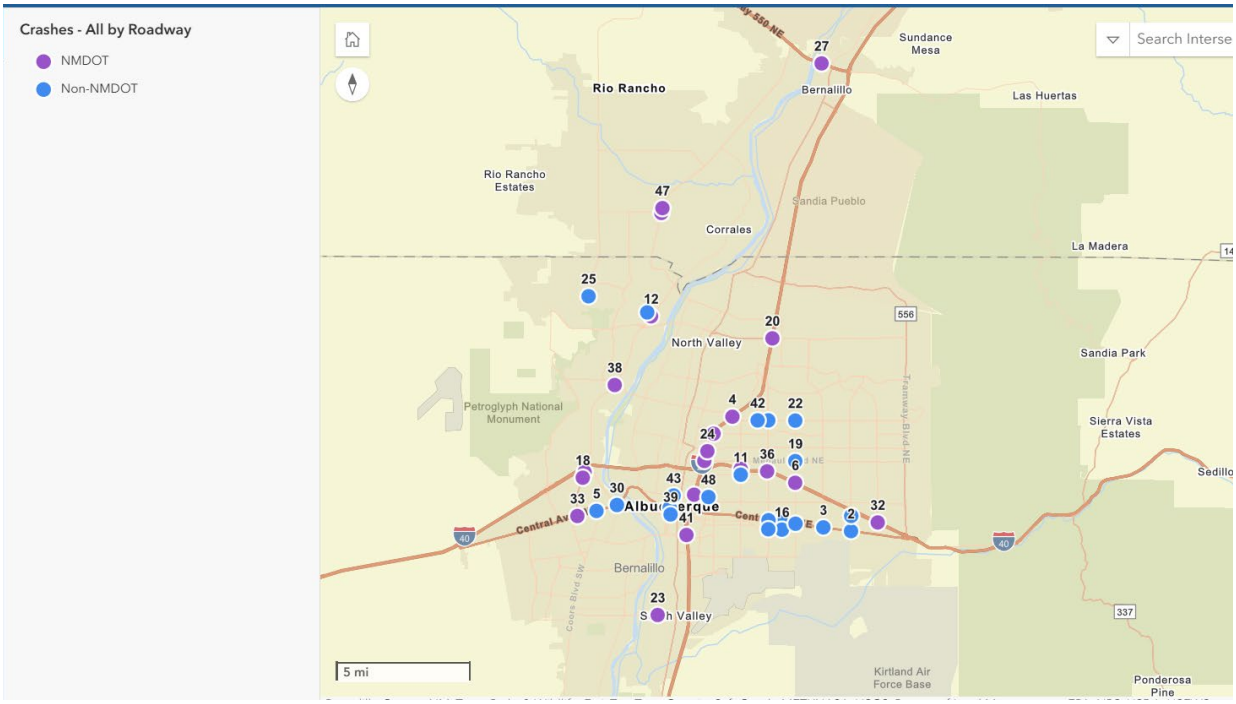
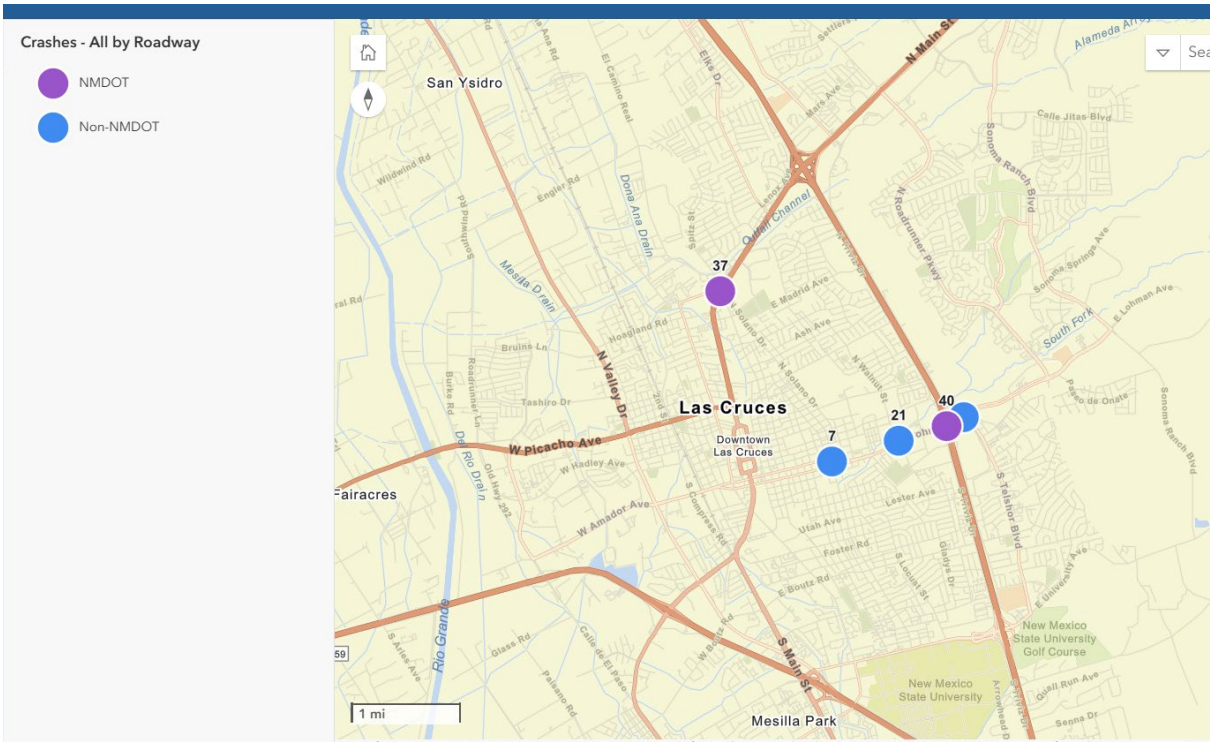
New Mexico Crash Hotspots on NMDOT and Non-NMDOT Roadways

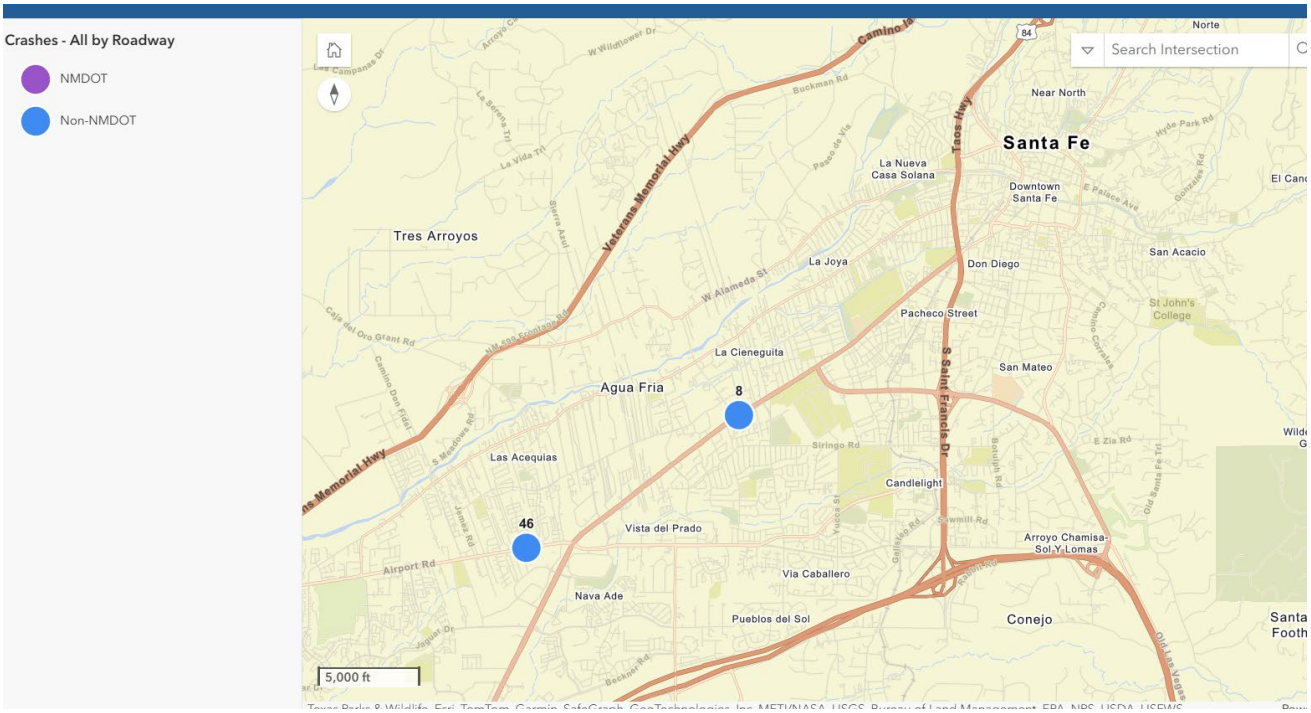
Albuquerque—Top 50 Crash Hotspots by Roadway



