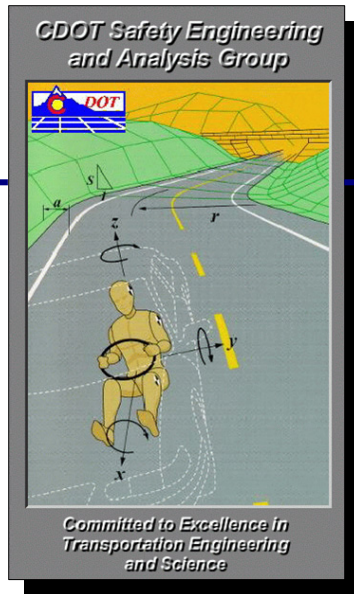
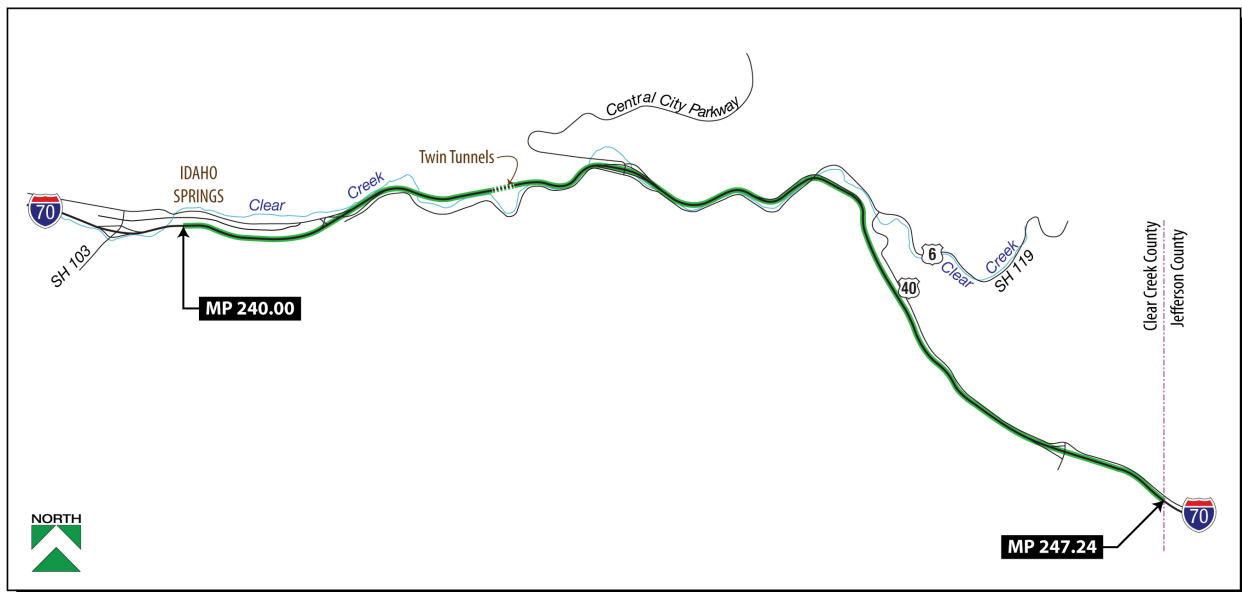


# SAFETY ASSESSMENT REPORT



State Highway 70A  
Twin Tunnels Environmental  
Assessment (EA)  
MP 240.00 to MP 247.24  
Region 1

November 23, 2011



Prepared for:

Colorado Department of Transportation  
Safety and Traffic Engineering Branch  
Safety Engineering and Analysis Group  
4201 E. Arkansas Ave. Third Floor  
Denver, CO 80222

Prepared by:

Felsburg Holt & Ullevig

*Reproduction of any Portion of this Document is Prohibited Without Expressed  
Written Authority from the CDOT Safety Engineering and Analysis Group*

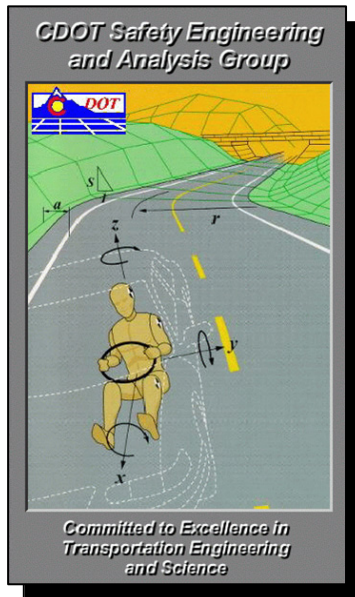


This report is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads. It is subject to the provisions of 23 U.S.C.A. 409, and therefore is not subject to discovery and is excluded from evidence. Applicable provisions of 23 U.S.C.A. 409 are cited below:

*Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 152 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists or data.*

Any intentional or inadvertent release of this report, or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 U.S.C.A. 409.





## **A Statement of Philosophy**

The efficient and responsible investment of resources in addressing safety problems is a difficult task. Since crashes occur on all highways in use, it is inappropriate to say of any highway that it is safe. However, it is correct to say that highways can be built to be safer or less safe. Road safety is a matter of degree. When making decisions affecting road safety, it is critical to understand that expenditure of limited available funds on improvements in places where it prevents few injuries and saves few lives can mean that injuries will occur and lives will be lost by not spending them in places where more crashes could have been prevented<sup>1</sup>. It is CDOT's objective to maximize crash reduction within the limitations of available budgets by making road safety improvements at locations where it does the most good or prevents the most crashes.

## **INTRODUCTION**

The Transportation Equity Act for the 21st Century (TEA-21) of 1998 requires explicit consideration of safety in the transportation planning process. While this government mandate is well intentioned, little is known about how to accomplish it. In order to meet this requirement, CDOT has employed a recently developed concept of the Level of Service of Safety<sup>2</sup> (LOSS). The LOSS concept makes it possible to accomplish the following:

- Qualitatively describe the degree of safety or un-safety of a roadway segment.
- Effectively communicate the magnitude of the safety problem to other professionals or elected officials.
- Bring perception of roadway safety in line with reality of safety performance reflecting a specific facility.
- Provide a frame of reference from a safety perspective for planning major corridor improvements.

The safety analysis provided in this report is for an Environmental Assessment (EA) for a portion of Interstate 70 (I-70) between MP 240.00 and MP 247.24. The scope of the safety chapter of the EA is as follows:

- Assess the magnitude and nature of the safety problem within the project limits.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior and vehicle type.
- Suggest counter measures to address identified problems within context of the proposed action.

<sup>1</sup> Hauer, E., (1999) Safety Review of Highway 407: Confronting Two Myths. TRB

<sup>2</sup> Kononov, J. & Allery, B. (2003) Level of Service of Safety-Conceptual Blueprint and Analytical Framework. Presented at the TRB Annual Meeting, Washington D.C. (January 2003)

## **SITE LOCATION**

This study addresses a section of Interstate 70 beginning at MP 240.00, just west of the interchange with the I-70 Business Route (Colorado Boulevard) at the east end of Idaho Springs, and extending to MP 247.24 which is just east of Exit 247 (Floyd Hill) from eastbound I-70. The direction of increasing milepost (primary direction) for this section of I-70 is eastbound. This section of I-70 is classified as a Federal-Aid Interstate (FAI) state highway.

## **SITE CONDITIONS**

According to CDOT records, the 2009 average annual daily traffic (AADT) was approximately 41,900 vehicles per day (vpd) to 42,700 vpd. As a percentage of the total vehicular traffic volume, the average truck volume across the section is between 7.7 and 10.3 percent.

The following observations related to the study corridor were made from the current CORIS file and the CDOT video log:

- A typical cross section includes 10-foot outside shoulders (although they vary throughout the corridor and are as narrow as 2-feet), two 12-foot travel lanes and 4-foot inside shoulders in each direction. However, there is a 5-lane cross section east of the US 6 interchange (MP 244.26) to the Floyd Hill interchange (MP 246.60).
- The median type varies throughout the corridor from either a depressed median of approximately 10 to 20 feet in width to a concrete barrier median.
- Guard rail and concrete barriers are located on both the inside and outside shoulders throughout the corridor in the vicinity of interchanges, over and underpasses and through curves.
- Other than the very eastern end of the corridor, there are no rumble strips along I-70 within the study segment.
- There are luminaires located in the vicinity of the interchanges along the study corridor.
- There are four interchanges within the study corridor: the I-70 Business Route (Colorado Boulevard) (MP 241.13), Hidden Valley (MP 242.98), SH 6G – Kermitts (MP 244.26) and Floyd Hill (MP 246.60). In addition, the Twin Tunnels are located at MP 242.29 just to the east of Idaho Springs.
- The posted speed limit on I-70 is currently 60 miles per hour (mph) in both direction from the start of the study corridor to MP 241.90 (west of the Twin Tunnels), 55 mph from MP 241.90 to MP 244.90 in the eastbound direction and 65 mph from MP 244.90 to the end of the study corridor in the eastbound direction. Westbound I-70 is 55 mph from the east end of the study corridor to MP 241.90.

# CRASH HISTORY AND PROBLEM ANALYSIS

Crash history for the five-year period, January 1, 2006 through December 31, 2010, was examined between MP 240.00 and MP 247.24 to locate crash clusters and identify crash causes. CDOT's crash records were reconciled with the Idaho Springs Police Department which is the primary response agency for the west end of the study corridor.

**Table 1** summarizes the number of crashes for I-70 over the five-year study period. Of note, these totals include both mainline and ramp crashes along this section. As can be seen in this table, the total number of crashes has fluctuated from year to year over the five-year study period with the majority of the crashes (approximately 65 percent) occurring in the eastbound direction.

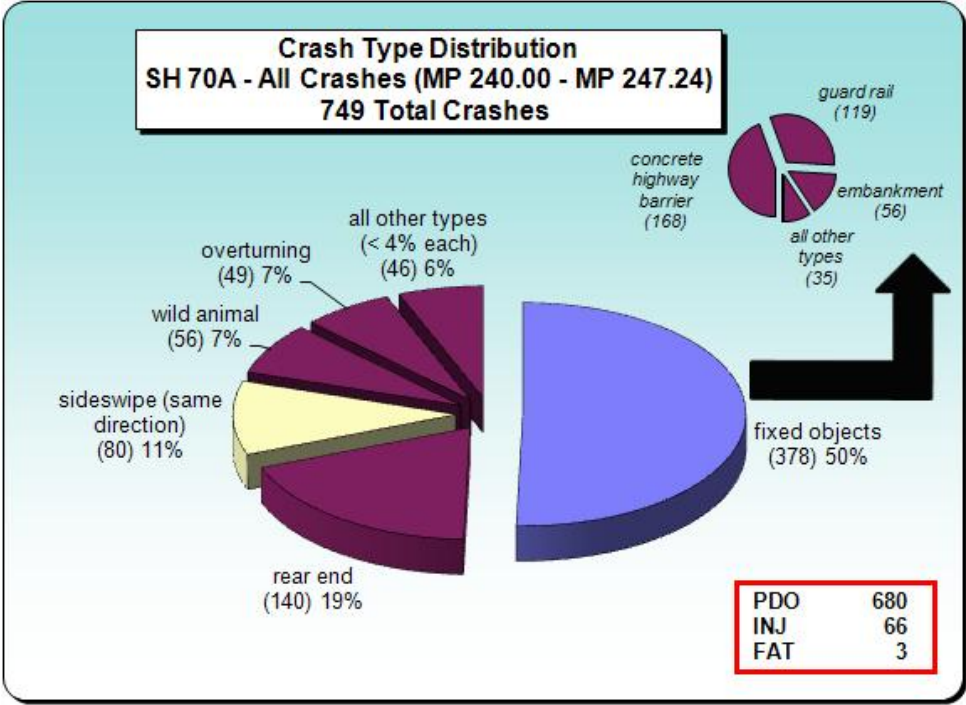
**Table 1**  
**SH 70A: MP 240.00 – MP 247.24**

Period	Number of Crashes							
	Prop. Damage Only		Injury		Fatality		Total	
	EB	WB	EB	WB	EB	WB	EB	WB
01/01/2006 – 12/31/2006	78	59	12	6	1	0	91	65
01/01/2007 – 12/31/2007	98	58	12	1	0	0	110	59
01/01/2008 – 12/31/2008	73	47	6	6	0	1	79	54
01/01/2009 – 12/31/2009	88	40	8	2	0	1	96	43
01/01/2010 – 12/31/2010	104	35	10	3	0	0	114	38
<b>Total (01/01/2006 – 12/31/2010)</b>	<b>441</b>	<b>239</b>	<b>48</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>490</b>	<b>259</b>
<b>Overall 5-Year Average per Year</b>	<b>88.2</b>	<b>47.8</b>	<b>9.6</b>	<b>3.6</b>	<b>0.2</b>	<b>0.4</b>	<b>98</b>	<b>51.8</b>

**Crash History**

During the five-year study period there were 749 reported crashes within the study limits including mainline I-70 crashes, ramp crashes and ramp terminal intersection crashes. There were 680 PDO crashes, 66 injury crashes and 3 fatal crashes. **Figure 1** presents a graphical representation of crash types for this area. Fixed object type crashes (50%) were the predominant crash type followed by rear end type crashes (19%). The general crash summary sheet is presented in the **Appendix**.

**Figure 1**



**Corridor Wide Crash Patterns**

There are several factors that contribute to the cause of crashes along the study corridor. Some of the primary factors include; the horizontal curvature of I-70, travel speed, traffic congestion due to weekend traffic, direction of travel and inclement weather / road conditions. For many of the crashes, more than one of these factors contributed. In order to better understand these factors and how they influenced crashes, the circumstances surrounding the most predominant crash types along the corridor were reviewed. The crash types reviewed include the most predominant fixed object type crashes (concrete barrier, guard rail, embankment and walls), rear end type crashes, and sideswipe same direction type crashes. These crash types comprise nearly 76 percent of the crashes along the corridor. The direction of each of these crash types as well as the time of year and day of the week were reviewed. The corridor was split into four analysis segments, based on each of the four interchanges. Each of these four segments was then subdivided in to smaller segments typically based on the curves along I-70. In all, there are a total of 10 curves along the entire study segment. Figures showing the locations of these segments and curves are included in the following segment discussions. The complete tables showing the segmentation and the breakdown of the crashes can be found in the appendix.



