
| 241 | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | N.S.SAFE | V.SAFE | SAFE | DANGEROUS | V. DANGEROUS | SAFE | T.VOLUME |
| 242 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | SAFE | PAV.COND |
| 243 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | SAFE | L.WIDTH |
| 244 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | V. DANGEROUS | V.SAFE | P. SHOULDER |
| 245 | V. DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | V.SAFE | L.WIDTH |
| 246 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | L.WIDTH |
| 247 | DANGEROUS | SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 248 | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE | L.WIDTH |
| 249 | SAFE | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | V. DANGEROUS | SAFE | L.WIDTH |
| 250 | V. DANGEROUS | V.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | L.WIDTH |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 251 | DANGEROUS | V.SAFE | SAFE | V.SAFE | DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | V. DANGEROUS | V.SAFE | L.WIDTH |
| 252 | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | DANGEROUS | DANGEROUS | SAFE | PAV.COND |
| 253 | N.S.SAFE | SAFE | SAFE | V.SAFE | DANGEROUS | N.S.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | P. SHOULDER |
| 254 | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | N.S.SAFE | V.SAFE | L.WIDTH |
| 255 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | DANGEROUS | DANGEROUS | SAFE | P. SHOULDER |
| 256 | DANGEROUS | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | PAV.COND |
| 257 | V. DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 258 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | W/PARKING |
| 259 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | DANGEROUS | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 260 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | SPEED |
| 261 | SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | T.VOLUME |
| 262 | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | P. SHOULDER |
| 263 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 264 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 265 | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | W/PARKING |
| 266 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | V.SAFE | P. SHOULDER |
| 267 | V.SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 268 | V.SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | T.VOLUME |
| 269 | N.S.SAFE | V. DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | T.VOLUME |
| 270 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 271 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | V.SAFE | V.SAFE | SAFE | V.SAFE | T.VOLUME |
| 272 | SAFE | V. DANGEROUS | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | P. SHOULDER |
| 273 | SAFE | N.S.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | V. DANGEROUS | SAFE | SAFE | SAFE | PAV.COND |
| 274 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 275 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | V.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 276 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | V. DANGEROUS | N.S.SAFE | SAFE | T.VOLUME |
| 277 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 278 | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | T.RDWAY |
| 279 | N.S.SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 280 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 281 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 282 | N.S.SAFE | V. DANGEROUS | N.S.SAFE | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 283 | DANGEROUS | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | SAFE | SAFE | V. DANGEROUS | T.VOLUME |
| 284 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | V. DANGEROUS | PAV.COND |
| 285 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 286 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 287 | V. DANGEROUS | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 288 | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | P. SHOULDER |
| 289 | DANGEROUS | N.S.SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | L.WIDTH |
| 290 | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 291 | N.S.SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | V. DANGEROUS | T.VOLUME |
| 292 | DANGEROUS | N.S.SAFE | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS | V.SAFE | N.S.SAFE | V. DANGEROUS | N.S.SAFE | V. DANGEROUS | T.VOLUME |
| 293 | SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | V.SAFE | V.SAFE | V.SAFE | PAV.COND |
| 294 | DANGEROUS | N.S.SAFE | V.SAFE | V.SAFE | V. DANGEROUS | SAFE | SAFE | V. DANGEROUS | SAFE | SAFE | T.VOLUME |
| 295 | DANGEROUS | SAFE | V. DANGEROUS | DANGEROUS | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | DANGEROUS | W/PARKING |
| 296 | V.SAFE | SAFE | V. DANGEROUS | V.SAFE | DANGEROUS | V.SAFE | V. DANGEROUS | SAFE | SAFE | SAFE | PAV.COND |
| 297 | SAFE | SAFE | V. DANGEROUS | DANGEROUS | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V. DANGEROUS | T.VOLUME |
| 298 | V.SAFE | V.SAFE | V.SAFE | V.SAFE | V. DANGEROUS | V.SAFE | V.SAFE | SAFE | SAFE | DANGEROUS | PAV.COND |
| 299 | DANGEROUS | V. DANGEROUS | DANGEROUS | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V. DANGEROUS | SAFE | SAFE | P. SHOULDER |
| 300 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | T.RDWAY |
| 301 | DANGEROUS | SAFE | V. DANGEROUS | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | P. SHOULDER |
| 302 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 303 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | PAV.COND |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 304 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 305 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 306 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 307 | SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 308 | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | T.VOLUME |
| 309 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | T.RDWAY |
| 310 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | PAV.COND |