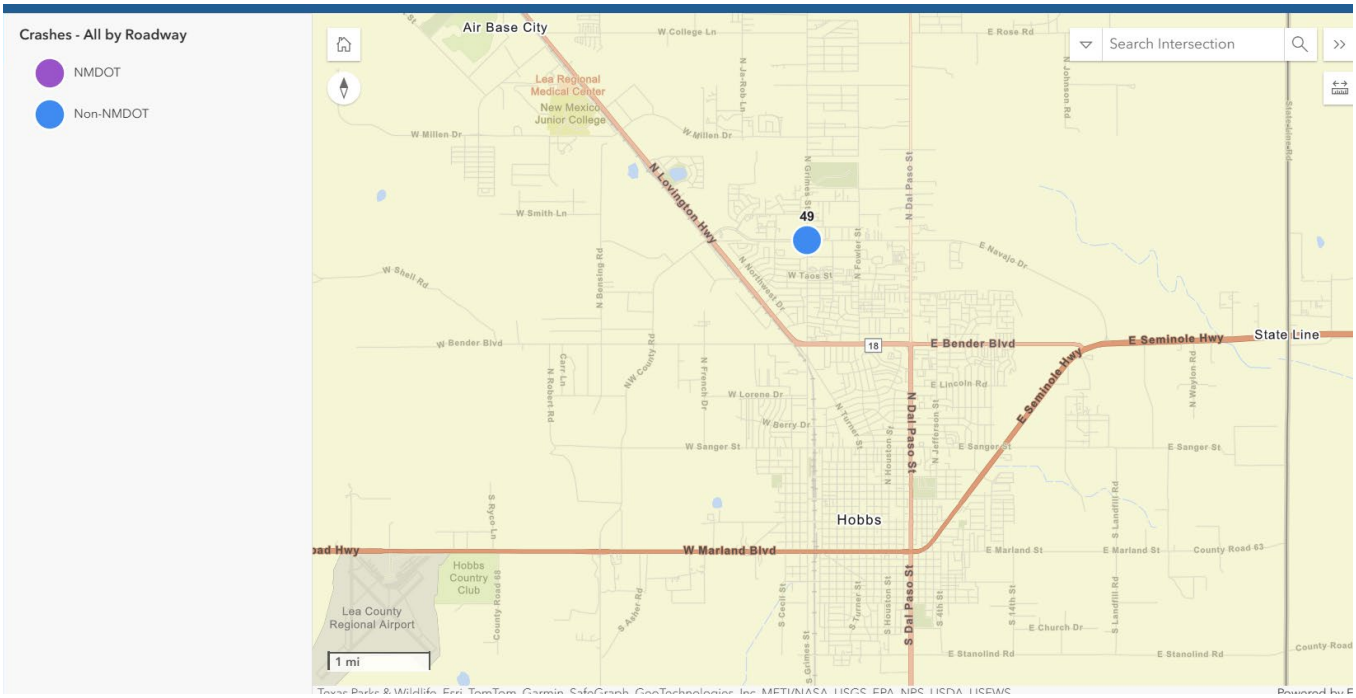
Las Cruces—Top 50 Crash Hotspots by Roadway