However, **Table 2** and **Table 3** show a summary of the tables provided in the appendix. **Table 2** shows a summary of the directionality of the most predominant crash types occurring along I-70.

**Table 2**  
**Directionality of Predominant Crash Types**

Guardrail / Concrete Barrier / Embankment / Wall			Rear End			Sideswipe same direction		
EB	WB	Total	EB	WB	Total	EB	WB	Total
251	96	347	73	62	135	49	27	76

As **Table 2** shows, the majority of crashes on I-70 occurred in the eastbound direction. However, the disparity in the distribution between eastbound and westbound is most significant for the fixed object type crashes. This is not entirely unexpected as vehicles in the eastbound direction are on a downgrade making it easier to travel at a higher rate of speed. These vehicles are more likely to lose control traveling through the curves along I-70, leave their lane and strike a fixed object. The other two crash types, more commonly related to traffic congestion, are more evenly split between the eastbound and westbound directions.

Given the predominance of crashes in the eastbound direction, an analysis was completed to determine the season and day of week most common to each of the predominant crash types. The patterns identified by this analysis will help to determine what factors are contributing to the most predominant crash types on I-70. **Table 3** shows the time of year (winter or summer) and day of the week (weekday or weekend / holiday) that each of the predominant crash types occurred in the eastbound direction of I-70.

**Table 3**  
**Seasonality and Day of Week of Predominant Crash Types**

Season	Guardrail / Concrete Barrier / Embankment / Wall		Rear End		Sideswipe same direction	
	Weekday (M-Th)	Weekend (F - Su & Holiday)	Weekday (M-Th)	Weekend (F - Su & Holiday)	Weekday (M-Th)	Weekend (F - Su & Holiday)
Winter (Sept. - March)	122	91	22	31	14	18
Summer (Apr. - Aug.)	21	17	5	15	9	8

As can be seen in this table, the majority of the predominant crash types on the study segment are occurring during the winter season. However, the fixed object type crashes are more common on weekdays while the rear end and sideswipe crashes are more common on weekends or holidays when traffic congestion is more widespread.

### **General Observations**

As discussed, concrete highway barrier, guard rail and embankment crashes were the most common of the fixed object type crashes along the study corridor. In general, the rail and barrier involved in the crashes usually prevented a more serious crash. The occurrence of these crashes was typically related to road conditions, the curvature in mainline I-70 throughout the

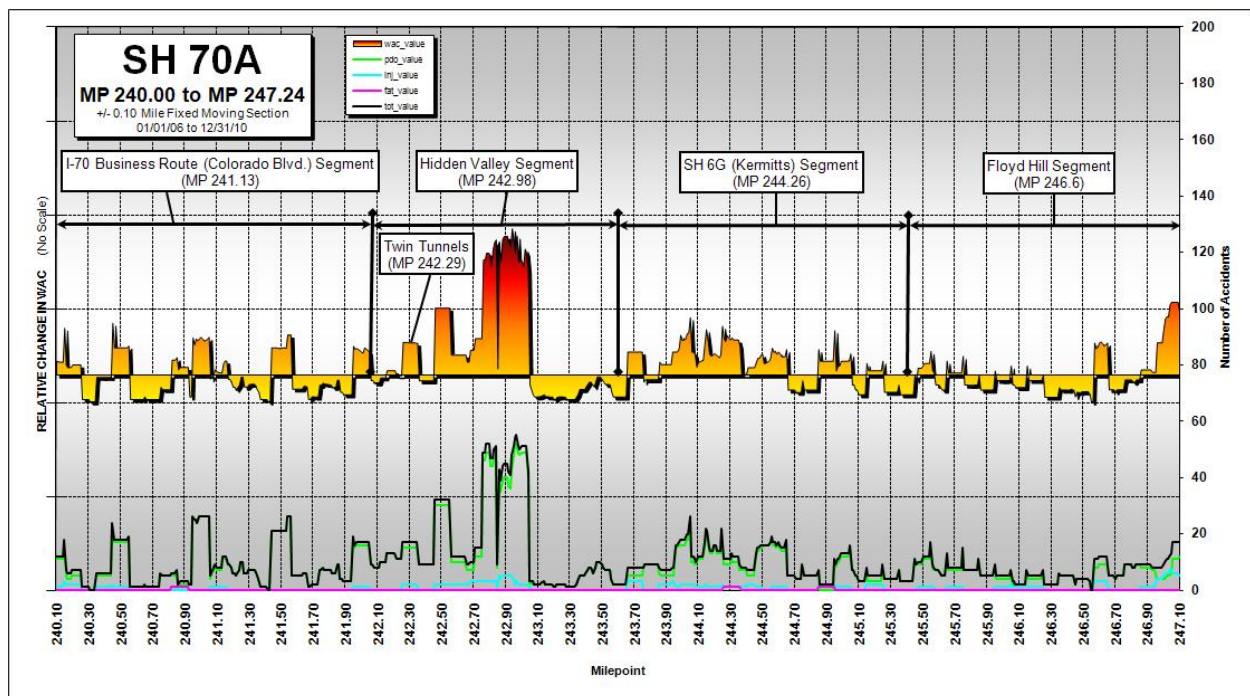
corridor, vehicle speeds in the given road conditions or on the given curve and / or the lighting conditions at night along I-70. Due to these patterns, there are several mitigation measures that should be considered during the design of the EA proposed action. First, consideration should be given to improving the horizontal curvature on I-70 as much as possible. In addition, due to the high occurrence of crashes at night, consideration should be given to reviewing the existing lighting along the corridor to ensure that it is sufficient. Consideration should also be given to using highly reflective pavement markings, installing linear barrier delineation and replacing all delineator post reflector buttons and rail reflector tabs to provide better and consistent nighttime delineation throughout the corridor. Replacing damaged median barrier and guard rail should also be considered as the barrier and rails may not perform as designed when damaged.

Along with the reconstruction in association with the EA alternative, “Safety Edge” methods should be utilized when paving the shoulders where the guardrail is not against the paved shoulder to help make it easier for vehicles to reenter the roadway. “Safety Edge” can be found in Chapter 4 of the CDOT Roadway Design Guide. In addition, a copy of the “Safety Edge” pamphlet is provided in the **Appendix**. Finally, consideration should be given to installing rumble strips along the shoulders where currently not in place which could help to reduce the number of run-off-the-road crashes along the corridor.

### Weighted Accident Concentration

A graphical rendering of the change in weighted accident concentration (WAC) through the study limits shown on **Figure 2** reveals the locations of crash concentration and severity along the corridor. The complete crash listing and detailed crash summary sheets for this section of I-70 are provided in the **Appendix**.

Figure 2



As shown, there are several locations of crash concentrations throughout the study corridor. In general, the largest concentrations of crashes are in the vicinity of some of the sharper horizontal curves along I-70. The largest peak on the graph coincides with the curves just to the

west of the Hidden Valley interchange. There are also several small peaks in the vicinity of the curves at the US 6G (Kermitts) interchange.

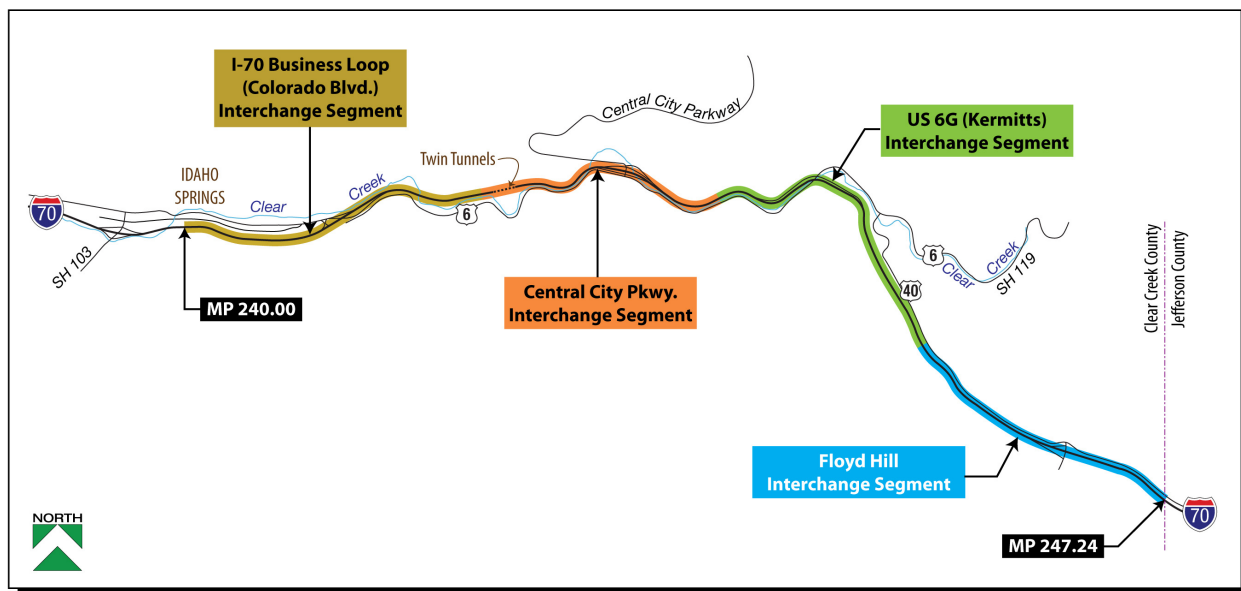
A review of the crash history at these locations indicated that the peaks shown on **Figure 2** are locations with the potential for corrective measures that can be associated with the highway widening and realignment project. The following sections separate mainline crashes and analyze them using Safety Performance Function methodology, with the crashes that occurred on the I-70 ramps reviewed separately.

### Safety Performance Function Analysis

In addition to the examination and comparison of crash rates for the entire study area as well as the WAC analysis, the assessment of the magnitude of safety problems on selected highway sections has been refined through the use of Safety Performance Functions (SPF). The SPF reflects the complex relationship between traffic exposure measured in ADT and the crash count for a unit of road section measured in crashes per mile per year. The SPF models provide an estimate for the expected crash frequency for each interchange influence area, for a range of ADT, among similar facilities. SPF functions are limited to mainline crashes only and as such do not include crashes that occur on ramps.

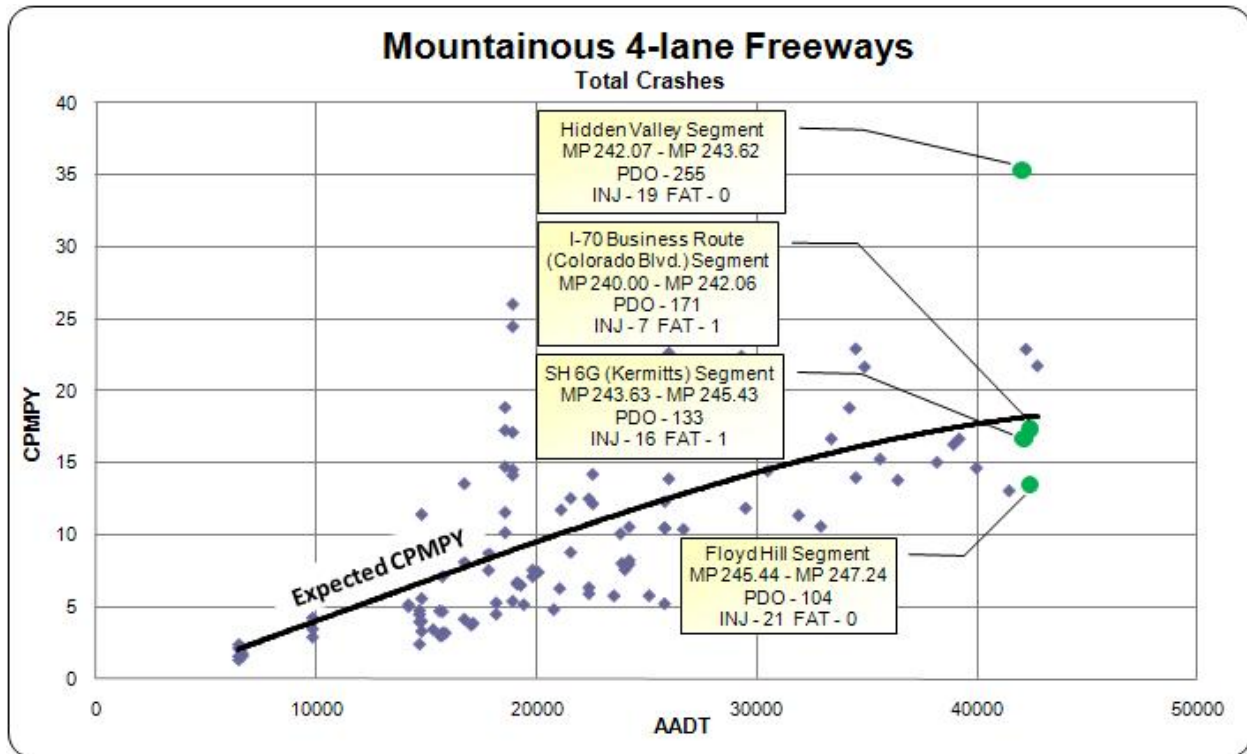
The study section of I-70 is classified as a Rural Mountainous 4-Lane Interstate. The corridor has been broken down into four analysis segments, each segment associated with one of the four interchanges. The segmentation for the corridor is presented graphically on **Figure 3**.

Figure 3



Data for five-years of crash history on I-70 has been plotted for evaluation on the SPF figure shown on **Figure 4**.