| 311 | SAFE | DANGEROUS | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 312 | SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 313 | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 314 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 315 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | T.VOLUME |
| 316 | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 317 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 318 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | W/PARKING |
| 319 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | W/PARKING |
| 320 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | PAV.COND |
| 321 | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | PAV.COND |
| 322 | SAFE | DANGEROUS | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 323 | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | SAFE | SAFE | T.VOLUME |
| 324 | SAFE | V.SAFE | V.SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | T.VOLUME |
| 325 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | DANGEROUS | V.SAFE | V.SAFE | SAFE | T.VOLUME |
| 326 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | DANGEROUS | V.SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 327 | N.S.SAFE | SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 328 | SAFE | V.SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | N.S.SAFE | SAFE | V.SAFE | V.SAFE | T.VOLUME |
| 329 | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | SAFE | T.VOLUME |
| 330 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | T.RDWAY |
| 331 | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | P. SHOULDER |
| 332 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 333 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | PAV.COND |
| 334 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 335 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 336 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 337 | SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 338 | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | T.VOLUME |
| 339 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | T.RDWAY |
| 340 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | PAV.COND |
| 341 | SAFE | DANGEROUS | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 342 | SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 343 | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 344 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | T.VOLUME |
| 345 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | T.VOLUME |
| 346 | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 347 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 348 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | W/PARKING |
| 349 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | W/PARKING |
| 350 | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | PAV.COND |
| 351 | SAFE | DANGEROUS | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 352 | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | SAFE | SAFE | T.VOLUME |
| 353 | SAFE | V.SAFE | V.SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | T.VOLUME |
| 354 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | DANGEROUS | V.SAFE | V.SAFE | SAFE | T.VOLUME |
| 355 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | DANGEROUS | V.SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 356 | N.S.SAFE | SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 357 | SAFE | V.SAFE | V.SAFE | SAFE | DANGEROUS | V.SAFE | N.S.SAFE | SAFE | V.SAFE | V.SAFE | T.VOLUME |
| 358 | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | SAFE | T.VOLUME |
| 359 | N.S.SAFE | N.S.SAFE | DANGEROUS | V. DANGEROUS | V. DANGEROUS | V.SAFE | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS | V.SAFE | SPEED |
| 360 | DANGEROUS | DANGEROUS | V. DANGEROUS | V. DANGEROUS | N.S.SAFE | SAFE | V. DANGEROUS | N.S.SAFE | N.S.SAFE | SAFE | SPEED |
| 361 | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS | V. DANGEROUS | SAFE | DANGEROUS | V.SAFE | V. DANGEROUS | SAFE | SPEED |
| 362 | N.S.SAFE | DANGEROUS | DANGEROUS | V. DANGEROUS | DANGEROUS | SAFE | DANGEROUS | SAFE | V. DANGEROUS | SAFE | L.WIDTH |
| 363 | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SPEED |
| 364 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | SPEED |
| 365 | N.S.SAFE | V. DANGEROUS | N.S.SAFE | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | SPEED |
| 366 | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | SPEED |
| 367 | V. DANGEROUS | DANGEROUS | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | DANGEROUS | PAV.COND |
| 368 | DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | L.WIDTH |
| 369 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 370 | DANGEROUS | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS | V.SAFE | DANGEROUS | V.SAFE | T.RDWAY |
| 371 | N.S.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | DANGEROUS | V.SAFE | L.WIDTH |
| 372 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | PAV.COND |
| 373 | V. DANGEROUS | V.SAFE | SAFE | N.S.SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | SPEED |
| 374 | DANGEROUS | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | W/PARKING |
| 375 | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | PAV.COND |
| 376 | DANGEROUS | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | T.RDWAY |
| 377 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 378 | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | T.VOLUME |
| 379 | DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | N.S.SAFE | N.S.SAFE | V. DANGEROUS | V.SAFE | PAV.COND |
| 380 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | V. DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | T.VOLUME |
| 381 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 382 | V. DANGEROUS | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | V. DANGEROUS | N.S.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 383 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 384 | DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | N.S.SAFE | N.S.SAFE | V. DANGEROUS | V.SAFE | T.VOLUME |
| 385 | DANGEROUS | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | W/PARKING |