Santa Fe—Top 50 Crash Hotspots by Roadway

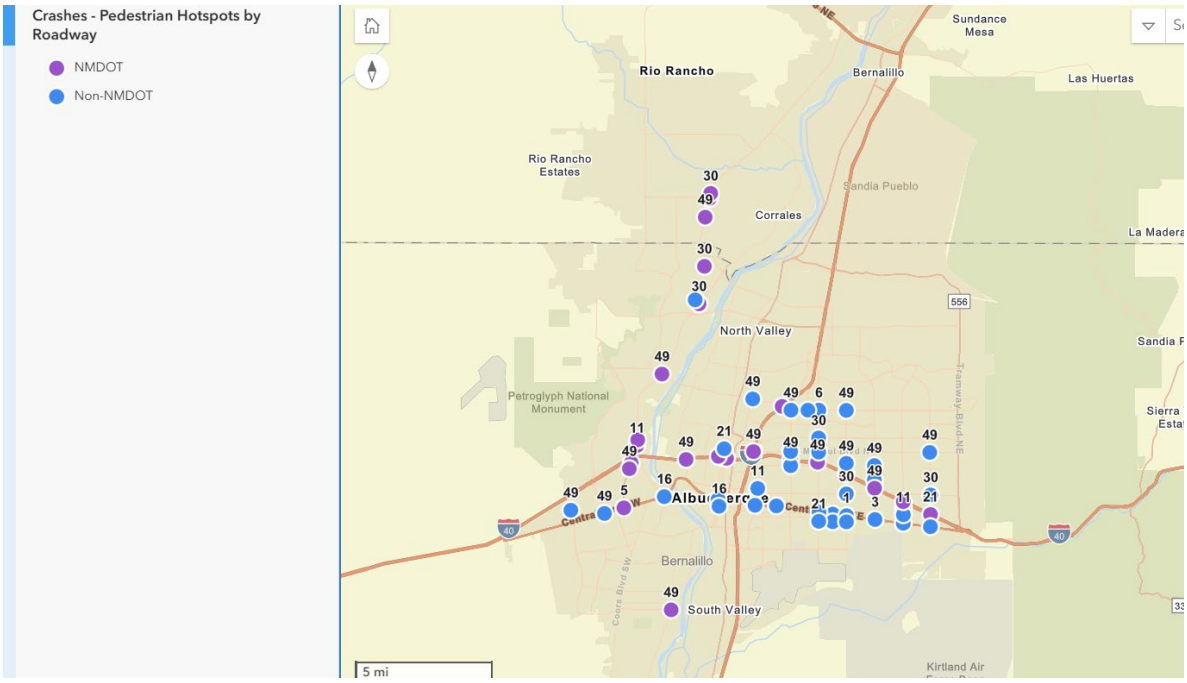


Hobbs—Top 50 Crash Hotspots by Roadway

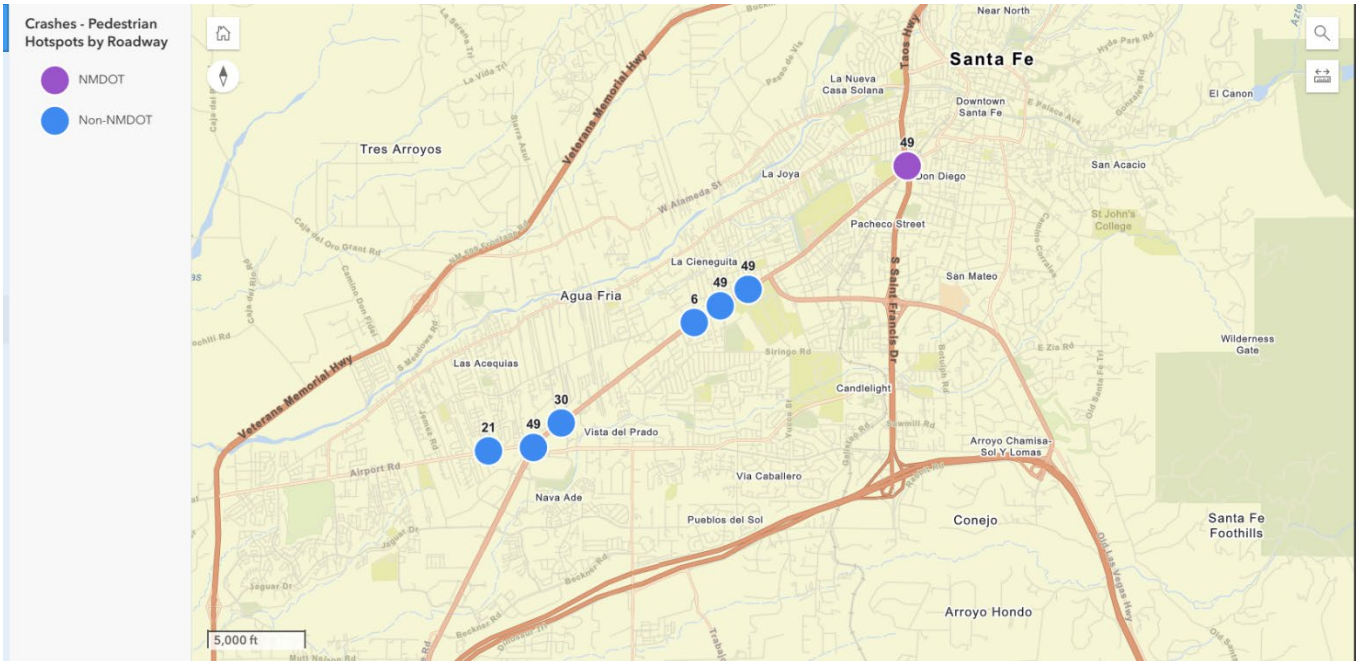


Pedestrian Fatalities on NMDOT and Non-NMDOT Roadways

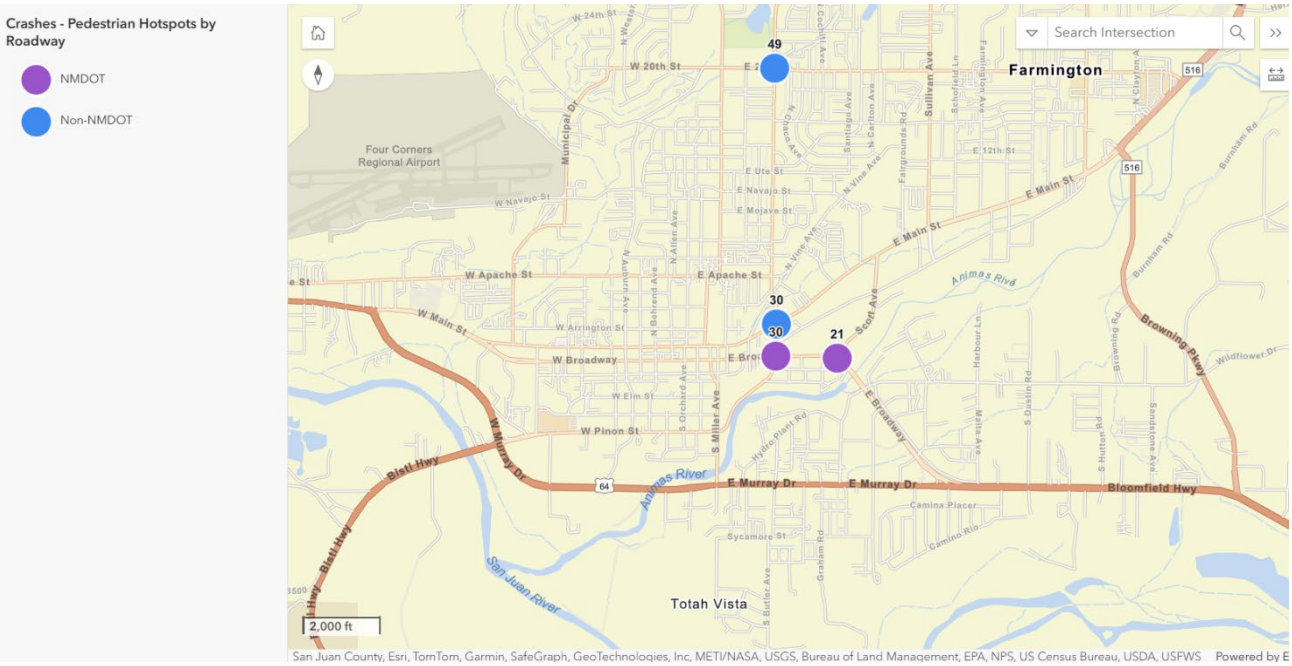
Albuquerque—Pedestrian Fatality Top 50 Hotspots by Roadway



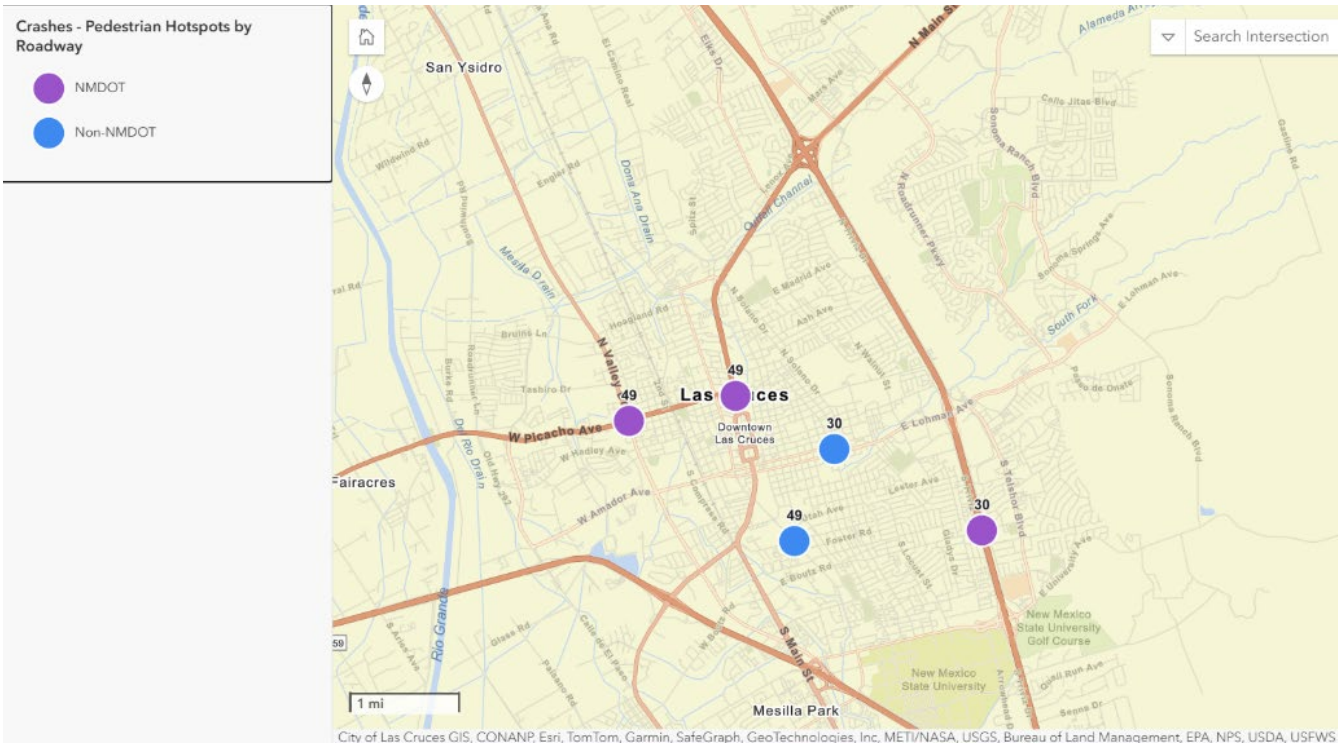
Santa Fe—Pedestrian Fatality Top 50 Hotspots by Roadway