Figure 4



**Figure 4** depicts the total crash SPF of I-70 based on the given crash data. This analysis reflects how the roadway segments are performing in regard to their expected crash frequency at a specific level of ADT. It only provides a crash frequency comparison with the expected norm. It does not, however, provide any information related to the nature of the safety problem itself. If a safety problem is present, this analysis will only describe its magnitude from the standpoint of frequency. The nature of the problem is determined through diagnostic analysis using direct diagnostics and pattern recognition techniques. As can be seen on **Figure 4**, the majority of the SPF points for the I-70 segments are near the expected value for the given AADTs. However, the Hidden Valley segment is well above the norm which indicates the potential for crash reduction on this segment.

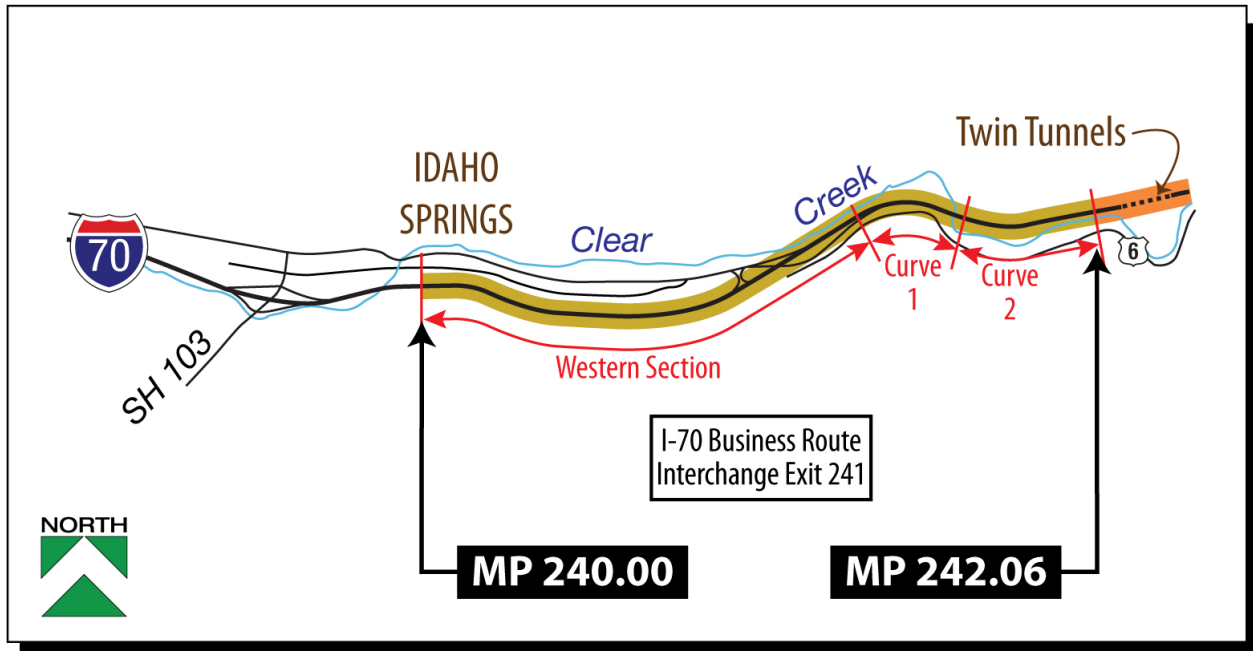
The details of the crash occurrence on each of the SPF segments are discussed in more detail in the following sections. The mainline crashes, which correlate to the SPF analyses, are reviewed independently from the ramp crashes and the ramp terminal intersection crashes (if any) in the following sections.

## Segment 1 – I-70 Business Route Interchange (MP 240.00 – MP 242.06)

### Mainline Crashes

During the five-year study period there were 179 reported mainline crashes between MP 240.00 and MP 242.06 on I-70. There were 171 property damage only (PDO) crashes, 7 injury crashes and 1 fatal crash. **Figure 5** shows Segment 1 in relation to the other roadways in the vicinity. This figure also shows the two curves (Curves 1 and 2) located on this segment.

Figure 5

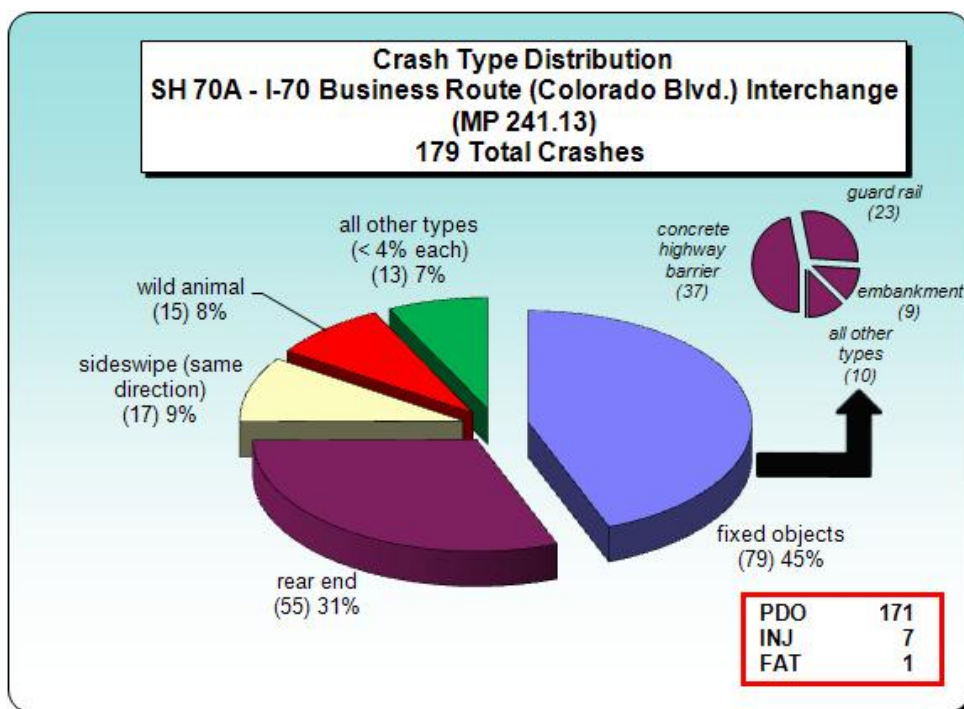


The fatal crash on this segment occurred when an eastbound vehicle ran off the right side of the road around MP 240.87 and struck a tree. After striking the tree, the vehicle rolled over. Of the 15 occupants in the vehicle at the time of the crash, 4 were ejected and sustained fatal injuries. This crash occurred during daylight in November 2006 on an icy and snow packed road surface. The driver was cited for careless driving as he was driving 60 mph at the time of the crash.



**Figure 6** provides a graphical representation of crash types for this segment. Crashes with fixed objects were predominant (45%) followed by rear end type crashes (31%).

**Figure 6**



The proportion of median barrier and guard rail type crashes were higher than expected for this portion of the study corridor. Of the 60 crashes in these two categories, 41 of 60 occurred in the eastbound direction and 19 of 60 occurred in the westbound direction. **Table 4** shows the lighting and roadway conditions present for the barrier related crashes that occurred in the eastbound direction.

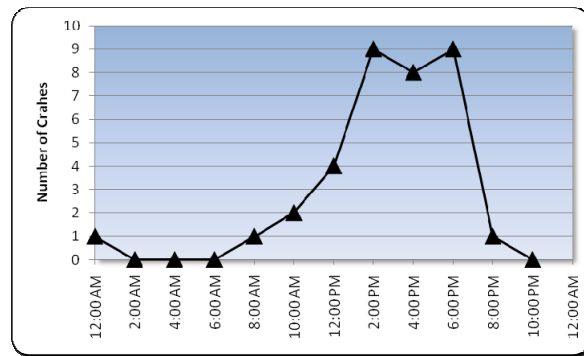
**Table 4**  
**Lighting and Road Conditions for Predominant Fixed Object Crash Types**

Eastbound I-70		Road Conditions		
		Dry	Inclement Road Conditions	Total
Lighting Condition	Daylight	4 (10%)	25 (61%)	29 (71%)
	Night	2 (5%)	10 (24%)	12 (29%)
	Total	6 (15%)	35 (85%)	

As can be seen in this table, the majority of these eastbound crashes occurred during the day in inclement road conditions. There was a large concentration of these crash types within Mile 240 which is located to the west of the I-70 Business Route interchange and is part of the Western Subsection (see **Figure 5**). This mile is primarily in the shade all day due to the interstate's proximity to the mountain side. Based on a review of the crash reports, many of these crashes occurred when a driver lost control due to the road conditions and hit the barrier or rail. The driver was generally driving too fast for the given conditions. However, the rail and barrier involved in the crashes generally prevented a more serious crash from occurring.

The proportion of rear end type crashes was also higher than expected. Similar to the barrier type crashes, the majority of rear end type crashes occurred in the eastbound direction (38 of 55). However, unlike the barrier crashes, the majority of the rear end crashes occurred in dry / daylight conditions (33 of 55) and for the eastbound I-70 direction were focused during the afternoon peak period as can be seen in **Figure 7**. The westbound rear end crashes primarily occurred during the morning peak period. Based on a review of the crash reports, the majority of the rear end type crashes were related to congestion on I-70. The addition of a third eastbound travel lane per the EA proposed action design should help to reduce congestion on I-70 and the number of rear end type crashes on the freeway.

**Figure 7**  
**EB Rear End Crashes by Time of Day**



**Crash Pattern Summary for Curves on Segment 1**

As mentioned, Curves 1 and 2 are within Segment 1 (see **Figure 5**). The tables in the appendix show the directionality of the predominant crash types (barrier, rear end and sideswipe crashes) on these curves. The seasonality and day of the week trends of the crashes on these curves are also shown in these tables. The following provides a summary of the trends shown in the tables in the appendix.

Curve 1 – During the study period, there were a total of 31 crashes on this curve, 19 eastbound and 12 westbound. The most predominant crash type on this curve was fixed object (guard rail, barrier, embankment) type crashes (13 of 31) which comprised 42 percent of the total. Of the fixed object crashes 6 were eastbound and 7 were westbound. These crashes generally occurred during the winter when road conditions have a greater impact on the number of crashes occurring along the corridor.

Curve 2 – During the study period, there were a total of 30 crashes on this curve, 19 eastbound and 11 westbound. As with Curve 1, the most predominant crash type on this curve was fixed object type crashes (13 of 30) which comprised 43 percent of the total. Of the fixed object crashes 10 were eastbound and 3 were westbound. The majority of these crashes occurred in the winter when road conditions have a greater impact on the number of crashes occurring along the corridor.

**Segment 1 Mainline Recommendations**

Given that much of the portion of eastbound I-70 within the Western Section is in the shade most of the day during the winter, consideration should be given to reviewing the snow removal procedure for this portion of I-70. In addition, consideration should be given to reviewing the existing lighting along the corridor to ensure that it is sufficient. Consideration should also be given to using highly reflective pavement markings and replacing all delineator post reflector buttons, rail reflector tabs and installing linear barrier delineation to provide better and consistent nighttime delineation throughout the corridor. Replacing damaged median barrier and guard rail should also be considered as the barrier and rails may not perform as designed when damaged.

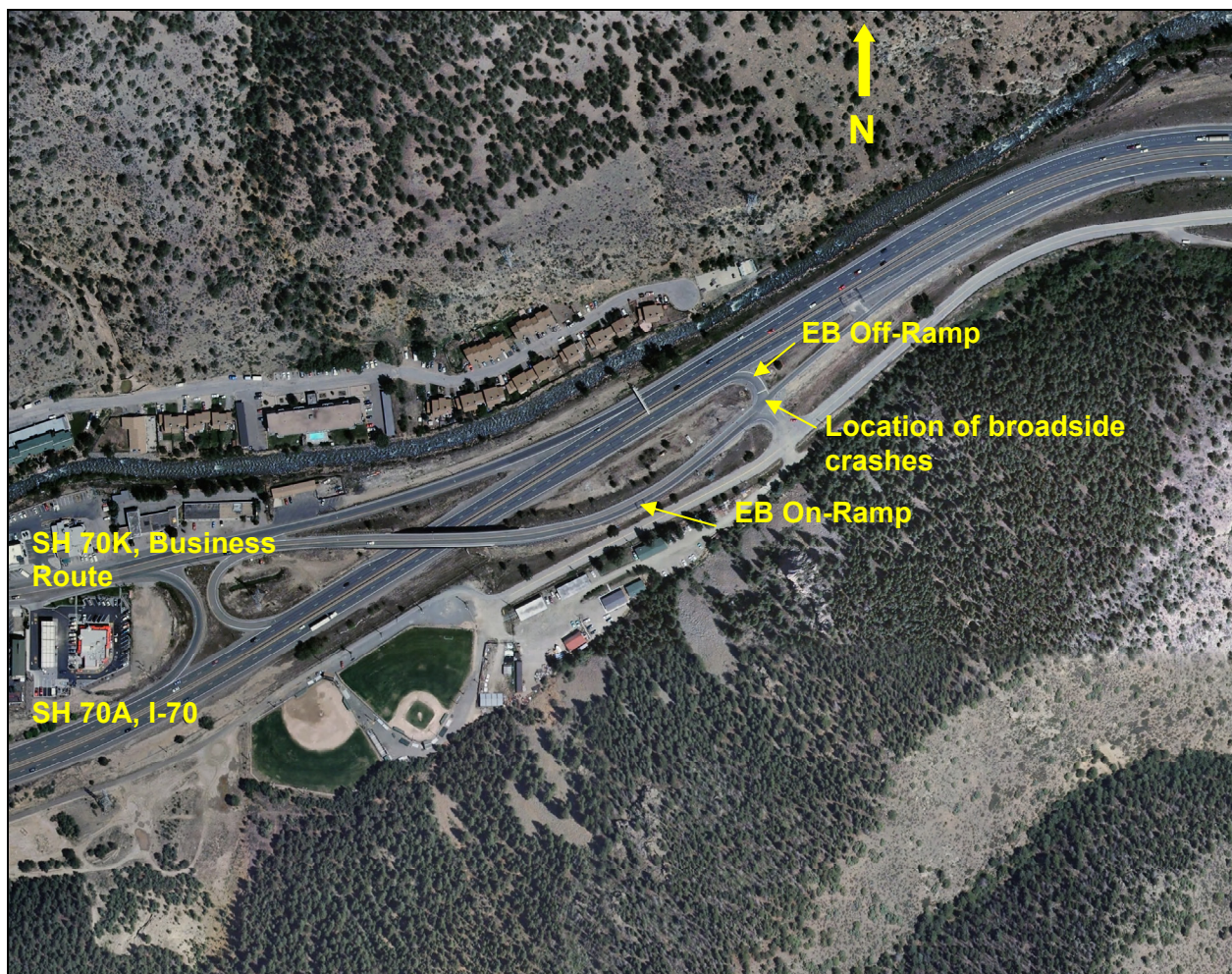


In addition, the new pavement with this project should help to improve skid resistance along the corridor. Along with the reconstruction, “Safety Edge” methods should be used when paving the shoulders where the guardrail is not against the paved shoulder to help make it easier for vehicles to reenter the roadway in a controlled manner. “Safety Edge” can be found in Chapter 4 of the CDOT Roadway Design Guide. In addition, a copy of the “Safety Edge” pamphlet is provided in the **Appendix**. Finally, consideration should be given to installing rumble strips along the shoulders which could help to reduce the number of run-off-the-road crashes along the corridor which encompass approximately 48 percent of the crashes along this segment.