| 386 | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 387 | DANGEROUS | SAFE | SAFE | SAFE | DANGEROUS | SAFE | DANGEROUS | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 388 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 389 | V.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 390 | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 391 | V.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | PAV.COND |
| 392 | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 393 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | T.RDWAY |
| 394 | V.SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | PAV.COND |
| 395 | N.S.SAFE | SAFE | V.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | T.RDWAY |
| 396 | N.S.SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SPEED |
| 397 | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | PAV.COND |
| 398 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | V. DANGEROUS | SAFE | T.VOLUME |
| 399 | V.SAFE | N.S.SAFE | SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 400 | V.SAFE | N.S.SAFE | SAFE | V.SAFE | V. DANGEROUS | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 401 | DANGEROUS | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | DANGEROUS | V.SAFE | P. SHOULDER |
| 402 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 403 | DANGEROUS | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 404 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | V. DANGEROUS | SAFE | P. SHOULDER |
| 405 | DANGEROUS | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | SAFE | T.VOLUME |
| 406 | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 407 | SAFE | SAFE | SAFE | SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | PAV.COND |
| 408 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 409 | V. DANGEROUS | V.SAFE | SAFE | N.S.SAFE | DANGEROUS | SAFE | DANGEROUS | N.S.SAFE | N.S.SAFE | DANGEROUS | T.VOLUME |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 410 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | DANGEROUS | PAV.COND |
| 411 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 412 | V.SAFE | V.SAFE | SAFE | SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | PAV.COND |
| 413 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 414 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | V.SAFE | T.VOLUME |
| 415 | V.SAFE | SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | SAFE | V. DANGEROUS | SAFE | DANGEROUS | SAFE | PAV.COND |
| 416 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 417 | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | T.RDWAY |
| 418 | SAFE | SAFE | V. DANGEROUS | V. DANGEROUS | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | V.SAFE | P. SHOULDER |
| 419 | SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 420 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | SPEED |
| 421 | V. DANGEROUS | V.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS | SAFE | V. DANGEROUS | DANGEROUS | W/PARKING |
| 422 | N.S.SAFE | N.S.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | PAV.COND |
| 423 | DANGEROUS | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | PAV.COND |
| 424 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | T.VOLUME |
| 425 | N.S.SAFE | SAFE | V.SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | DANGEROUS | N.S.SAFE | V.SAFE | PAV.COND |
| 426 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 427 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 428 | DANGEROUS | V.SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 429 | SAFE | V.SAFE | SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | P. SHOULDER |
| 430 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | PAV.COND |
| 431 | DANGEROUS | SAFE | SAFE | DANGEROUS | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 432 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | V.SAFE | SAFE | SAFE | SAFE | SAFE | P. SHOULDER |
| 433 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SPEED |
| 434 | V. DANGEROUS | V.SAFE | V.SAFE | DANGEROUS | DANGEROUS | SAFE | V. DANGEROUS | V.SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 435 | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | DANGEROUS | V.SAFE | T.VOLUME |
| 436 | DANGEROUS | SAFE | SAFE | SAFE | DANGEROUS | SAFE | SAFE | SAFE | DANGEROUS | SAFE | L.WIDTH |
| 437 | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | T.RDWAY |
| 438 | N.S.SAFE | V.SAFE | V.SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 439 | N.S.SAFE | SAFE | SAFE | DANGEROUS | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | N.S.SAFE | DANGEROUS | T.VOLUME |
| 440 | N.S.SAFE | SAFE | V.SAFE | V.SAFE | DANGEROUS | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | T.VOLUME |
| 441 | DANGEROUS | SAFE | V.SAFE | DANGEROUS | SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 442 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 443 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | DANGEROUS | V.SAFE | SPEED |
| 444 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | DANGEROUS | V.SAFE | PAV.COND |
| 445 | V. DANGEROUS | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | DANGEROUS | N.S.SAFE | V. DANGEROUS | N.S.SAFE | T.VOLUME |
| 446 | DANGEROUS | SAFE | N.S.SAFE | DANGEROUS | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 447 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | V. DANGEROUS | SAFE | T.VOLUME |
| 448 | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 449 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | T.VOLUME |
| 450 | DANGEROUS | SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 451 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | PAV.COND |
| 452 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 453 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 454 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | P. SHOULDER |
| 455 | DANGEROUS | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | P. SHOULDER |
| 456 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 457 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | L.WIDTH |
| 458 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | PAV.COND |
| 459 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 460 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | V.SAFE | T.RDWAY |
| 461 | V. DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | V. DANGEROUS | V.SAFE | P. SHOULDER |
| 462 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |

| ID | CI-3A | CI-3B | CI-4A | CI-4B | CI-5A | CI-5B | CI-6A | CI-6B | CI-7A | CI-7B | CII |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 463 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | SPEED |
| 464 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | N.S.SAFE | L.WIDTH |
| 465 | N.S.SAFE | SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | PAV.COND |
| 466 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | PAV.COND |
| 467 | DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | N.S.SAFE | N.S.SAFE | DANGEROUS | V.SAFE | T.RDWAY |
| 468 | V. DANGEROUS | SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | DANGEROUS | SAFE | V. DANGEROUS | V.SAFE | P. SHOULDER |
| 469 | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 470 | V. DANGEROUS | V.SAFE | N.S.SAFE | SAFE | SAFE | V.SAFE | SAFE | N.S.SAFE | V. DANGEROUS | SAFE | T.VOLUME |
| 471 | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | DANGEROUS | SAFE | PAV.COND |
| 472 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | T.VOLUME |
| 473 | V. DANGEROUS | V.SAFE | SAFE | SAFE | SAFE | V.SAFE | N.S.SAFE | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 474 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | PAV.COND |
| 475 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 476 | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | PAV.COND |
| 477 | V. DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | SAFE | SAFE | SAFE | V.SAFE | P. SHOULDER |
| 478 | N.S.SAFE | SAFE | SAFE | N.S.SAFE | SAFE | V.SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | P. SHOULDER |
| 479 | N.S.SAFE | V.SAFE | SAFE | V.SAFE | N.S.SAFE | V.SAFE | V. DANGEROUS | SAFE | N.S.SAFE | V.SAFE | T.VOLUME |
| 480 | DANGEROUS | SAFE | SAFE | V.SAFE | DANGEROUS | V.SAFE | N.S.SAFE | N.S.SAFE | V. DANGEROUS | V.SAFE | T.VOLUME |
| 481 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | V.SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | T.VOLUME |
| 482 | DANGEROUS | SAFE | SAFE | SAFE | N.S.SAFE | SAFE | DANGEROUS | N.S.SAFE | DANGEROUS | SAFE | T.VOLUME |
| 483 | N.S.SAFE | SAFE | SAFE | SAFE | DANGEROUS | SAFE | N.S.SAFE | SAFE | V.SAFE | N.S.SAFE | T.VOLUME |