Farmington—Pedestrian Fatality Top 50 Hotspots by Roadway

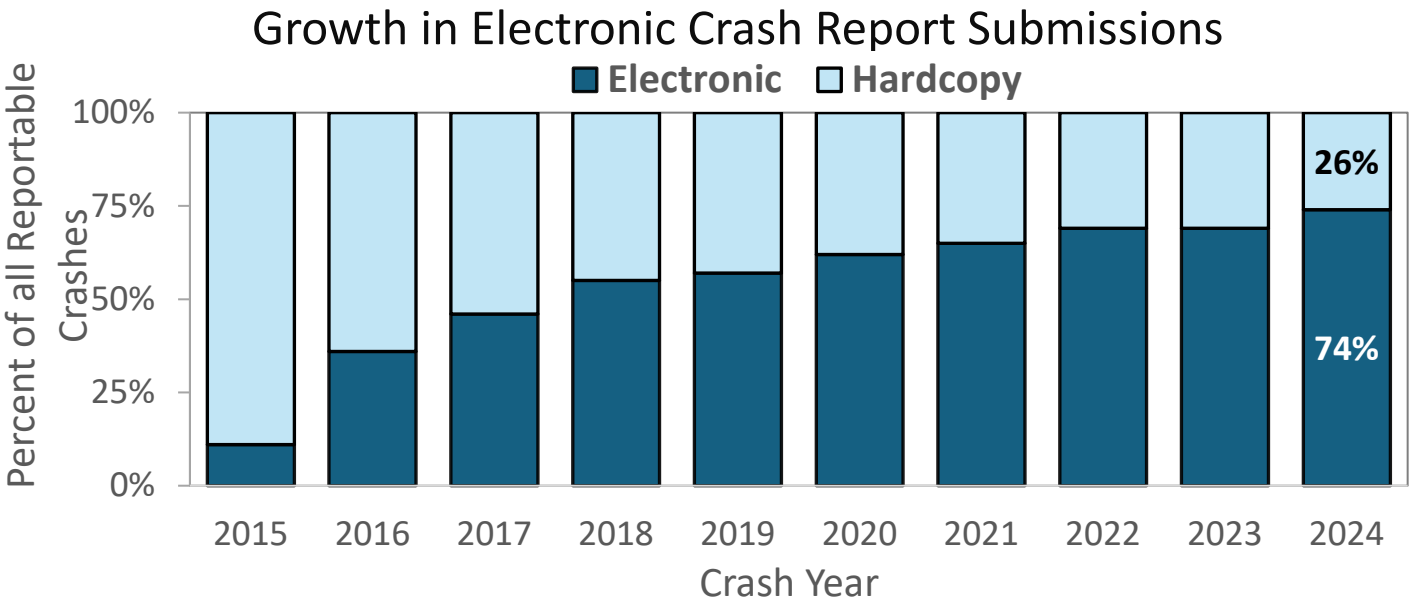


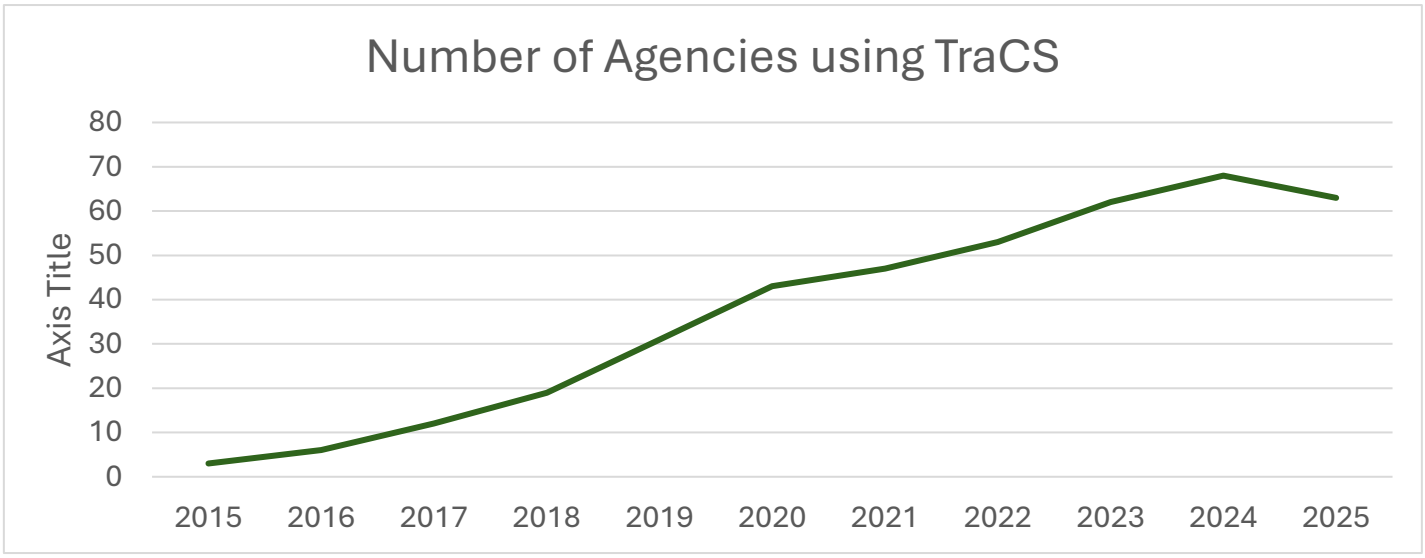
Las Cruces-- Pedestrian Fatality Top 50 Hotspots by Roadway



New Mexico Crash and Fatality Reporting

- NMDOT Traffic Records Section processes motor vehicle crash reports received from Law Enforcement Agencies on New Mexico roadways
- Contracts with UNM Geospatial and Population Studies for data collection and analysis
    - Find multiple traffic crash data at https://gps.unm.edu/tru/index.html
    - Available data includes:
        1. Traffic crash trends and statistics
        2. Impact of traffic safety programs
        3. Analytical reports on crash-related issues
        4. Maps displaying traffic crash data
- NMDOT is consistently working to improve data collection by increasing electronic data reporting
- Benefits of Electronic Data Reporting of Crashes
    - Improved accuracy
    - Improved timeliness
    - Improved accessibility
    - Supports data-driven decision making
- Electronic Reporting System Used in New Mexico: Traffic and Criminal Software (TraCS)
    - TrACS supported by NMDOT and Department of Public Safety
    - On-boarding
    - License maintenance
    - Aligned with state law and federal requirements
    - On-going training


Growth in Electronic Crash Report Submissions
Electronic
Hardcopy
Percent of all Reportable Crashes
100%
75%
50%
25%
0%
26%
74%
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Crash Year

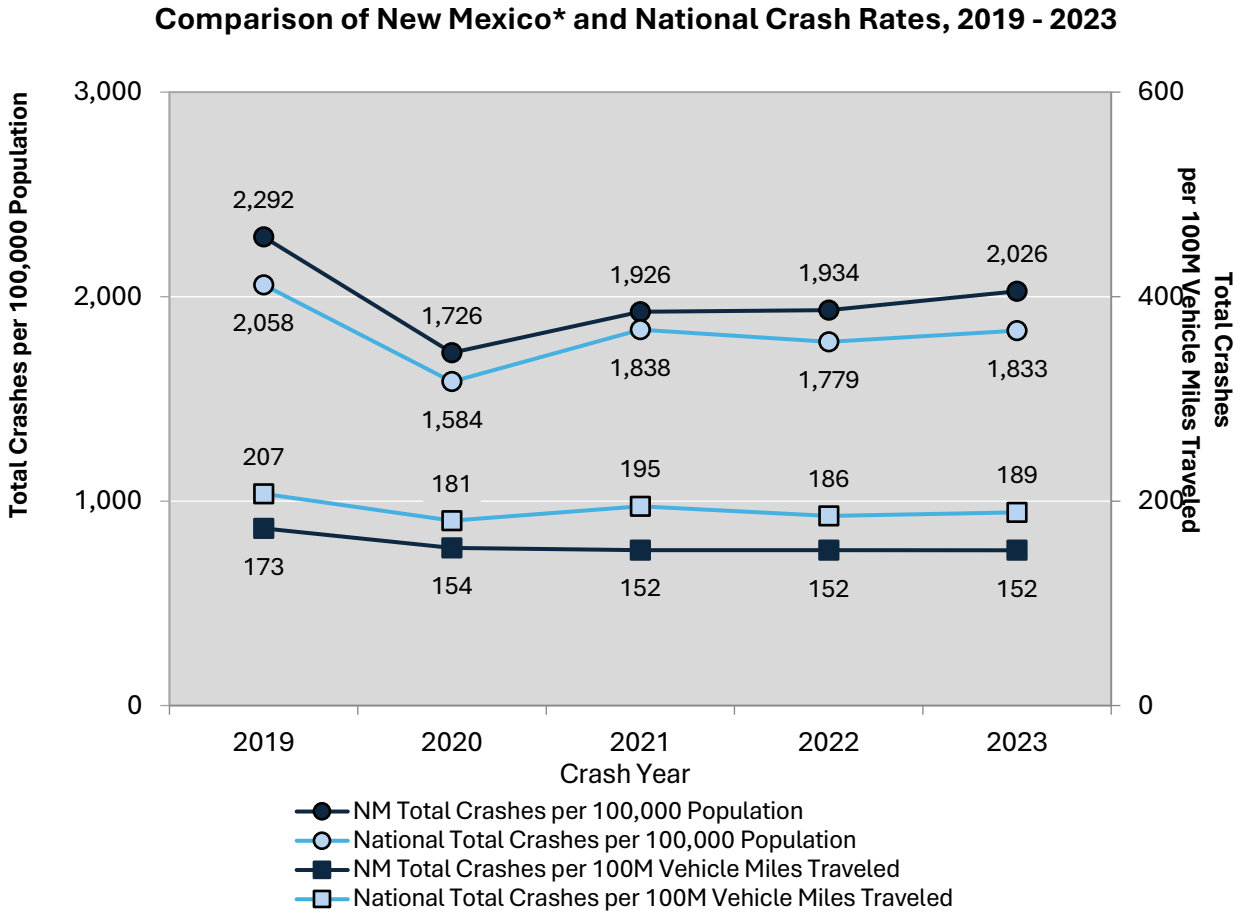

Number of Agencies using TraCS
Axis Title
80
70
60
50
40
30
20
10
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025

Top 10 Crash Hotspots, Total Crashes (2024)