### ***I-70 / I-70 Business Route Interchange Ramp Crashes***

During the five-year study period there were 11 reported crashes on the ramps of the I-70 Business Route interchange. In general, there was only one occurrence of each of the reported crash types on the ramps. The highest occurring crash type during the study period were broadside type crashes at 3, all of which occurred at the intersection between the eastbound off-ramp and the eastbound on-ramp. **Figure 8** shows an aerial view of the interchange as well as the location of the broadside type crashes.

**Figure 8**





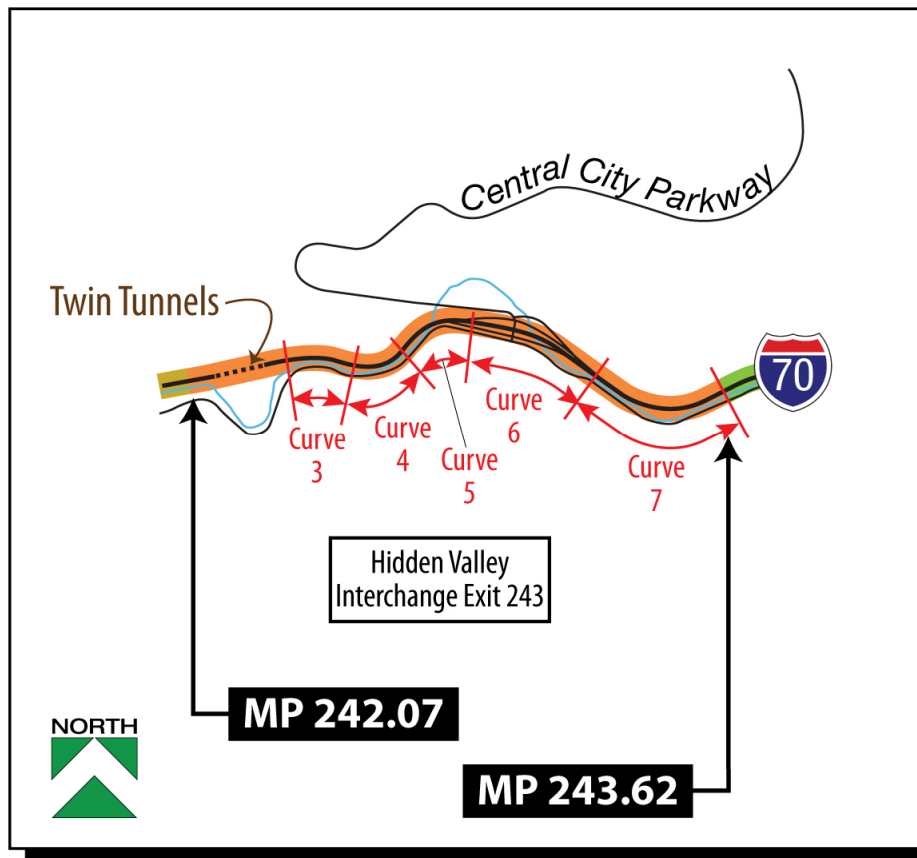
All of these crashes occurred when a vehicle from the eastbound off-ramp pulled out in front of a vehicle on the eastbound on-ramp. However, with the low occurrence of broadside crashes at this intersection (less than one crash per year) no recommendations have been made to address this crash type.

## Segment 2 – Hidden Valley Interchange (MP 242.07 – MP 243.62)

### Mainline Crashes

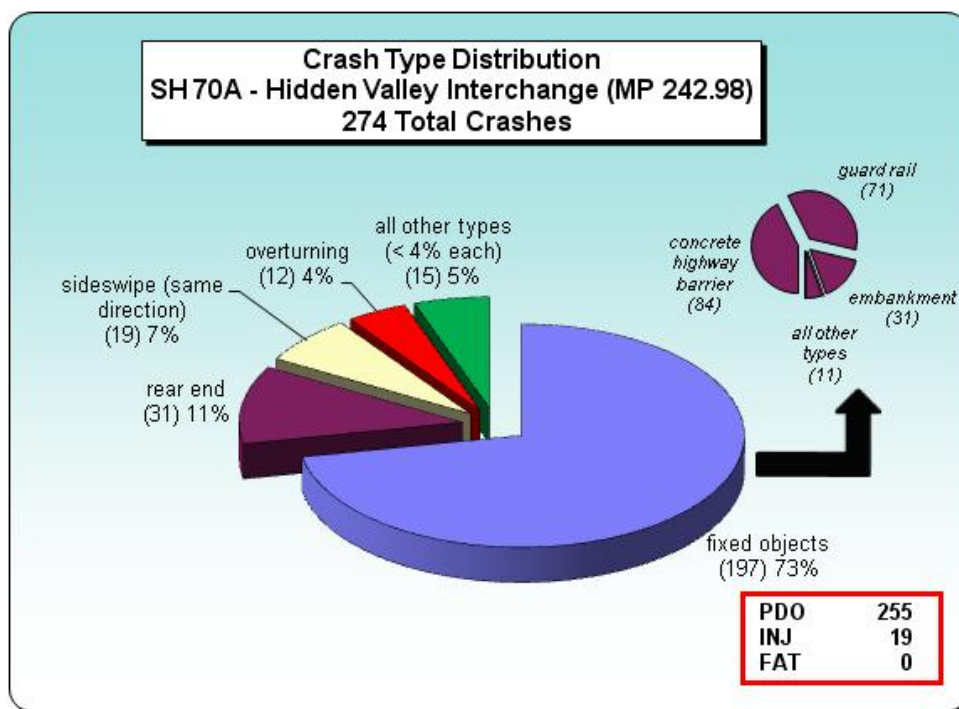
During the five-year study period there were 274 reported mainline crashes between MP 242.07 and MP 243.62 on I-70. There were 255 PDO crashes, and 19 injury crashes. **Figure 9** shows Segment 2 in relation to the other roadways in the vicinity. This figure also shows the five curves (Curves 3, 4, 5, 6 and 7) located on this segment.

Figure 9



**Figure 10** provides a graphical representation of crash types for this segment. Fixed object type crashes were predominant (73%) followed by rear end type crashes (11%).

**Figure 10**



Of the fixed object type crashes, the proportion of median barrier and guard rail type crashes were higher than expected for this portion of the study corridor. In addition, the number of embankment type crashes was also higher than expected. Of the 155 crashes in the barrier / rail categories, 126 of 155 occurred in the eastbound direction and 29 of 155 occurred in the westbound direction. **Table 5** shows the lighting and roadway conditions present for the barrier related crashes that occurred in the eastbound direction.

**Table 5**  
Lighting and Road Conditions for Predominant Fixed Object Crash Types

Eastbound I-70		Road Conditions		
		Dry	Inclement Road Conditions	Total
Lighting Condition	Daylight	24 (19%)	30 (24%)	54 (43%)
	Night	37 (29%)	35 (28%)	72 (57%)
	Total	61 (48%)	65 (52%)	

As can be seen in this table, the distribution of crashes among the various lighting and road condition categories was fairly equal. However, a larger portion of crashes did occur at night. There was a large concentration of these crash types around Mile 242.80 to Mile 243.00. This is located in the curves just to the west of the Hidden Valley interchange (Curve 5) and through the Hidden Valley interchange (Curve 6). A table with these two curves as well as the other curves along the study segment which shows crash patterns for the most predominant crash types in the eastbound direction can be found in the appendix. The table in the appendix shows the crash patterns of winter versus summer and weekday versus weekend.

Based on a review of the crash reports, many of these barrier crashes occurred at night or when a driver lost control due to the road conditions and hit the barrier or rail. However, it is worth noting that the rail and barrier involved in the crashes generally prevented a more serious crash from occurring. Speed through these curves was typically the cause of the crash. The posted speed limit on I-70 is 55 mph. Of the 126 eastbound barrier / rail crashes, approximately 60 percent of the drivers (76 total crashes) were estimated to be traveling 60 mph or above at the time of the crash.

With regard to the embankment crashes, the majority of these occurred (24 of 31) in the eastbound direction. Overall, 15 of the crashes occurred at night and 16 of the crashes occurred during bad road conditions. The embankment most commonly hit is located near the diverge point for the eastbound off-ramp to Hidden Valley.

### ***Crash Pattern Summary for Curves on Segment 2***

As mentioned, Curve 3 through Curve 7 are within Segment 2 (see **Figure 9**). In addition, the Twin Tunnels are also within this segment. The tables in the appendix show details with regard to the directionality of the predominant crash types (barrier, rear end and sideswipe crashes) on the curves on this segment. The seasonality and day of the week trends of the crashes on these curves are also shown in the tables in the appendix. The following provides a summary of the trends shown in the tables in the appendix.

Twin Tunnels – During the study period there were a total of 41 crashes within the Twin Tunnels segment. There were 25 crashes in the eastbound direction and 16 crashes in the westbound direction. The most common crash type within the Twin Tunnels was rear end type crashes (18 of 41). This is 44 percent of the total crashes. 12 were eastbound crashes and 6 were westbound crashes. The majority of these crashes occurred in peak traffic conditions during the winter. This is not unexpected as vehicles tend to slow on the approaches to the tunnels, creating congestion and increasing the possibility of rear end type crashes.

Curve 3 – This is the first curve just east of the Twin Tunnels. During the study period there were a total of 10 crashes on this curve. Of these, 8 were eastbound and 2 were westbound crashes. The most common crash type was fixed object type crashes (5 of 10). These crashes typically occurred during the winter on a weekday when both higher travel speed and / or road conditions are a common contributing factor.

Curve 4 – During the study period there were a total of 47 crashes on this curve. Of these, 35 were eastbound and 12 were westbound crashes. The most common crash types were fixed object type crashes (28 of 47). Half of these crashes occurred during the winter on a weekday when both higher travel speed and / or road conditions were a common contributing factor.

Curves 5 and 6 – These curves are just west of and through the Hidden Valley interchange. During the study period there were a total of 163 crashes on this curve. Of these, 131 were eastbound and 32 were westbound. The most common crash type was fixed object type crashes (108 of 163). This percentage, approximately 66 percent of the total, is a very high proportion overall. It is worth noting, that many of the fixed object crashes designated to Curve 6 likely occurred when a vehicle began to lose control in Curve 5 and struck a fixed object in Curve 6. 102 of the fixed object crashes occurred in the winter and were evenly split between weekday (51) and weekend (51). As with the other curves on this segment, both travel speed and / or road conditions were a common contributing factor.

Curve 7 – This curve is just east of the Hidden Valley interchange. During the study period there were a total of 18 crashes on this curve. Of these, 12 were eastbound and 6 were westbound crashes. The most common crash type was fixed object type crashes (11 of 18) of which 8 were eastbound crashes and 3 were westbound crashes. Nearly all of these crashes occurred during the winter on a weekday when both travel speed and / or road conditions are a common contributing factor.

### ***Segment 2 Mainline Summary and Recommendations***

Based on these patterns, consideration should be given to reducing the horizontal curvature along mainline I-70 between the Twin Tunnels and the Hidden Valley interchange. Consideration should also be given to installing dynamic speed monitoring displays (DSMD) to inform drivers of excessive speeds and encourage them to slow down. In addition, consideration should be given to reviewing the existing lighting along the corridor to ensure that it is sufficient. Consideration should also be given to using highly reflective pavement markings and replacing all delineator post reflector buttons, rail reflector tabs and installing linear barrier delineation to provide better and consistent nighttime delineation throughout the corridor. Replacing damaged median barrier and guard rail should also be considered as the barrier and rails may not perform as designed when damaged.

In addition, the new pavement with the reconstruction of I-70 should help to improve skid resistance along the corridor and could help to reduce the number of run-off-road crashes. Along with the reconstruction, “Safety Edge” methods should be used when paving the shoulders where the guardrail is not against the paved shoulder to help make it easier for vehicles to reenter the roadway in a controlled manner. “Safety Edge” can be found in Chapter 4 of the CDOT Roadway Design Guide. In addition, a copy of the “Safety Edge” pamphlet is provided in the **Appendix**. Finally, consideration should be given to installing rumble strips along the shoulders which could help to reduce the number of run-off-the-road crashes along the corridor.

### ***I-70 / Hidden Valley Interchange Ramp Crashes***

During the study period, there were only a total of 5 crashes on the ramps or at the ramp terminals at this interchange. The number of rear end type crashes was the most frequent at 3 occurrences.