# APPENDIX G

## DATASET FOR KRIPPENDORFF'S ALPHA ANALYSIS

| CLIPS | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 |
|---|---|---|---|---|---|---|---|---|---|
| **CI-1A** | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe |
| **CI-1B** | N.S.Safe | Dangerous | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-2A** | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Very Safe |
| **CI-2B** | Dangerous | Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-3A** | N.S.Safe | N.S.Safe | N.S.Safe | Dangerous | N.S.Safe | Dangerous | Dangerous | Dangerous | N.S.Safe |
| **CI-3B** | Safe | Very Safe | Very Safe | Safe | Safe | Safe | Safe | Safe | Very Safe |
| **CI-4A** | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-4B** | Very Safe | Safe | Very Safe | Very Safe | Very Safe | Very Safe | Safe | Safe | Safe |
| **CI-5A** | N.S.Safe | N.S.Safe | Dangerous | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-5B** | Very Safe | Safe | Very Safe | Very Safe | Very Safe | Safe | Very Safe | Very Safe | Safe |
| **CI-6A** | N.S.Safe | N.S.Safe | Safe | Safe | Safe | N.S.Safe | N.S.Safe | N.S.Safe | Dangerous |
| **CI-6B** | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe |
| **CI-7A** | N.S.Safe | N.S.Safe | Dangerous | Dangerous | N.S.Safe | Dangerous | N.S.Safe | N.S.Safe | Dangerous |
| **CI-7B** | Safe | Very Safe | Very Safe | Safe | Very Safe | Very Safe | Very Safe | Very Safe | Safe |

| CLIPS | R10 | R11 | R12 | R13 | R14 | R15 | R16 | R17 | R18 |
|---|---|---|---|---|---|---|---|---|---|
| **CI-1A** | Safe | Safe | Safe | Safe | Safe | Safe | N.S.Safe | Safe | Safe |
| **CI-1B** | N.S.Safe | N.S.Safe | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | Dangerous | N.S.Safe | N.S.Safe |
| **CI-2A** | Safe | Safe | Safe | Very Safe | Safe | Very Safe | Safe | Safe | Safe |
| **CI-2B** | Dangerous | N.S.Safe | N.S.Safe | Dangerous | Dangerous | V.Dangerous | Dangerous | N.S.Safe | N.S.Safe |
| **CI-3A** | N.S.Safe | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | V.Dangerous | N.S.Safe | N.S.Safe | Dangerous |
| **CI-3B** | Safe | Safe | Safe | Safe | Very Safe | Safe | Safe | Safe | Safe |
| **CI-4A** | Safe | N.S.Safe | Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-4B** | Very Safe | Safe | Safe | Very Safe | Safe | Safe | Safe | Safe | Safe |
| **CI-5A** | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | Dangerous | Dangerous | N.S.Safe |
| **CI-5B** | Safe | Very Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe |
| **CI-6A** | N.S.Safe | N.S.Safe | N.S.Safe | Safe | Dangerous | V.Dangerous | Safe | N.S.Safe | N.S.Safe |
| **CI-6B** | Safe | Safe | Safe | Safe | N.S.Safe | Safe | Safe | Safe | Safe |
| **CI-7A** | N.S.Safe | N.S.Safe | Safe | N.S.Safe | N.S.Safe | V.Dangerous | N.S.Safe | N.S.Safe | V.Dangerous |
| **CI-7B** | Very Safe | Very Safe | Very Safe | Very Safe | Very Safe | Safe | Safe | Safe | Dangerous |