Intersection	City	County	Owner	Number of Total Crashes
I40 & 4TH	ALBUQUERQUE	BERNALILLO	NMDOT & County Highway Agency	363
I25 & MONTGOMERY	ALBUQUERQUE	BERNALILLO	NMDOT	330
I40 & CARLISLE	ALBUQUERQUE	BERNALILLO	NMDOT	311
I40 & LOUISIANA	ALBUQUERQUE	BERNALILLO	NMDOT	279
I25 & LOHMAN	LAS CRUCES	DONA ANA	NMDOT & City/Municipal	276
I40 & 5/6TH	ALBUQUERQUE	BERNALILLO	NMDOT & City/Municipal	275
I40 & SAN MATEO	ALBUQUERQUE	BERNALILLO	NMDOT	261
I25 & COMANCHE	ALBUQUERQUE	BERNALILLO	NMDOT & City/Municipal	258
LOHMAN & TELSHORE	LAS CRUCES	DONA ANA	City/Municipal	257
CENTRAL & LOUISIANA	ALBUQUERQUE	BERNALILLO	City/Municipal	249
I25 & I40	ALBUQUERQUE	BERNALILLO	NMDOT	249

Top 5 Crash Hotspots, Fatal Crashes

Intersection	City	County	Owner	Number of Fatal Crashes
COORS (NM 45) & ILLIF	**ALBUQUERQUE**	**BERNALILLO**	**NMDOT & City/Municipal**	**3**
CENTRAL & EUBANK	**ALBUQUERQUE**	**BERNALILLO**	**City/Municipal**	**3**
CENTRAL & WYOMING	**ALBUQUERQUE**	**BERNALILLO**	**City/Municipal**	**3**
I25 & MONTGOMERY	**ALBUQUERQUE**	**BERNALILLO**	**NMDOT**	**3**
CENTRAL & OLD COORS	**ALBUQUERQUE**	**BERNALILLO**	**City/Municipal**	**3**



Most Prevalent Contributing Factors in Crashes

1. Driver Inattention (17.5%)
2. Failed to Yield Right of Way (7.4%)
3. Following Too Closely (5.2%)
4. Other Improper Driving (4.2%)
5. Excessive Speed (2.8%)
6. Disregarded Traffic Signal (2.2%)
7. Improper Lane Change (2.2%)
8. Under the Influence of Alcohol (2.0%)
9. Avoid No Contact Vehicle (1.9%)
10. Driver Distracted by Other Activity (1.9%)

Most Prevalent Contributing Factors in Crash-related Fatalities

1. Under the Influence of drugs (12.9%)
2. Driver Inattention (12.4%)
3. Under the Influence of Alcohol (12.0%)
4. Excessive Speed (7.6%)
5. Other Improper Driving (6.9%)
6. Pedestrian Error (4.1%)
7. Drove Left of Center (4.2%)
8. Speed Too Fast for Conditions (2.8%)
9. Failed to Yield Right of Way (2.2%)
10. Avoid No Contact Vehicle (.7%)

Table 13: Speeding-involved Crashes, 2019 - 2023 [12]

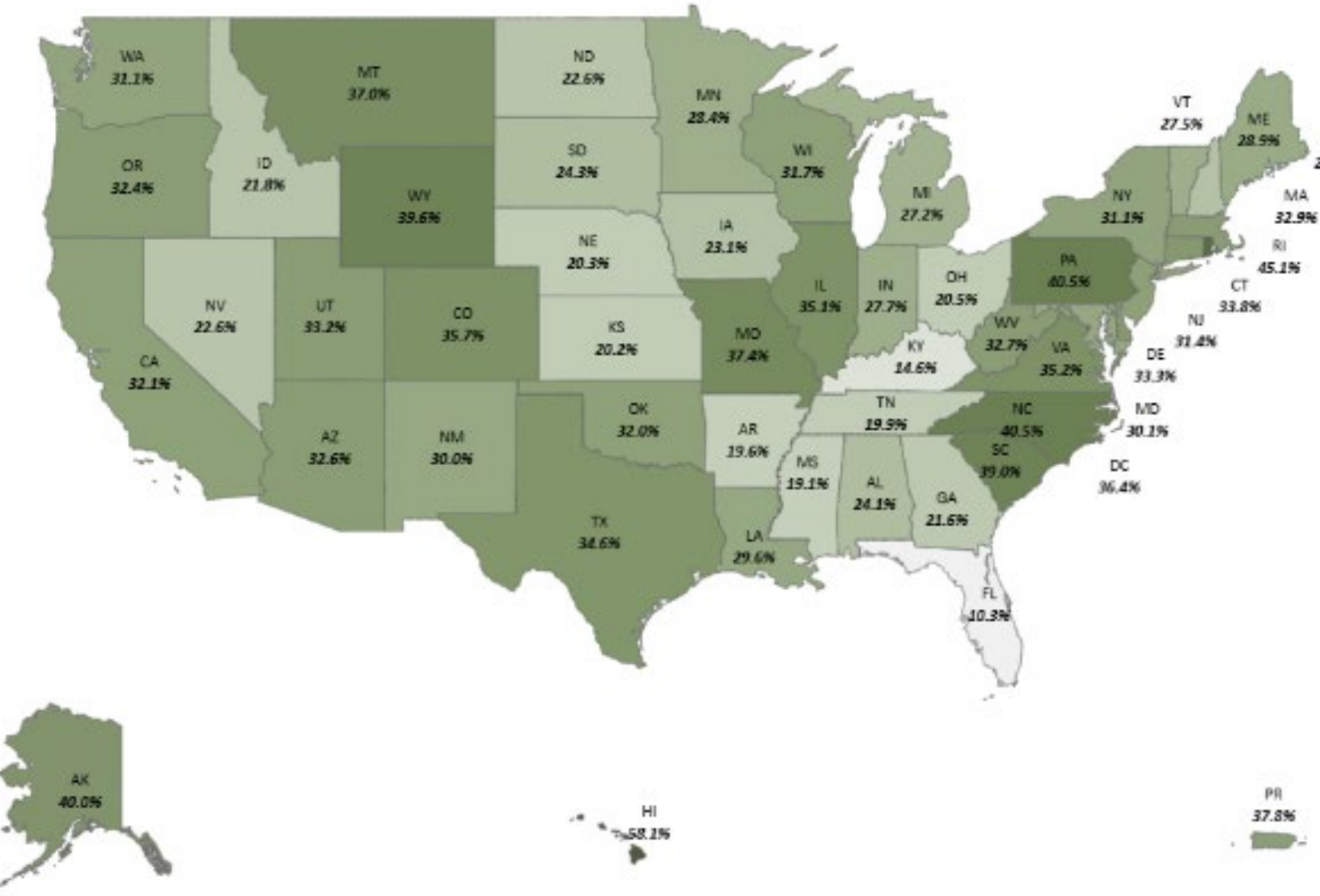
Year	Speeding-involved Crashes	Total Crashes	Percent of Total Crashes
2019	5,580	48,124	11.6%
2020	4,488	36,555	12.3%
2021	4,519	40,769	11.1%
2022	4,454	40,884	10.9%
2023	4,199	42,836	9.8%

Table 14: Speeding-involved Crashes by Crash Severity, 2023 [12]

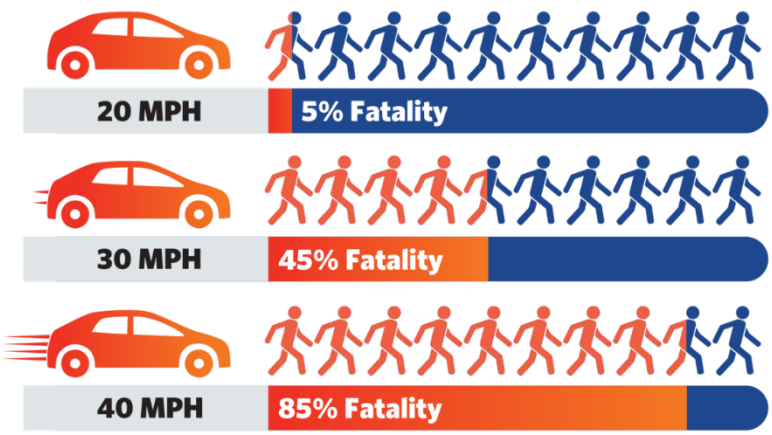
Year	Speeding-involved Crashes							
	Fatal Crashes		Injury Crashes		Property Damage Only Crashes		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2019	114	2.04%	2,027	36.3%	3,439	61.6%	5,580	100%
2020	134	2.99%	1,679	37.4%	2,675	59.6%	4,488	100%
2021	141	3.12%	1,719	38.0%	2,659	58.8%	4,519	100%
2022	139	3.12%	1,746	39.2%	2,569	57.7%	4,454	100%
2023	115	2.74%	1,743	41.5%	2,341	55.8%	4,199	100%