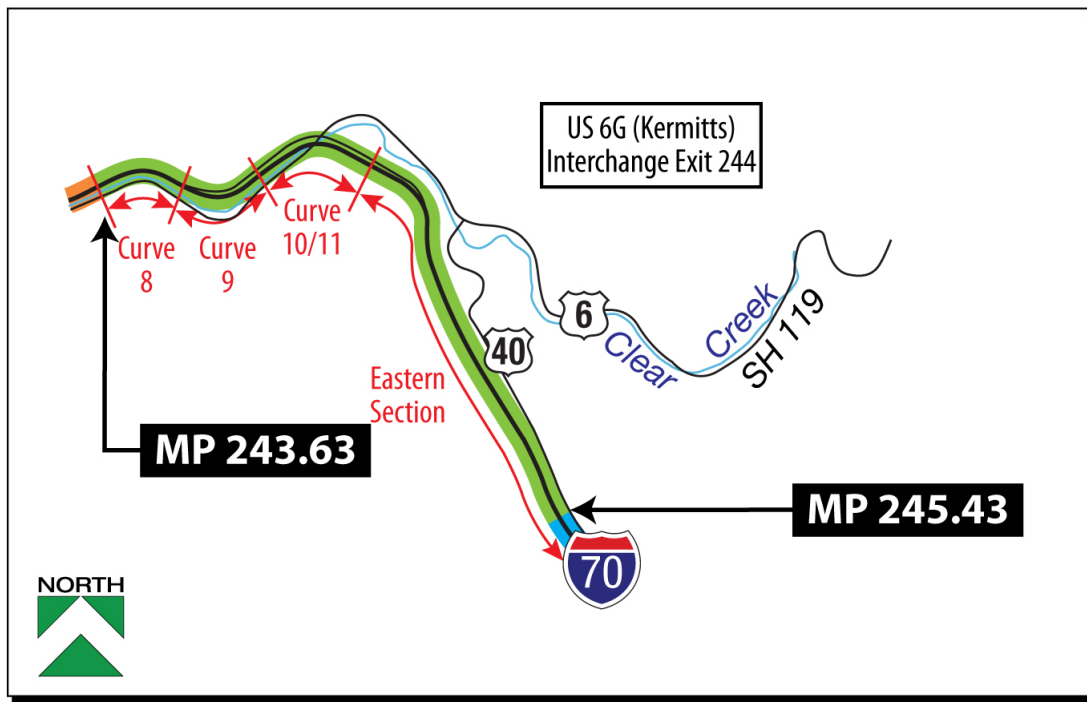
Due to the low number of crashes, no recommendations have been made for the ramps at this interchange.

## Segment 3 – US 6G (Kermitts) Interchange (MP 243.63 – MP 245.43)

### Mainline Crashes

During the five-year study period there were 150 reported mainline crashes between MP 243.63 and MP 245.43 on I-70. There were 133 PDO crashes, 16 injury crashes and 1 fatal crash. **Figure 11** shows Segment 3 in relation to the other roadways in the vicinity. This figure also shows the three curves (Curves 8, 9 and 10/11) located on this segment.

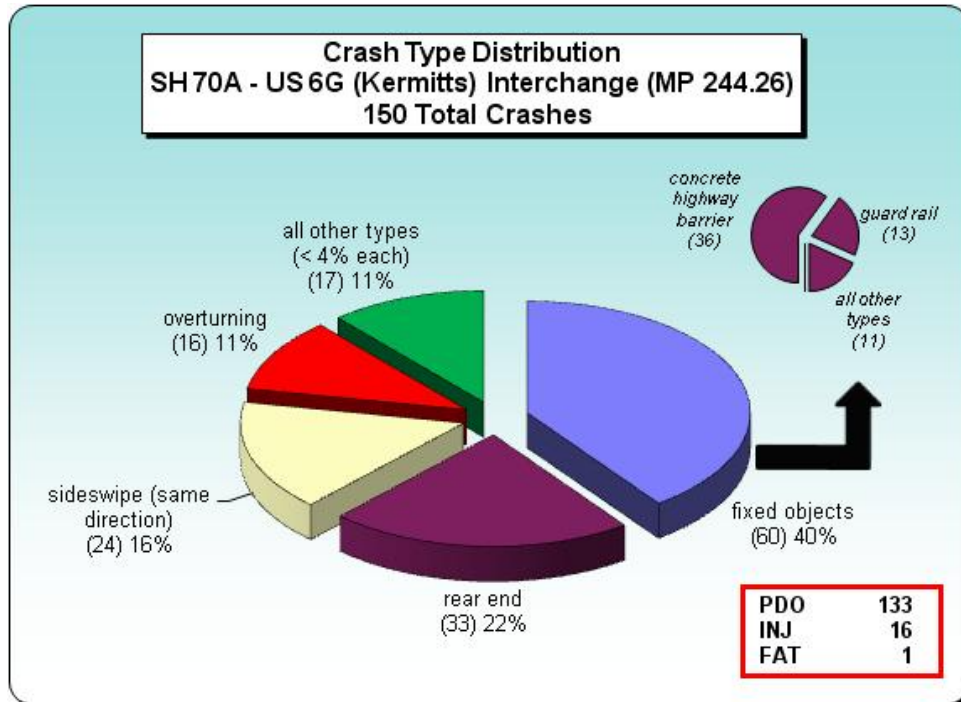
Figure 11



The fatal crash on this segment occurred when a westbound vehicle ran off the right side of the road and collided with the guard rail around MP 244.90. The vehicle then rolled over and the driver sustained fatal injuries. This crash occurred in March 2008 during the day in dry conditions. There was no apparent cause for the vehicle running off the right side of the road.

**Figure 12** provides a graphical representation of crash types for this segment. Crashes with fixed objects were predominant (40%) followed by rear end type crashes (22%).

**Figure 12**



The proportion of median barrier and guard rail type crashes were higher than expected for this portion of the study corridor. Of the 49 crashes in these two categories, 29 of 49 occurred in the eastbound direction and 20 of 49 occurred in the westbound direction. **Table 6** shows the lighting and roadway conditions present for the barrier related crashes that occurred in the eastbound direction.

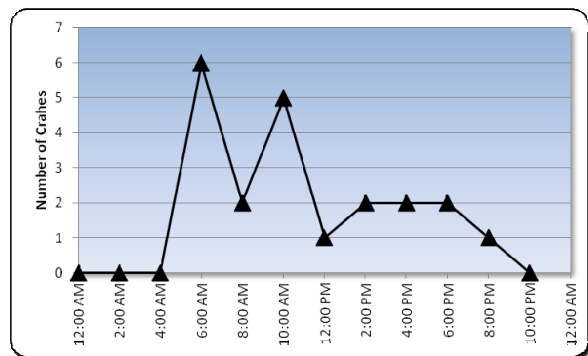
**Table 6**  
**Lighting and Road Conditions for Predominant Fixed Object Crash Types**

Eastbound I-70		Road Conditions		
		Dry	Inclement Road Conditions	Total
Lighting Condition	Daylight	8 (28%)	7 (24%)	15 (52%)
	Night	10 (34%)	4 (14%)	14 (48%)
	Total	18 (62%)	11 (38%)	

As can be seen in this table, the distribution of crashes among the various lighting and road condition categories was fairly equal. There was a large concentration of these crash types around MP 244.6 which is the first curve just east of the interchange. Based on a review of the crash reports, many of these crashes occurred when a driver lost control due to the road conditions and/or excessive speed and hit the barrier or rail. The driver was generally driving too fast for the given conditions. However, the rail and barrier involved in the crashes generally prevented a more serious crash from occurring.

The proportion of rear end type crashes was also higher than expected for this segment. However, unlike other crash patterns throughout this corridor, the majority of rear end type crashes occurred in the westbound direction (22 of 33). The majority of these (13 of 22) occurred on the weekend in the winter. This is not an unexpected pattern though as westbound I-70 on this segment is on a downgrade from Floyd Hill just prior to the curve at the US 6G interchange. Of the 33 rear end crashes, 16 occurred in dry / daylight conditions, 8 occurred in dry / night conditions, 7 occurred in inclement road / daylight conditions and 2 occurred in inclement road / night conditions. The rear end crashes in the westbound I-70 direction were focused during the morning peak period as can be seen in **Figure 13**. Based on a review of the crash reports, the majority of the rear end type crashes were related to congestion on I-70. However, it is worth noting that many of the rear end crashes in the westbound direction likely occurred due to the sharp curve at the base of Floyd Hill at the Kermitts Interchange. Westbound vehicles have to slow significantly for this curve which causes rear end crashes with westbound vehicles on the downgrade of Floyd Hill.

**Figure 13**  
WB Rear End Crashes by Time of Day



The proportion of sideswipe (same direction) type crashes was also higher than expected for a mountain freeway segment. Of these crashes, 16 of 24 occurred in the eastbound direction, typically between 4PM and 6PM in the afternoon. Most of these crashes occurred in the curve (Curve 10/11) through the interchange. 19 of the 24 crashes occurred in dry conditions with most occurring during the day.

**Crash Pattern Summary for Curves on Segment 3**

As mentioned, Curve 8 through Curve 10/11 are within Segment 3 (see **Figure 11**). The tables in the appendix show the directionality of the predominant crash types (barrier, rear end and sideswipe crashes) on the curves on this segment. The seasonality and day of the week trends of the crashes on these curves are also shown in these tables in the appendix. The following provides a summary of the trends shown in the tables in the appendix.

Curve 8 – During the study period there were a total of 18 crashes on this curve. Of these, 10 were eastbound and 8 were westbound. The most common crash type was overturning type crashes (7 of 18). 3 of these were eastbound crashes and 4 were westbound crashes. As with the other curves on this segment, both travel speed and / or road conditions were a common contributing factor to these crashes.

Curve 9 – This curve is located just west of the US 6G (Kermitts) interchange. During the study period there were a total of 35 crashes on this curve. Of these, 21 were eastbound and 14 were westbound. The most common crash type was fixed object type crashes 15 of 35, most of which (11 of 15) occurred in the eastbound direction. The majority of these crashes occurred in the winter and were evenly split between weekday and weekend occurrences.

Curve 10/11 – This curve runs through the US 6G (Kermitts) interchange. During the study period there were a total of 29 crashes on this curve. Of these, 18 were eastbound and 11 were westbound. The most common crash types were fixed object type crashes (12 of 29). These 12 crashes were evenly split between the eastbound and westbound direction and between



weekday and weekend occurrences. However, the majority occurred in the winter when both travel speed and / or road conditions were a common contributing factor to these crashes.

### **Segment 3 Mainline Recommendations**

Based on a review of the fixed object crash reports, consideration should be given to reducing the horizontal curvature along mainline I-70 throughout this segment. Consideration should also be given to installing dynamic speed monitoring displays (DSMD) to inform drivers of excessive speeds and encourage them to slow down. In addition, consideration should be given to reviewing the existing lighting along the corridor to ensure that it is sufficient. Consideration should also be given to using highly reflective pavement markings and replacing all delineator post reflector buttons, rail reflector tabs and installing linear barrier delineation to provide better and consistent nighttime delineation throughout the corridor. Replacing damaged median barrier and guard rail should also be considered as the barrier and rails may not perform as designed when damaged.

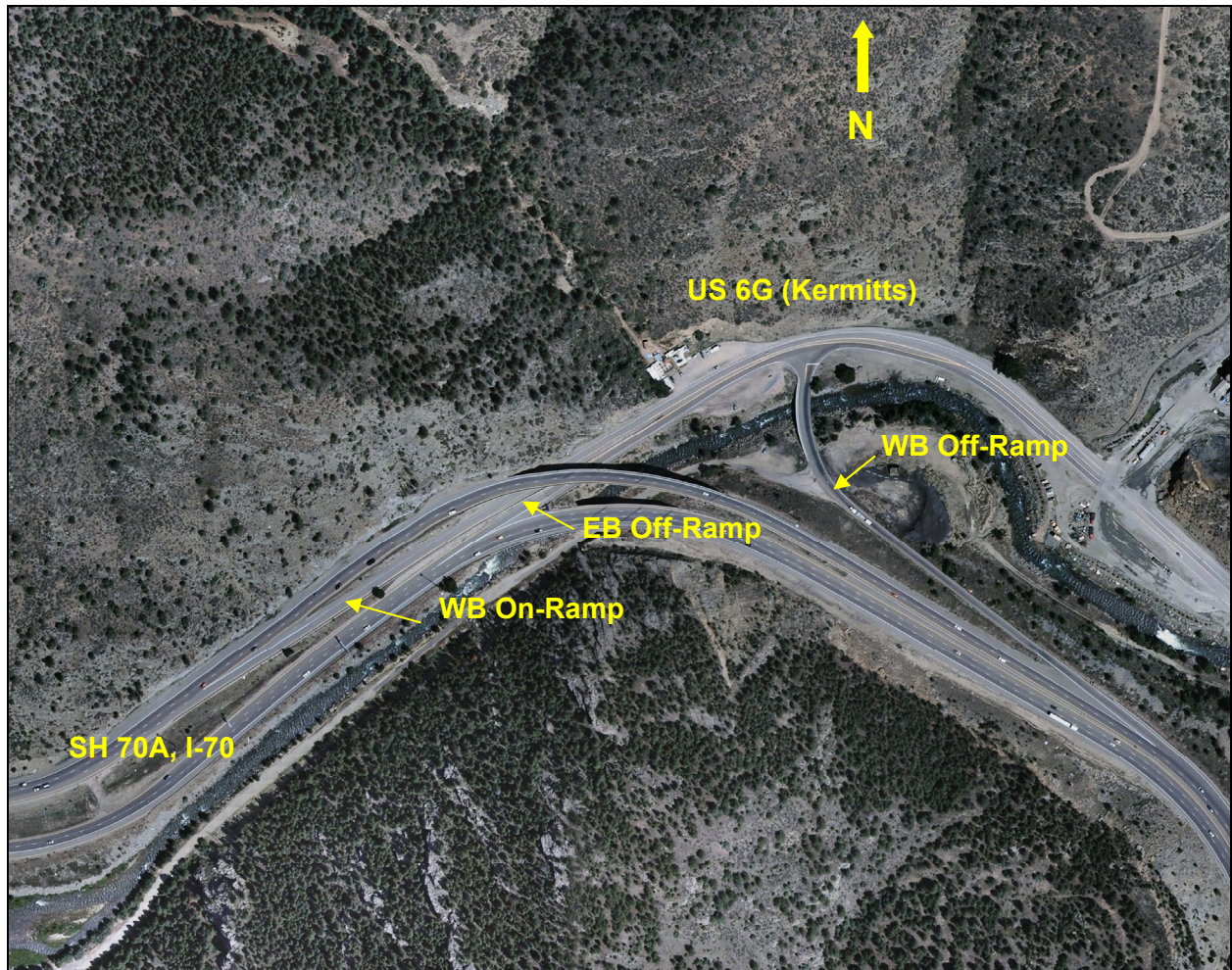
For the rear end and sideswipe (same direction) crashes, reducing the horizontal curvature at the base of Floyd Hill through the Kermitts Interchange should help to reduce the occurrence of both of these crash types. In addition, using highly reflective pavement markings and providing sufficient lane widths should also help to reduce the number of sideswipe (same direction) crashes on this segment.