| CLIPS | R19 | R20 | R21 | R22 | R23 | R24 | R25 | R26 | R27 |
|---|---|---|---|---|---|---|---|---|---|
| **CI-1A** | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe |
| **CI-1B** | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-2A** | Very Safe | Safe | Very Safe | Safe | Safe | Safe | Safe | Safe | Very Safe |
| **CI-2B** | Dangerous | Dangerous | Dangerous | N.S.Safe | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-3A** | V.Dangerous | Dangerous | Dangerous | Dangerous | N.S.Safe | Dangerous | Dangerous | Dangerous | N.S.Safe |
| **CI-3B** | Safe | Very Safe | Very Safe | Safe | Safe | Safe | Safe | Safe | Very Safe |
| **CI-4A** | Safe | Safe | Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-4B** | Very Safe | Very Safe | Safe | Safe | Very Safe | Very Safe | Safe | Safe | Safe |
| **CI-5A** | Safe | N.S.Safe | N.S.Safe | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-5B** | Very Safe | Very Safe | Very Safe | Safe | Very Safe | Safe | Very Safe | Very Safe | Safe |
| **CI-6A** | Dangerous | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | N.S.Safe | Dangerous |
| **CI-6B** | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe | Safe |
| **CI-7A** | N.S.Safe | N.S.Safe | Dangerous | Dangerous | N.S.Safe | Dangerous | N.S.Safe | N.S.Safe | Dangerous |
| **CI-7B** | Safe | N.S.Safe | Very Safe | Safe | Safe | Very Safe | Very Safe | Very Safe | Safe |

| CLIPS | R28 | R29 | R30 |
|---|---|---|---|
| **CI-1A** | Safe | Safe | Safe |
| **CI-1B** | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-2A** | Very Safe | Safe | Safe |
| **CI-2B** | V.Dangerous | N.S.Safe | N.S.Safe |
| **CI-3A** | V.Dangerous | N.S.Safe | Dangerous |
| **CI-3B** | Safe | Safe | Safe |
| **CI-4A** | N.S.Safe | N.S.Safe | N.S.Safe |
| **CI-4B** | Safe | Safe | Safe |
| **CI-5A** | N.S.Safe | Dangerous | Dangerous |
| **CI-5B** | Safe | Safe | Safe |
| **CI-6A** | V.Dangerous | N.S.Safe | N.S.Safe |
| **CI-6B** | Safe | Safe | Safe |
| **CI-7A** | V.Dangerous | N.S.Safe | Dangerous |
| **CI-7B** | Safe | Safe | Safe |

## BIODATA OF STUDENT

Tan Ai Ping was born on 15th March 1977 in Kota Bharu, Kelantan. She received her primary and secondary education at SRJK(C) and SMJK(C) Chung Cheng, Kota Bharu, Kelantan respectively. After completed her Malaysian Certificate of Education Examination in year 1995, she spent two semesters at Politeknik Kota Bharu, Kelantan for her Diploma in Civil Engineering. She then pursued her Bachelor of Engineering (Civil) (Hons.) at Universiti Putra Malaysia, Serdang, Selangor in 1998. After graduated in year 2001, she started her career as a research assistance in Road Safety Research Centre, Universiti Putra Malaysia for 9 months and continue her industrialized journey as a civil engineer in Jurutera Perunding Primareka Sdn Bhd. At the same time, she continued her study at Universiti Putra Malaysia and obtained her Master of Science (Highway and Transport Engineering) in 2003. In year 2008, she obtained her Professional Engineer title.

She has vast experience in infrastructure and highway design. She has been attached to engineering consultancy firms from year 2002 until present. Besides involvement in various major infrastructure development projects in Malaysia, she also has working experience in multinational engineering consulting firm. She worked with Sinclair Knight Merz in year 2006. During that period, she was assigned to do rail related projects in Australia. Since 2014, she has been managing her own consultancy firm, Jurutera Perunding Pesona Rekabina Sdn Bhd. Although, she is focusing on industrial works, but her strong interest in highway and transportation engineering never stop her to pursue her Doctor of Philosophy degree in Highway and Transport Engineering at Universiti Putra Malaysia.

## LIST OF PUBLICATIONS

Hussain, H., Tan, A.P., Law, T.H., and Wong, S.V. (2019). Identification of traffic and roadway variables affecting safe motorcycling along urban roads. *Journal of the Society of Automotive Engineers Malaysia, Volume 3, Issue 2,* 177-184.

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