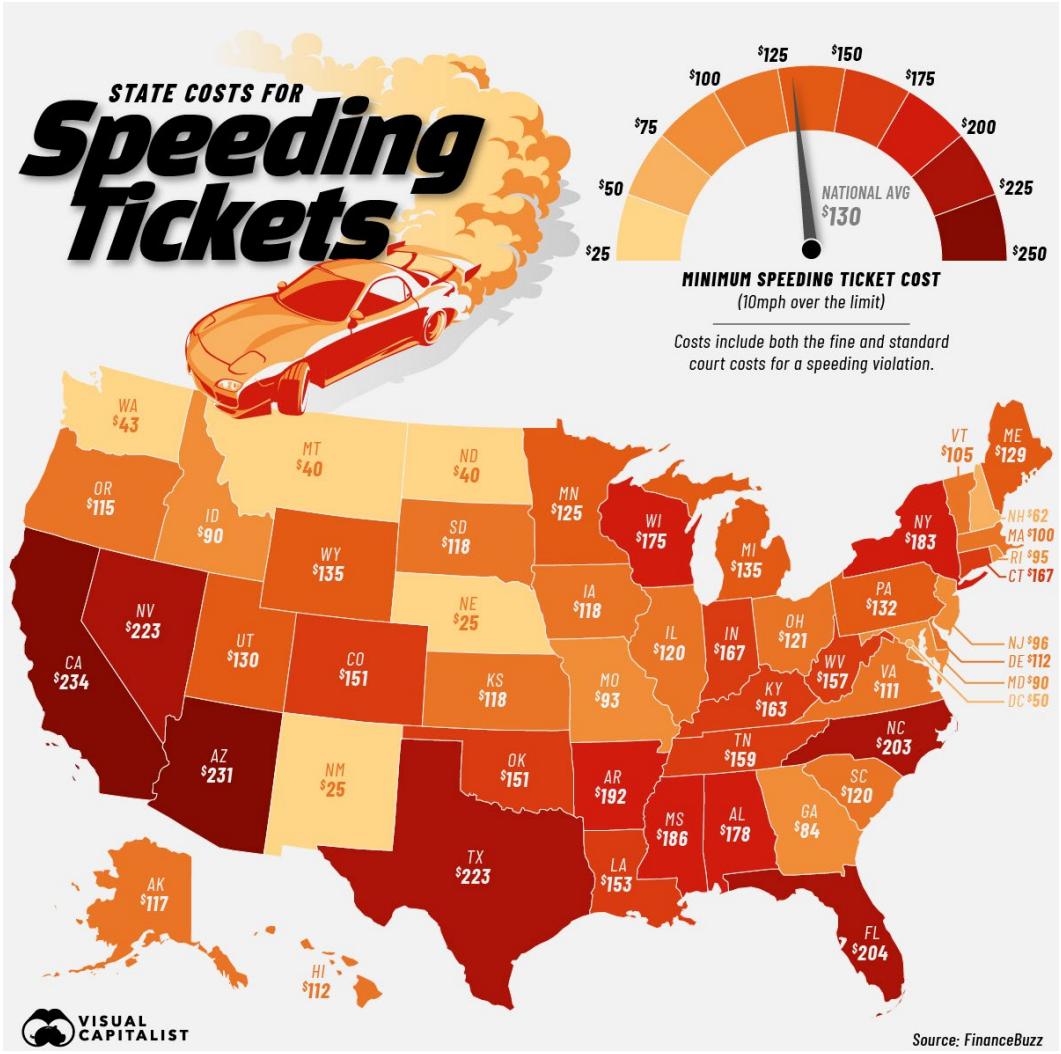
Percentage of Total Fatalities, Speed Related

https://www.transportation.gov/safe-system-approach/safer-speeds



Impact Speed Has On Pedestrian Fatalities




STATE COSTS FOR
Speeding Tickets
$25
$50
$75
$100
$125
$150
$175
$200
$225
$250
NATIONAL AVG
$130
MINIMUM SPEEDING TICKET COST
(10mph over the limit)
Costs include both the fine and standard court costs for a speeding violation.
WA $43
OR $115
CA $234
ID $90
NV $223
MT $40
WY $135
UT $130
AZ $231
CO $151
NM $25
ND $40
SD $118
NE $25
KS $118
OK $151
TX $223
MN $125
IA $118
MO $93
AR $192
LA $153
WI $175
IL $120
MS $186
MI $135
IN $167
KY $163
TN $159
AL $178
OH $121
WV $157
GA $84
FL $204
SC $120
NC $203
VA $111
PA $132
NY $183
VT $105
ME $129
NH $62
MA $100
RI $95
CT $167
NJ $96
DE $112
MD $90
DC $50
AK $117
HI $112
VISUAL CAPITALIST
Source: FinanceBuzz

Distracted Driving Behavior

	State	Phone Motion min/hr
1	Mississippi	2
2	Louisiana	1.87
3	Alabama	1.71
4	South Carolina	1.66
5	California	1.49
6	Oklahoma	1.49
7	Arkansas	1.48
8	Kentucky	1.46
9	North Carolina	1.46
10	Texas	1.45
11	Tennessee	1.4
12	Georgia	1.39
13	Florida	1.37
14	Maryland	1.35
15	Virginia	1.34
16	Missouri	1.33
17	Nebraska	1.3
18	New Mexico	1.29
19	Kansas	1.29
20	Rhode Island	1.28

Phone Motion: NM Ranks #18

Phone motion is based on acceleration, gyroscope, and screen on/off data from the phone and is designed to look for a driver picking up a phone to hold it to their ear.

Phone motion is captured when the driver reaches for the phone and picks it up. Once the driver picks up the phone and the screen activates, the phone motion event begins. Phone motion is typically the movement of the driver bringing the phone to them and then putting it down.

CMT records phone motion events only when the vehicle is traveling 9.3mph (15 kph) or faster to better correlate phone usage with risk of a crash. Only events lasting 3 seconds or more are counted to reduce false positives.

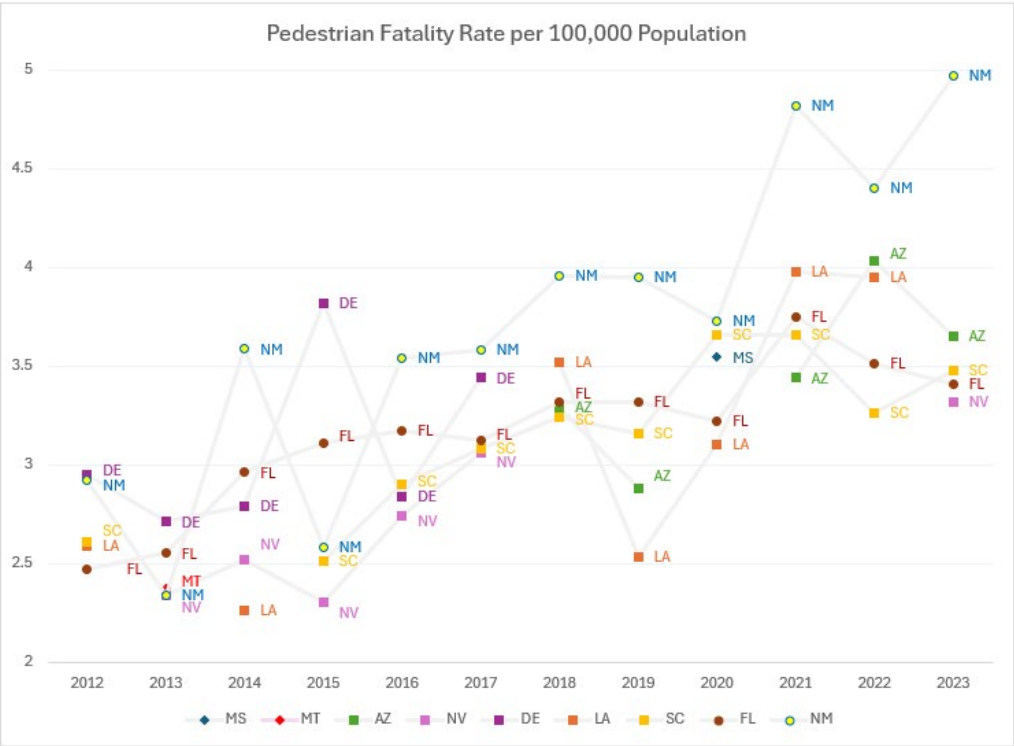
Cambridge Mobile Telematics StreetVision

Pedestrian Fatalities

- New Mexico, in 2024 ranked #1 in pedestrian fatalities: https://www.ghsa.org/sites/default/files/2025-07/Pedestrian%20Traffic%20Fatalities%20by%20State%20-%202024%20Data%20-%207.10.25.pdf
    - In 2024 there were 94 fatalities, down from 108 in 2023 (4% decrease)
    - NM has ranked #1 since 2016
    - NM has had a significantly higher rate than the other states, so even when successful in decreasing pedestrian fatalities, we are not moving out of #1 spot
- States in the Top 5 are increasing and decreasing year over year and switching spots, but Top 5 has stayed relatively consistent
- Many social conditions have an impact on pedestrian fatality rates
- Many pedestrian fatality hotspots are on non-NMDOT owned roads
- High volume traffic areas are more likely to be crash hotspots. Analysis identifies crash hotspots based on the number of crashes, locations with higher traffic volume will naturally see more crashes.