Finally, the new pavement with this project should help to improve skid resistance along the corridor. This should help to reduce the number of crashes along this segment. Along with the reconstruction, "Safety Edge" methods should be used when paving the shoulders where the guardrail is not against the paved shoulder to help make it easier for vehicles to reenter the roadway in a controlled manner. "Safety Edge" can be found in Chapter 4 of the [CDOT Roadway Design Guide](#). In addition, a copy of the "Safety Edge" pamphlet is provided in the **Appendix**. Finally, consideration should be given to installing rumble strips along the shoulders which could help to reduce the number of run-off-the-road crashes along the corridor.

## ***I-70 / US 6G (Kermitts) Interchange Ramp Crashes***

During the five-year study period there were 9 reported crashes on the ramps of the US 6G interchange, most of which occurred on the westbound off-ramp. **Figure 14** shows an aerial view of the interchange.

**Figure 14**



The majority of the crashes on the westbound off-ramp were run-off-road type crashes; one of these crashes was a fatal crash. These crashes are primarily occurring due to the horizontal curvature and steep grade on the off-ramp. The fatal crash occurred, when a tractor trailer went off the left side of the ramp at the beginning of the curve in dry / daylight conditions. The truck went through a guardrail, down the embankment and into Clear Creek striking the embankment on the far side of the creek. The driver was thrown from the cab of the truck and sustained fatal injuries.

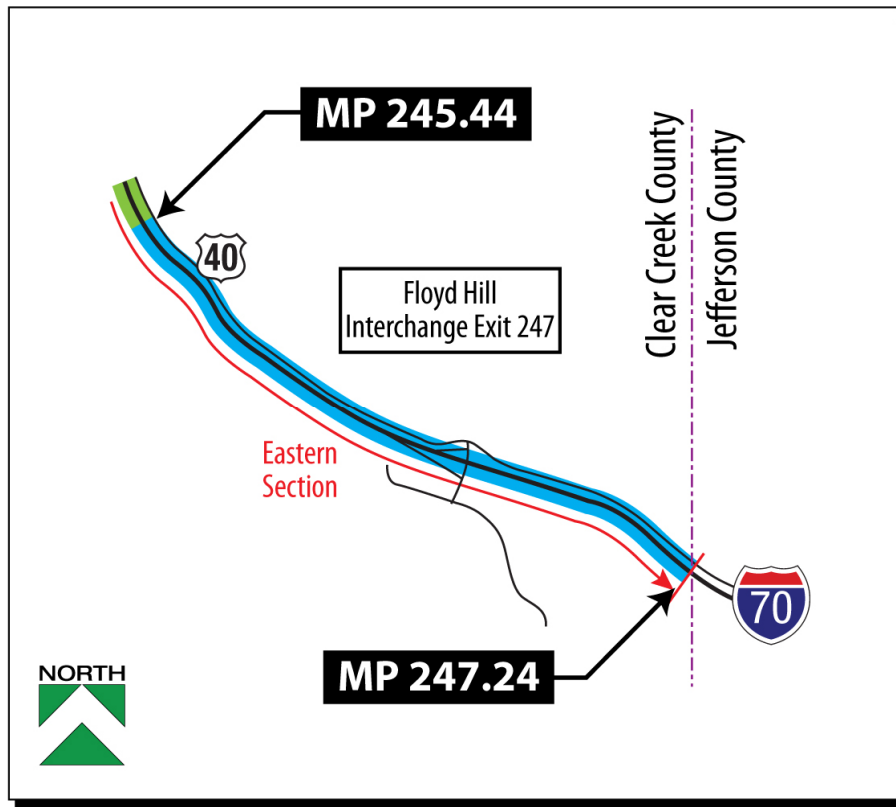
Based on the run-off-road pattern on this ramp, consideration should be given to reducing the horizontal curvature of this ramp.

## Segment 4 – Floyd Hill Interchange (MP 245.44 – MP 247.24)

### Mainline Crashes

During the five-year study period there were 125 reported mainline crashes between MP 245.44 and MP 247.24 on I-70. There were 104 PDO crashes and 21 injury crashes. **Figure 15** shows Segment 4 in relation to the other roadways in the vicinity. As this figure shows, all of Segment 4 falls within the Eastern Sub Section.

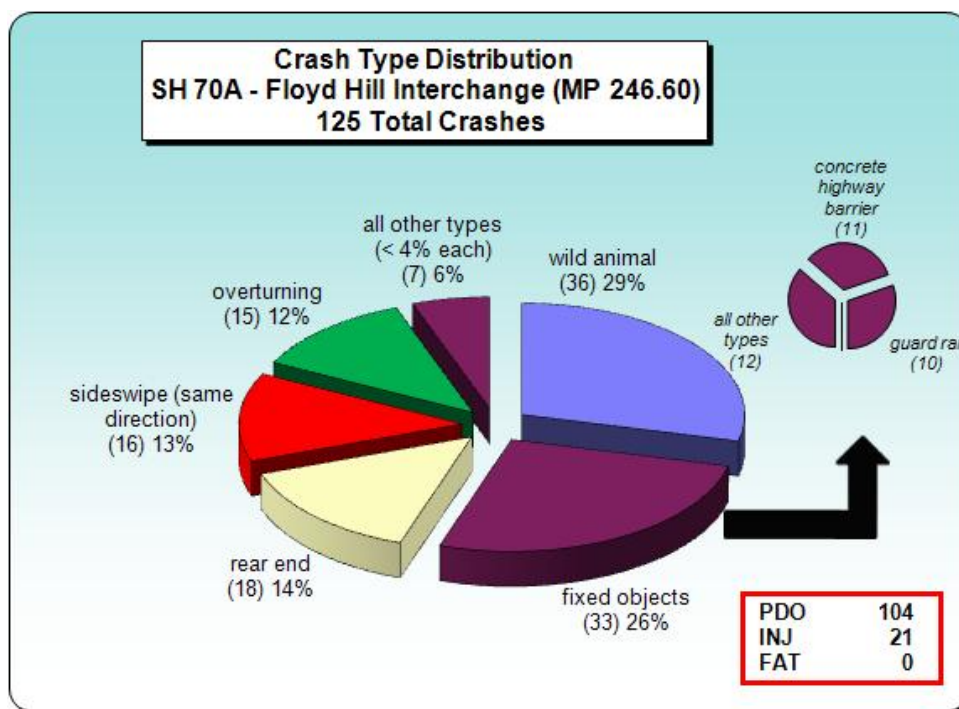
Figure 15





**Figure 16** provides a graphical representation of crash types for this segment. Crashes involving wild animals were predominant (29%) followed by crashes with fixed objects (26%).

**Figure 16**



The proportion of crashes involving wild animals was higher than expected. Of the 36 crashes, 26 occurred in the eastbound direction and 10 occurred in the westbound direction. Nearly all of these crashes were in dry conditions and occurred around dawn or dusk. There was a large concentration between MP 246.60 and MP 247.00. There is a large meadow to the south of I-70 in the vicinity of these mile posts. Currently there are wildlife warning signs with flashing beacons located along this segment. However, consideration should be given to installing a wild life fence along I-70 between MP 246.60 and MP 247.00. This could help to reduce the number of wild animal crashes on I-70.

The proportion of median barrier and guard rail type crashes were also higher than expected for this portion of the study corridor. Of the 21 crashes in these two categories, 10 occurred in the eastbound direction and 11 occurred in the westbound direction. The majority (14 of 21) occurred in inclement weather conditions. There was a large concentration of these crash types from MP 245.50 to MP 245.80 which is the west side of Floyd Hill. Based on a review of the crash reports, many of these crashes occurred when a driver lost control due to the road conditions and/or excessive speed and hit the barrier or rail. The driver was generally driving too fast for the given conditions. However, the rail and barrier involved in the crashes generally prevented a more serious crash from occurring so no correctable crash pattern has been identified.

The proportion of sideswipe (same direction) type crashes was also higher than expected for a mountain freeway segment. Of these 16 crashes, there was an even split between crashes that occurred in the eastbound direction and those that occurred in the westbound direction. The largest number of crashes in the eastbound direction was typically between 2PM and 4PM in the afternoon. The concentration in the westbound direction was typically between 6AM and

8AM. The crashes were typically spread throughout the segment so no correctable pattern has been identified. However, using highly reflective pavement markings and providing sufficient lane widths could help to reduce the number of sideswipe (same direction) crashes on this segment.

Finally, the new pavement with this project should help to improve skid resistance along the corridor. This should help to reduce the number of crashes along this segment. Along with the reconstruction, "Safety Edge" methods should be used when paving the shoulders where the guardrail is not against the paved shoulder to help make it easier for vehicles to reenter the roadway in a controlled manner. "Safety Edge" can be found in Chapter 4 of the CDOT Roadway Design Guide. In addition, a copy of the "Safety Edge" pamphlet is provided in the **Appendix**. Finally, consideration should be given to installing rumble strips along the shoulders which could help to reduce the number of run-off-the-road crashes along the corridor which encompass approximately 48 percent of the crashes along this segment.

### ***I-70 / Floyd Hill Interchange Ramp Crashes***

During the five-year study period there were 3 reported crashes on the ramps of the Floyd Hill interchange. There were 2 rear end type crashes and 1 broadside type crash. Due to the low occurrence of crashes at this interchange, no correctable pattern has been identified.

## CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are based on the analysis of five years of crash history and a review of video data by Felsburg Holt & Ullevig staff. The Region is advised to verify through field survey, the information included in this report regarding physical features, roadside characteristics and traffic control devices within the study area.

Based on the Weighted Accident Concentration (WAC) analysis, there are several locations along the study segment with higher than expected crash concentration and severity that are primarily related to concrete barrier, guard rail and embankment type crashes. The worst location (see **Figure 2**) is just west of and through the Hidden Valley interchange.

There were 749 crashes reported within the study segment between January 1, 2006 and December 31, 2010. The most predominant crash types were fixed object type crashes (concrete barrier, guard rail, embankment and walls), rear end type crashes, and sideswipe same direction type crashes. These crash types comprise nearly 76 percent of the crashes along the corridor. In general, there are several factors that contribute to the cause of crashes along the study corridor. Some of the primary factors include; the horizontal curvature of I-70, travel speed, traffic congestion due to weekend traffic, direction of travel and inclement weather / road conditions. For many of the crashes, more than one of these factors contributed.

The study corridor was divided into four analysis segments, one for each of the interchanges along the study segment. These four segments were then divided into sub segments that generally correspond to each of the curves along the study corridor. In all, there are a total of ten curves along the study corridor; two in Segment 1, five in Segment 2 and three in Segment 3. In addition to these ten curves there is also a sub segment for the Twin Tunnels as well as the Western Section and the Eastern Section on either end of the study corridor.

Based on the analyses of these segments and sub segments, it was found that the fixed object crashes typically occurred on a winter weekday when higher travel speeds and / or poor road conditions were common factors. The curves with the highest fixed object crash totals were Curves 4, 5 and 6 which are just west of and through the Hidden Valley interchange.

Rear end type and sideswipe same direction type crashes typically occurred on winter weekends when traffic congestion is more likely. Rear end type crashes were the most predominant crash type at the Twin Tunnels. This is not unexpected as vehicles tend to slow for the tunnels causing congestion and increasing the likelihood of rear end type crashes.

The following list of recommendations was developed based on a review of the crash reports and the prevalent crash patterns along I-70.

In addition to the reconstruction and restriping of the pavement with highly reflective materials in conjunction with the selected EA proposed action, the following recommendations are made to help reduce the number of mainline crashes along I-70.

- Consideration should be given to reducing the horizontal curvature along I-70 between MP 241.30 and MP 244.40. The curves with the highest crash totals (both eastbound and westbound I-70) include:
  - The two curves west of the Hidden Valley interchange between MP 242.49 and MP 243.30

- The two curves west of and through the US 6G interchange between MP 243.90 and MP 244.10.
- Consideration should be given to installing dynamic speed monitoring displays (DSMD) to inform drivers of excessive speeds and encourage them to slow down through the curves in the vicinity of the Hidden Valley and US 6G (Kermitts) interchanges.
- Due to the high occurrence of crashes at night, consideration should be given to reviewing the existing lighting along the corridor to ensure that it is sufficient.
- Consideration should also be given replacing all delineator post reflector buttons, rail reflector tabs and installing linear barrier delineation to provide better and consistent nighttime delineation throughout the corridor
- Consider replacing damaged median barrier and guard rail as the barrier and rails may not perform as designed when damaged.
- Along with the reconstruction, “Safety Edge” methods should be used when paving the shoulders where the guardrail is not against the paved shoulder to help make it easier for vehicles to reenter the roadway in a controlled manner. “Safety Edge” can be found in Chapter 4 of the CDOT Roadway Design Guide.
- Consider installing rumble strips along the shoulders which could help to reduce the number of run-off-the-road crashes along the corridor.
- Finally, the construction of a third eastbound travel lane and the widening of the eastbound tunnel at the Twin Tunnels should help to reduce congestion and will likely help to reduce the number of rear end type crashes

In addition to corridor wide mainline crashes, there are several other locations of higher than expected crash concentration and severity throughout the study corridor. The following recommendations are made with respect to these locations:

**Segment 1 – I-70 Business Route (MP 240.00 – MP 242.06)**

- Consideration should be given to reviewing the existing snow removal procedures between MP 240 and MP 241 on this segment. During the winter, much of the roadway within this mile is in the shade and prone to icy conditions.

**Segment 3 – US 6G interchange (MP 243.63 – MP 245.43)**

- Consideration should be given to reducing the horizontal curvature of the westbound off-ramp at this interchange. There were several run-off-road type crashes during the study period on this off-ramp due to both the horizontal curvature and downgrade of this ramp.

**Segment 4 – Floyd Hill interchange (MP 245.44 – MP 247.24)**

- Consideration should be given to installing a wild life fence along I-70 between MP 246.60 and MP 247.00. This could help to reduce the number of wild animal crashes on I-70.





# **APPENDIX**

CRASH PATTERN TABLES

FIVE-YEAR DETAILED SUMMARY OF TRAFFIC CRASHES

FIVE-YEAR GENERAL SUMMARY OF TRAFFIC CRASHES

- Segment 1 – I-70 Business Route Interchange (MP 240.00 to MP 242.06)
- Segment 2 – Hidden Valley Interchange (MP 242.07 to MP 243.62)
- Segment 3 – US 6G (Kermitts) Interchange (MP 243.63 to MP 245.43)
- Segment 4 – Floyd Hill Interchange (MP 245.44 to MP 247.24)

GENERAL SUMMARY OF TRAFFIC CRASHES BY YEAR

- 1/1/2006 – 12/31/2006
- 1/1/2007 – 12/31/2007
- 1/1/2008 – 12/31/2008
- 1/1/2009 – 12/31/2009
- 1/1/2010 – 12/31/2010

COMMON CRASH TYPES AND DIAGRAMS

SAFETY EDGE BROCHURE

STRAIGHT-LINE-DIAGRAM

FIVE-YEAR CRASH LISTING



## Directionality of Predominant Crash Types

		Guardrail / Concrete Barrier / Embankment / Wall		Rear End		Sideswipe same direction	
		Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Analysis Segment 1 (Business Route Interchange)	Western Section (MP 240.00 to MP 241.29)	33	11	29	14	9	3
	Curve 1 (MP 241.30 to MP 241.63)	6	7	4	1	3	0
	Curve 2 (MP 241.64 to MP 242.06)	10	3	5	2	2	0
Analysis Segment 2 (Hidden Valley Interchange)	Twin Tunnels (MP 242.07 to MP 242.34)	8	6	12	6	2	1
	Curve 3 (MP 242.35 to MP 242.48)	3	2	1	0	0	0
	Curve 4 (MP 242.49 to MP 242.68)	28	4	1	4	2	2
	Curves 5 and 6 (MP 242.69 to MP 243.30)	108	23	5	1	6	4
	Curve 7 (MP 243.31 to MP 243.62)	8	3	0	0	1	1
Analysis Segment 3 (US 6G - Kermitts Interchange)	Curve 8 (MP 243.63 to MP 243.89)	1	2	3	0	0	2
	Curve 9 (MP 243.90 to MP 244.10)	10	4	3	4	4	1
	Curve 10/11 (MP 244.11 to MP 244.40)	6	5	1	3	5	0
Analysis Segment 3 / 4 (Kermitts & Floyd Hill)	Eastern Section (MP 244.41 to MP 247.24)	30	26	9	27	15	13
<b>Total</b>		<b>251</b>	<b>96</b>	<b>73</b>	<b>62</b>	<b>49</b>	<b>27</b>

## Seasonality and Day of the Week of Predominant Crash Types (EB I-70)

			Eastbound I-70					
			Guardrail / Concrete Barrier / Embankment / Wall		Rear End		Sideswipe same direction	
			Weekday (M-Th)	Weekend (F - Su & Holiday)	Weekday (M-Th)	Weekend (F - Su & Holiday)	Weekday (M-Th)	Weekend (F - Su & Holiday)
Analysis Segment 1 (Business Route Interchange)	Western Section (MP 240.00 to MP 241.29)	Winter (Sept. - March)	16	9	5	14	1	5
		Summer (Apr. - Aug.)	6	2	1	9	2	1
	Curve 1 (MP 241.30 to MP 241.63)	Winter (Sept. - March)	2	3	1	2	1	0
		Summer (Apr. - Aug.)	1	0	0	1	2	0
	Curve 2 (MP 241.64 to MP 242.06)	Winter (Sept. - March)	4	4	0	5	2	0
		Summer (Apr. - Aug.)	2	0	0	0	0	0
Analysis Segment 2 (Hidden Valley Interchange)	Twin Tunnels (MP 242.07 to MP 242.34)	Winter (Sept. - March)	5	0	5	4	1	1
		Summer (Apr. - Aug.)	2	1	2	1	0	0
	Curve 3 (MP 242.35 to MP 242.48)	Winter (Sept. - March)	3	0	0	0	0	0
		Summer (Apr. - Aug.)	0	0	0	1	0	0
	Curve 4 (MP 242.49 to MP 242.68)	Winter (Sept. - March)	14	9	0	0	0	0
		Summer (Apr. - Aug.)	2	3	0	1	0	2
	Curves 5 & 6 (MP 242.69 to MP 243.30)	Winter (Sept. - March)	51	51	4	1	5	1
		Summer (Apr. - Aug.)	4	2	0	0	0	0
Curve 7 (MP 243.31 to MP 243.62)	Winter (Sept. - March)	7	0	0	0	0	1	
	Summer (Apr. - Aug.)	0	1	0	0	0	0	
Analysis Segment 3 (US 6G - Kermitts Interchange)	Curve 8 (MP 243.63 to MP 243.89)	Winter (Sept. - March)	0	0	1	0	0	0
		Summer (Apr. - Aug.)	1	0	2	0	0	0
	Curve 9 (MP 243.90 to MP 244.10)	Winter (Sept. - March)	4	4	1	1	1	2
		Summer (Apr. - Aug.)	0	2	0	1	0	1
	Curve 10/11 (MP 244.11 to MP 244.40)	Winter (Sept. - March)	2	2	0	1	0	2
Summer (Apr. - Aug.)		0	2	0	0	2	1	
Analysis Segment 3 / 4 (Kermitts & Floyd Hill)	Eastern Section (MP 244.41 to MP 247.24)	Winter (Sept. - March)	14	9	5	3	3	6
		Summer (Apr. - Aug.)	3	4	0	1	3	3
<b>Total</b>		<b>Winter (Sept. - March)</b>	<b>122</b>	<b>91</b>	<b>22</b>	<b>31</b>	<b>14</b>	<b>18</b>
		<b>Summer (Apr. - Aug.)</b>	<b>21</b>	<b>17</b>	<b>5</b>	<b>15</b>	<b>9</b>	<b>8</b>
			Highlighted values represent highest crash type total for the given location.					



**Colorado Department of Transportation  
Safety and Traffic Engineering  
Detailed Accident Summary Report**

Job #: 20111103131737

**Highway:** 70A 70K      **Begin:**240.00    **End:**247.24    **From:**01/01/2006    **To:**12/31/2010

I-70 Twin Tunnels EA

Severity	Multi-Vehicle	Location
PDO: 680	One Vehicle: 479	On Road: 330    Off in Median: 1
INJ: 66      78 :Injured	Two Vehicles: 224	Off Road Left: 250    Private Property: 0
FAT: 3      6 :Killed	Three or More: 46	Off Road Right: 168    Unknown: 0
<b>Total: 749</b>	Unknown: 0	Off Road at Tee: 0 <b>Total: 749</b>
	<b>Total: 749</b>	

Accident Type			
Overturning: 49	Road Maintenance Equipment: 1	Fence: 2	
Other Non Collision: 10	Domestic Animal: 1	Tree: 5	
School Age Peds: 0	Wild Animal: 56	Large Rocks or Boulder: 5	
Ped on Toy Motorized Vehicle: 0	Light/Utility Pole: 5	Railroad Crossing Equipment: 0	
Other Pedestrians: 0	Traffic Signal Pole: 1	Barricade: 0	
Head On: 0	Sign: 5	Wall/Building: 9	
Rear End: 140	Guard Rail: 119	Crash Cushion/Traffic Barrel: 0	
Broadside: 4	Cable Rail: 0	Mailbox: 0	
Approach Turn: 0	Concrete Highway Barrier: 168	Other Fixed Object: 4	
Overtaking Turn: 0	Bridge Structure: 1	Involving Other Object: 8	
Sideswipe (Same): 80	Vehicle Debris/Cargo: 12	Unknown: 0	
Sideswipe (Opposite): 0	Culvert/Headwall: 1	<b>Total: 749</b>	
Parked Motor Vehicle: 5	Embankment: 56	Total Fixed Objects: 378	
Railway Vehicle: 0	Curb: 1	Total Other Objects: 25	
Bicycle: 0	Delineator Post: 1		

Lighting Conditions	
Daylight: 429	
Dawn or Dusk: 59	
Dark - Lighted: 131	
Dark - Unlighted: 127	
Unknown: 3	
<b>Total: 749</b>	

Weather Conditions		
None: 559	Dust: 0	
Rain: 32	Wind: 17	
Snow/Sleet/Hail: 138	Unknown: 3	
Fog: 0	<b>Total: 749</b>	

Road Description	
At Intersection: 7	
At Driveway Access: 0	
Intersection Related: 4	
Non Intersection: 725	
Alley Related: 0	
Roundabout: 0	
Ramp: 13	
Parking Lot: 0	
Unknown: 0	
<b>Total: 749</b>	

Road Conditions	
Dry: 375	
Wet: 65	
Muddy: 0	
Snowy: 51	
Icy: 161	
Slushy: 19	
Foreign Material: 1	
Dry w/Icy Road Treatment: 41	
Wet w/Icy Road Treatment: 8	
Snowy w/Icy Road Treatment: 5	
Icy w/Icy Road Treatment: 19	
Slushy w/Icy Road Treatment: 0	
Unknown: 4	
<b>Total: 749</b>	

Mainline/Ramps/Frontage Rds			
Mainline: 729			
Crossroad (Ramp A): 1			
Frontage Rd: 0			
Ramps			
B: 2	H: 2		
C: 1	I: 0		
D: 7	J: 0		
E: 1	K: 0		
F: 0	T: 0		
G: 0			
Intsx Frontage/Ramps			
M: 0	N: 4		
O: 2	P: 0		
HOV Lanes: 0			
Uknwn: 0			
<b>Total: 749</b>			

Accident Rates	
PDO: 1.19 MVMT Total: 1.31 MVMT	
Injury: 0.12 MVMT	
Fatal: 0.52 100 MVMT	

**ADT: 42,309      Length: 7.41      Coris File: tcoris2009.dbf**



**Colorado Department of Transportation**  
**Safety and Traffic Engineering**  
**Detailed Accident Summary Report**

Microsoft Visual FoxPro 9 SP2  
 11/03/2011

Job #: 20111103131737

**Highway: 70A 70K      Begin:240.00    End:247.24    From:01/01/2006    To:12/31/2010**

I-70 Twin Tunnels EA

Vehicle Types	Veh 1	Veh 2	Veh 3	Direction	Veh 1	Veh 2	Veh 3
Vehicle/Vehicle Combo (> 10k Lbs):	53	22	0	North:	3	2	0
School Bus (All School Busses):	0	0	0	Northeast:	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0	East:	487	154	23
Transit Bus:	0	0	0	Southeast:	0	0	0
Passenger Car/Van:	375	124	19	South:	6	3	0
Passenger Car/Van w/Trailer:	0	0	0	Southwest:	0	0	0
Pickup Truck/Utility Van:	123	51	10	West:	253	111	23
Pickup Truck/Utility Van w/Trailer:	13	5	0	Northwest:	0	0	0
SUV:	168	61	17	Unknown:	0	0	0
SUV w/Trailer:	0	1	0	<b>Total:</b>	<b>749</b>	<b>270</b>	<b>46</b>
Motor Home:	1	0	0				
Motorcycle:	11	4	0				
Bicycle:	0	0	0				
Motorized Bicycle:	0	0	0				
Farm Equipment:	0	0	0				
Hit and Run - Unknown:	4	0	0				
Light Rail:	0	0	0				
Other:	1	0	0				
Unknown:	0	2	0				
<b>Commercial Vehicle</b>	<b>Total:</b>	<b>749</b>	<b>270</b>	<b>46</b>			

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	392	255	43
Asleep at the Wheel:	12	1	0
Driver Fatigue:	12	0	0
Illness/Medical:	6	0	0
Driver Inexperience:	80	2	1
Agressive Driving:	67	6	0
Driver Unfamiliar with Area:	87	2	1
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officer:	1	0	0
Physical Disability:	0	0	0
DUI, DWAI, DUID:	24	1	0
Distracted/Passenger:	6	0	0
Distracted/Cell Phone:	2	0	0
Distracted/Radio:	3	0	0
Distracted/Other:	18	0	0
Other Factor:	37	2	0
Unknown:	2	1	1
<b>Total:</b>	<b>749</b>	<b>270</b>	<b>46</b>