Top 5 Ranked States for Pedestrian Fatalities (2012-2023)

FARS Encyclopedia https://www-fars.nhtsa.dot.gov/States/StatesPedestrians.aspx



Top 10 Crash Hotspots, Pedestrian Crashes (2024)

University of New Mexico, Geospatial and Population Studies (UNM-GPS). 2024 numbers are preliminary. For final data, please see, New Mexico Traffic Crash Annual Report, 2023. February 18, 2025. NMDOT Traffic Safety Division. Retrieved from https://gps.unm.edu/tru/reports/annual-crash-reports

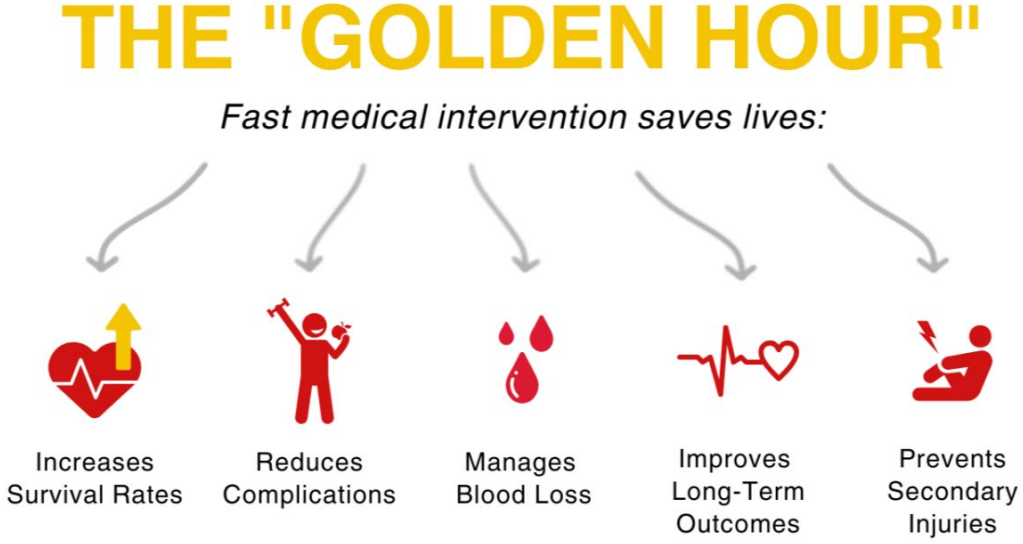
TOP 10 Crash Hotspots, Pedestrians (2024)				
Intersection	**City**	**County**	**Owner**	**Number of Pedestrian Crashes**
CENTRAL & LOUISIANA	ALBUQUERQUE	BERNALILLO	City/Municipal	25
CENTRAL & SAN PEDRO	ALBUQUERQUE	BERNALILLO	City/Municipal	17
CENTRAL & EUBANK	ALBUQUERQUE	BERNALILLO	City/Municipal	16
CENTRAL & WYOMING	ALBUQUERQUE	BERNALILLO	City/Municipal	16
COORS (NM 45) & CENTRAL	ALBUQUERQUE	BERNALILLO	NMDOT & City/Municipal	14
CERRILOS & SILER & CLARK	SANTA FE	SANTA FE	City/Municipal	12
SAN MATEO & MONTGOMERY	ALBUQUERQUE	BERNALILLO	City/Municipal	12
CENTRAL & ~3RD	ALBUQUERQUE	BERNALILLO	City/Municipal	10
I40 & 4TH	ALBUQUERQUE	BERNALILLO	NMDOT & County Highway Agency	10
I40 & 2ND	ALBUQUERQUE	BERNALILLO	NMDOT & County Highway Agency	8

Post Crash Care

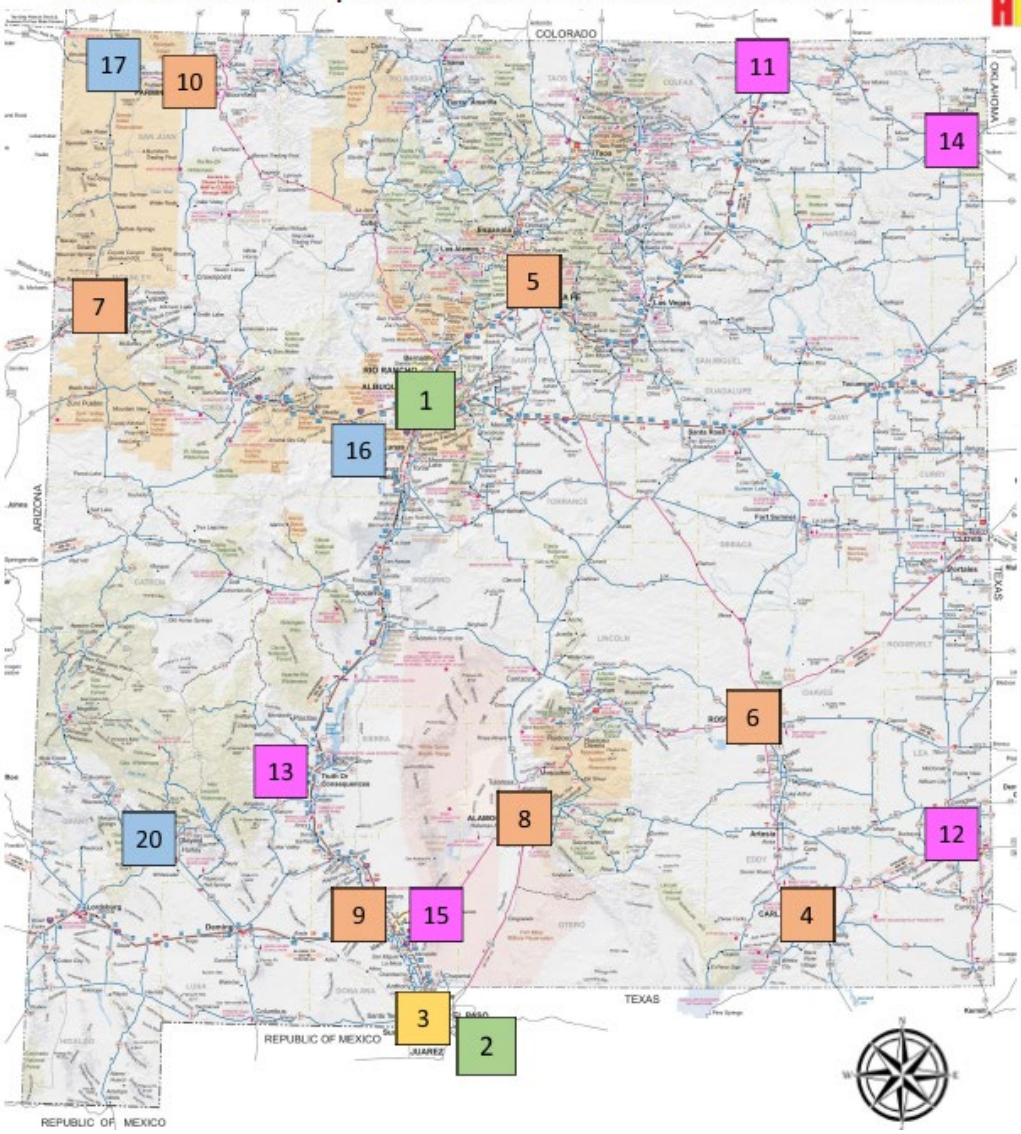
Time and Distance of Crash from Emergency Response and a Trauma Center Impacts Fatalities

When it comes to saving a road traffic accident victim, 60 minutes is the golden hour

Rush them to the right trauma hospital within the golden hour to resuscitate and save their life.



New Mexico Department of Health: Trauma Centers



Evaluating Roads for Transportation Safety

- NMDOT Funded 41 Road Safety Audits from 2012-2025
- An RSA is a Federal Highway Administration (FHWA)-recognized formal process of evaluating and documenting potential road safety issues and the recommended safety countermeasures benefiting all road users. FHWA defines the Road Safety Audit process as a "formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team." The FHWA RSA process can be found in the FHWA Road Safety Audit Guidelines. New Mexico RSAs mostly follow the FHWA RSA process, with one primary difference: NM RSAs generally involve the roadway owner.

RSA Procedure: 8 Step Process

- Identifying an RSA Project
- Establish the RSA Team
- Preparing Background Materials
- Pre-RSA Meeting
- RSA Field Reviews
- RSA Team Debriefing Meeting
- Prioritize the Countermeasures
- Preparing the RSA Report

Projects Resulting from NMDOT Road Safety Audits

RSA ID (Year-#)	Location	Consultant	Date of Final RSA Report	Project (Control #)
07-001	NM 4	Opus(Canada)	5/5/2015	
09-001	Cerrillos, Alta Vista, Luisa & Cordova	VHB	12/2/2009	
10-001	ElPaso Main to University	HUD, VHB	10/27/2010	LC00130
10-002	Intersection of NM18, Turner St, Grimes St, and Bender Blvd (AKA "The Triangle)	Occam	11/17/2010	
11-001	Camino Real	Smith	11/17/2011	LC00110
11-002	NM574/Koogler Middle School/Aztec	HTG (Harwick)	10/15/2011	
11-003	NM 47 MM 35 37.5 Isleta Pueblo	Lee	1/28/2011	
12-001	Tramway from San Rafael to Cedar Hill	Lee	2/27/2012	See history
12-002	US 64 MM 20.6 to 22.0 west of Shiprock	HDR	7/1/2012	5100821
12-003	US 64 MM 3.0 to 3.5 Beclabito	HDR	7/1/2012	5100820
12-004	Realignment of NM314/NM45/NM317 Intersection in Isleta Pueblo	Smith	1/21/2013	A301088
12-005	NM 564 Boardman Gallup	Lee	2/13/2013	6100850
12-006	Intersection of CR350 and CR390, Farmington MPO	Lee	2/12/2013	FN100210
13-001	Corrales - Loma Larga Meadowlark	HDR	4/25/2014	NO ACTION
13-002	US 70 Organ to WSMR San Augustine Pass	Occam	4/23/2014	LC00240
13-003	US 64/N5031	Lee	6/23/2013	5101120
13-004	NN 36 (US 491 to NM 371)	Smith	8/13/2013	5101160
13-005	D2 - US70 WSNM	Occam	5/1/2014	2102170
13-006	D5 - Rail Trail under St.M (15-001)	SMA	10/22/2014	S100441
13-007	Central Ave in ABQ	FHWA	4/10/2014	
14-001	Oak at MLK	SMA	5/15/2015	CLOSED - HSIP FUNDING DENIED / A300375
14-002	Belen - Delgado (Mesa to 10th)	HDR	10/24/2014	A301700
14-003	NMRX Desert,Prosperity, Rio Bravo	HDR	11/18/2014	Bill Craven
14-004	D1/Deming - Pearl Street/I10 Frontage	SMA	11/24/2014	CLOSED
14-005	Santa Fe - Guadalupe Road Diet	Occam	12/1/2014	S100460
14-006	D3 - NM 314 Courthouse	Lee	2/1/2015	A300191
14-007	D2 - US 285 (Carter Rd to Higby Hole) in Loving	PB	7/17/2015	2102163
15-008	NM 117 Corridor Study	URS	1/1/2014	6100730 (study) / 6101080 HRRR
15-001	D5 - Rail Trail under St.M	Lee	8/1/2015	S100440/41
15-002	D1 - US180 Walmart to 32nd	Occam	7/1/2015	1101450
15-003	Los Lunas - NM 314	SMA		NO RSA
15-004	D5 - S.F. Cerrillos	HDR	12/11/2015	ON HOLD
15-005	Belen to Santa Fe NMRX	Rio Metro	1/26/2016	CLOSED
16-001	Bernalillo Rail Crossings	OCCAM	8/29/2016	A302110/A302111
16-002	D1 - NM180 and NM152 (Copper Trails)	OCCAM	9/21/2016	1101800

16-003	D2 - US54 at US70 (Indian Wells)	OCCAM	8/29/2016	2104350
16-004	D2 - NM 176 and NM207	OCCAM	8/30/2016	CLOSED
16-005	Farmington - NM 516 and English	OCCAM	11/8/2016	CLOSED
16-006	D6 - NM 118 (Firerock Casino)	OCCAM	11/10/2016	6101290/6101291
16-007	D6 - NM53/Bloomfield Ave, NM53 MP 44.5-46	OCCAM	11/2/2016	CLOSED
16-008	D6 - NM602 MM 0 to MM27	OCCAM	11/2/2016	6101300
16-009	Trinity Drive, Los Alamos	Ch2m	2/19/2016	5101530
16-010	McNutt Road Santa Teresa Border Area Study	Wilson	7/9/2016	
17-001	NM 68/PO'PAY Avenue- Ohkay owingeh	Lee	5/31/2017	5101463
17-002	NM118 & Maloney Ave BNSF RRXING (Gallup)	Lee	5/1/2019	
19-001	Pueblo de Cochiti NM22/SP85	High Road Engineering	2019	
19-002	US491 (Pedestrian focused) - Naschitti, Sheep Springs and Newcomb	Lee	6/2/2020	6100782
20-001	Gallup I40 (Pedestrian focused)	Lee	4/15/2021	6101390
20-002	D2 US180/62	Stantec	3/22/2021	
20-003	D2 US 54 MP 1-6.1 (incl Angelina and McGregor Range)	Stantec	4/26/2021	2104740
NA	Albuquerque - Louisiana ped study	VHB	7/8/2020	A302500
21-001	Coors Blvd.- Gun Club to Rio Bravo	Lee	8/8/2022	A300019
NA	RSA Lead and Coal	FHWA/MRMPO	8/30/2022	
23-001	Silver City- NM90-US180	Lee		1102290, 1102291, 1102292, 1102293
23-002	Las Vegas- NM65	Lee	10/13/2023	4102170
24-001	Carlsbad- NM 524	Lee	4/11/2025	
N/A	Santa Fe- Cerrillos Rd- NM14	VHB/FHWA	TBD	
25-001	Hatch Highway- NM26	Lee		1102360

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Statewide Dust Storm Education Program	Roadside	Roadside - other	1	Data Analysis	$90000	$100000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Spot	Inclement Weather	Work with landowners to explore dust control strategies such as livestock/grazing management, vegetation management, and soil stabilization.
New Mexico State Police - Section 164	Miscellaneous	Data analysis	1	TraCS Software	$950400	$4122481	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Related	Data	Data Improvement
Dona Ana County Sheriff Office	Miscellaneous	Data analysis	1	TraCS Software	$358943	$1738826	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Related	Data	Data Improvement
Iowa DOT - TraCS Software License	Miscellaneous	Data analysis	1	Data Analysis	$354600	$602000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Statewide Traffic Safety	Miscellaneous	Data analysis	1	Data Analysis	$33750	$68500	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Statewide Traffic Safety	Miscellaneous	Data analysis	1	Data Analysis	$175500	$375000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Vulnerable Road User Assessment and new Strategic Highway Safety Plan development	Miscellaneous	Data analysis	1	Data Analysis	$756000	$1008000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NM 314, NM 45 & NM 317 Intersection Improvements & Realignment	Alignment	Horizontal and vertical alignment	0.22	Miles	$4789000	$14447442	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	5,835	45	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements
NM14/NM 536/FROST RD INTERSECTION IMPROVEMENTS	Intersection geometry	Intersection geometry - other	0.6	Miles	$3957320	$9663488	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,654	45	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements
NM14/NM 536/FROST RD INTERSECTION IMPROVEMENTS	Intersection geometry	Intersection geometry - other	0.6	Miles	$1887424	$9663488	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	8,654	45	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements
University Ave Multimodal Project	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.4	Miles	$4421429	$26086433	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	5,322	35	State Highway Agency	Spot	Pedestrians	Explicitly include the safety of all road users in the design of transportation projects, including maintenance projects and plans.
Agua Fria St./Cottonwood Drive Intersection	Intersection geometry	Intersection geometry - other	1	Roundabout	$2752765	$3220628	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,439	25	City or Municipal Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
I-25 BUSINESS LOOP 11 PHASE 2	Intersection geometry	Intersection geometry - other	2	Roundabout	$1498620	$9519412	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	1,196	35-40	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric
AASHTOWare Safety Implementation	Miscellaneous	Data analysis	1	Data Analysis	$450000	$500000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP

The project list for FY2023 was uploaded into the Online Reporting Tool using the Microsoft Excel template. There were many projects that had speed limits, land use/area types, or AADTs that changed throughout the corridor, instead of being one, consistent characteristic throughout the project corridor. For all FY2023 projects listed, the highest AADT value was included for the response.

However, the Online Reporting Tool does not accept “Varies” as an answer for AADT inputs. For this reason, the highest AADT observed along the project corridor was listed. If a speed limit had a range throughout the project corridor, the range was inserted (this is a new feature in the 2024 Online Reporting Tool. Similarly, if the land use/area type changed, the “multiple/varies” input was used from the drop-down list provided in the Online Reporting Tool.