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	476	136	15
Slowing:	53	76	15
Stopped in Traffic:	6	40	16
Making Right Turn:	5	0	0
Making Left Turn:	3	0	0
Making U-Turn:	0	0	0
Passing:	14	3	0
Backing:	1	0	0
Enter/Leave Parked Pos:	0	0	0
Parked:	0	6	0
Changing Lanes:	41	3	0
Avoiding Object in Road:	8	5	0
Weaving:	4	0	0
Spun Out of Control:	128	1	0
Drove Wrong Way:	1	0	0
Other:	9	0	0
Unknown:	0	0	0
<b>Total:</b>	<b>749</b>	<b>270</b>	<b>46</b>

Driver Condition (Alcohol)	Veh 1	Veh 2	Veh 3
No Alcohol Suspected:	685	259	44
Alcohol Suspected:	32	1	0
Unknown Alcohol:	32	10	2
<b>Alcohol Sub-Total:</b>	<b>749</b>	<b>270</b>	<b>46</b>

Driver Condition (Drugs)	Veh 1	Veh 2	Veh 3
No Drugs Suspected:	712	260	19
Drugs Suspected:	2	0	0
Unknown Drugs:	35	10	27
<b>Drugs Sub-Total:</b>	<b>749</b>	<b>270</b>	<b>46</b>

**ADT: 42,309      Length: 7.41      Coris File: tcoris2009.dbf**



**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103133257

**Highway:** 70A      **Begin:**240.00    **End:**242.06    **From:**01/01/2006    **To:**12/31/2010

Segment 1 - I-70 Business Route Interchange

**Severity**

PDO: 171  
INJ: 7      7:Injured  
FAT: 1      4:Killed  
**Total: 179**

**Number of Vehicles**

One Vehicle: 95  
Two Vehicles: 67  
Three or More: 17  
Unknown: 0  
**Total: 179**

**Location**

On Road: 95  
Off Road: 84  
Unknown: 0  
**Total: 179**

**Accident Type**

Overturning: 5	Sideswipe (Same): 17	Bicycles: 0
Other Non Collision: 1	Sideswipe (Opposite): 0	Domestic Animal: 0
Pedestrians: 0	Approach Turn: 0	Wild Animal: 15
Broadside: 0	Overtaking Turn: 0	Fixed Objects: 79
Head On: 0	Parked Motor Vehicle: 1	Other Objects: 6
Rear End: 55	Railway Vehicle: 0	Unknown: 0
		<b>Total: 179</b>

**Lighting Conditions**

Daylight: 112  
Dawn or Dusk: 14  
Dark - Lighted: 32  
Dark - Unlighted: 19  
Unknown: 2  
**Total: 179**

**Mainline/Ramps/Frontage Rds**

Mainline: 179  
Ramps: 0  
Frontage Roads: 0  
Intsx Frontage/Ramps: 0  
HOV Lanes: 0  
Unknown: 0  
**Total: 179**

**Weather Conditions**

None: 124  
Rain: 8  
Snow/Sleet/Hail: 42  
Fog: 0  
Dust: 0  
Wind: 3  
Unknown: 2  
**Total: 179**

**Vehicle Types**

	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	10	4	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	84	41	7
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	34	14	3
Pickup Truck/Utility Van w/Trailer:	3	2	0
SUV:	45	23	7
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	1	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	2	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0

Commercial Vehicle      **Total: 179      84      17**

**Road Conditions**

Dry: 85  
Wet: 12  
Muddy: 0  
Snowy: 17  
Icy: 51  
Slushy: 5  
Foreign Material: 0  
With Road Treatment: 7  
Unknown: 2  
**Total: 179**

**Accident Rates**

PDO: 1.15\*      \* MVMT  
INJ: 0.05\*      \*\* 100 MVMT  
FAT: 0.67\*\*      **Total: 1.21\***

ADT: 42,487

Length: 1.91

Coris File: tcoris2009.dbf



**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Microsoft Visual FoxPro 9 SP2  
11/03/2011

Job #: 20111103133121

**Highway:** 70A      **Begin:**242.07    **End:**243.62    **From:**01/01/2006    **To:**12/31/2010

Segment 2 - Hidden Valley Interchange

Severity	
PDO:	254
INJ:	19      22:Injured
FAT:	0      0:Killed
<b>Total:</b>	<b>273</b>

Number of Vehicles	
One Vehicle:	206
Two Vehicles:	51
Three or More:	16
Unknown:	0
<b>Total:</b>	<b>273</b>

Location	
On Road:	69
Off Road:	204
Unknown:	0
<b>Total:</b>	<b>273</b>

Accident Type		
Overturning:	12	Sideswipe (Same): 19
Other Non Collision:	2	Sideswipe (Opposite): 0
Pedestrians:	0	Approach Turn: 0
Broadside:	0	Overtaking Turn: 0
Head On:	0	Parked Motor Vehicle: 1
Rear End:	30	Railway Vehicle: 0
Bicycles:	0	Domestic Animal: 0
Wild Animal:	4	Fixed Objects: 197
Other Objects:	7	Unknown: 0
<b>Total:</b>	<b>273</b>	

Lighting Conditions	
Daylight:	149
Dawn or Dusk:	19
Dark - Lighted:	76
Dark - Unlighted:	28
Unknown:	1
<b>Total:</b>	<b>273</b>

Mainline/Ramps/Frontage Rds	
Mainline:	273
Ramps:	0
Frontage Roads:	0
Intsx Frontage/Ramps:	0
HOV Lanes:	0
Unknown:	0
<b>Total:</b>	<b>273</b>

Weather Conditions	
None:	211
Rain:	14
Snow/Sleet/Hail:	42
Fog:	0
Dust:	0
Wind:	5
Unknown:	1
<b>Total:</b>	<b>273</b>

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	18	5	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	144	34	4
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	44	10	7
Pickup Truck/Utility Van w/Trailer:	3	1	0
SUV:	59	15	5
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	3	2	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	2	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
<b>Commercial Vehicle</b>	<b>Total: 273</b>	<b>67</b>	<b>16</b>

Road Conditions	
Dry:	105
Wet:	28
Muddy:	0
Snowy:	9
Icy:	70
Slushy:	6
Foreign Material:	1
With Road Treatment:	52
Unknown:	2
<b>Total:</b>	<b>273</b>

Accident Rates		
PDO:	2.00 *	* MVMT
INJ:	0.15 *	** 100 MVMT
FAT:	0.00 **	<b>Total: 2.15 *</b>

**ADT:** 42,091      **Length:** 1.65      **Coris File:** tcoris2009.dbf





**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103132951

**Highway:** 70A      **Begin:**243.63    **End:**245.43    **From:**01/01/2006    **To:**12/31/2010

Segment 3 - US 6G (Kermits) Interchange

Severity	Number of Vehicles	Location
PDO: 132	One Vehicle: 84	On Road: 77
INJ: 16      20:Injured	Two Vehicles: 55	Off Road: 72
FAT: 1      1:Killed	Three or More: 10	Unknown: 0
<b>Total: 149</b>	<b>Total: 149</b>	<b>Total: 149</b>

Accident Type		
Overturing: 16	Sideswipe (Same): 24	Bicycles: 0
Other Non Collision: 4	Sideswipe (Opposite): 0	Domestic Animal: 1
Pedestrians: 0	Approach Turn: 0	Wild Animal: 1
Broadside: 0	Overtaking Turn: 0	Fixed Objects: 60
Head On: 0	Parked Motor Vehicle: 1	Other Objects: 10
Rear End: 32	Railway Vehicle: 0	Unknown: 0
		<b>Total: 149</b>

Lighting Conditions	Mainline/Ramps/Frontage Rds	Weather Conditions
Daylight: 92	Mainline: 149	None: 113
Dawn or Dusk: 13	Ramps: 0	Rain: 5
Dark - Lighted: 13	Frontage Roads: 0	Snow/Sleet/Hail: 25
Dark - Unlighted: 31	Intsx Frontage/Ramps: 0	Fog: 0
Unknown: 0	HOV Lanes: 0	Dust: 0
<b>Total: 149</b>	Unknown: 0	Wind: 6
	<b>Total: 149</b>	Unknown: 0
		<b>Total: 149</b>

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	11	6	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	80	26	6
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	21	17	0
Pickup Truck/Utility Van w/Trailer:	3	0	0
SUV:	26	14	4
SUV w/Trailer:	0	1	0
Motor Home:	1	0	0
Motorcycle:	6	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	0	0	0
Light Rail:	0	0	0
Other:	1	0	0
Unknown:	0	0	0
<b>Commercial Vehicle</b>	<b>Total: 149</b>	<b>65</b>	<b>10</b>

Road Conditions	
Dry:	93
Wet:	12
Muddy:	0
Snowy:	14
Icy:	17
Slushy:	2
Foreign Material:	0
With Road Treatment:	11
Unknown:	0
<b>Total:</b>	<b>149</b>

Accident Rates		
PDO:	0.91 *	* MVMT
INJ:	0.11 *	** 100 MVMT
FAT:	0.69 **	<b>Total: 1.03 *</b>



**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103132817

**Highway:** 70A      **Begin:**245.44    **End:**247.24    **From:**01/01/2006    **To:**12/31/2010

Segment 4 - Floyd Hill Interchange

Severity	Number of Vehicles	Location
PDO: 103	One Vehicle: 84	On Road: 75
INJ: 21      26:Injured	Two Vehicles: 37	Off Road: 49
FAT: 0      0:Killed	Three or More: 3	Unknown: 0
<b>Total: 124</b>	Unknown: 0	<b>Total: 124</b>
	<b>Total: 124</b>	

Accident Type		
Overturing: 15	Sideswipe (Same): 16	Bicycles: 0
Other Non Collision: 3	Sideswipe (Opposite): 0	Domestic Animal: 0
Pedestrians: 0	Approach Turn: 0	Wild Animal: 36
Broadside: 0	Overtaking Turn: 0	Fixed Objects: 33
Head On: 0	Parked Motor Vehicle: 2	Other Objects: 2
Rear End: 17	Railway Vehicle: 0	Unknown: 0
		<b>Total: 124</b>

Lighting Conditions	Mainline/Ramps/Frontage Rds	Weather Conditions
Daylight: 58	Mainline: 124	None: 90
Dawn or Dusk: 11	Ramps: 0	Rain: 4
Dark - Lighted: 7	Frontage Roads: 0	Snow/Sleet/Hail: 27
Dark - Unlighted: 48	Intsx Frontage/Ramps: 0	Fog: 0
Unknown: 0	HOV Lanes: 0	Dust: 0
<b>Total: 124</b>	Unknown: 0	Wind: 3
	<b>Total: 124</b>	Unknown: 0
		<b>Total: 124</b>

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs): 10	5	0	
School Bus (All School Busses): 0	0	0	
Non-School Bus (> 8) in Commerce: 0	0	0	
Transit Bus: 0	0	0	
Passenger Car/Van: 56	17	2	
Passenger Car/Van w/Trailer: 0	0	0	
Pickup Truck/Utility Van: 18	6	0	
Pickup Truck/Utility Van w/Trailer: 4	2	0	
SUV: 35	8	1	
SUV w/Trailer: 0	0	0	
Motor Home: 0	0	0	
Motorcycle: 1	0	0	
Bicycle: 0	0	0	
Motorized Bicycle: 0	0	0	
Farm Equipment: 0	0	0	
Hit and Run - Unknown: 0	0	0	
Light Rail: 0	0	0	
Other: 0	0	0	
Unknown: 0	2	0	
<b>Commercial Vehicle</b>	<b>Total: 124</b>	<b>40</b>	<b>3</b>

Road Conditions	
Dry: 76	
Wet: 12	
Muddy: 0	
Snowy: 9	
Icy: 19	
Slushy: 5	
Foreign Material: 0	
With Road Treatment: 3	
Unknown: 0	
<b>Total: 124</b>	

Accident Rates	
PDO: 0.69*	* MVMT
INJ: 0.14*	** 100 MVMT
FAT: 0.00**	<b>Total: 0.83*</b>

**ADT:** 42,400      **Length:** 1.93      **Coris File:** tcoris2009.dbf



**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103133522

**Highway:** 70A 70K      **Begin:**240.00    **End:**247.24    **From:**01/01/2006    **To:**12/31/2006

Year 2006

**Severity**

PDO: 137  
INJ: 18      23:Injured  
FAT: 1      4:Killed  
**Total: 156**

**Number of Vehicles**

One Vehicle: 87  
Two Vehicles: 63  
Three or More: 6  
Unknown: 0  
**Total: 156**

**Location**

On Road: 84  
Off Road: 72  
Unknown: 0  
**Total: 156**

**Accident Type**

Overturning: 16	Sideswipe (Same): 22	Bicycles: 0
Other Non Collision: 4	Sideswipe (Opposite): 0	Domestic Animal: 0
Pedestrians: 0	Approach Turn: 0	Wild Animal: 9
Broadside: 1	Overtaking Turn: 0	Fixed Objects: 58
Head On: 0	Parked Motor Vehicle: 1	Other Objects: 7
Rear End: 38	Railway Vehicle: 0	Unknown: 0
		<b>Total: 156</b>

**Lighting Conditions**

Daylight: 99  
Dawn or Dusk: 8  
Dark - Lighted: 17  
Dark - Unlighted: 29  
Unknown: 3  
**Total: 156**

**Mainline/Ramps/Frontage Rds**

Mainline: 150  
Ramps: 6  
Frontage Roads: 0  
Intsx Frontage/Ramps: 2  
HOV Lanes: 0  
Unknown: 0  
**Total: 156**

**Weather Conditions**

None: 109  
Rain: 4  
Snow/Sleet/Hail: 33  
Fog: 0  
Dust: 0  
Wind: 7  
Unknown: 3  
**Total: 156**

**Vehicle Types**

Vehicle/Vehicle Combo (> 10k Lbs):	15	4	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	101	50	4
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	26	11	1
Pickup Truck/Utility Van w/Trailer:	2	0	0
SUV:	8	3	1
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	1	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	2	0	0
Light Rail:	0	0	0
Other:	1	0	0
Unknown:	0	0	0

Commercial Vehicle      **Total: 156      69      6**

**Road Conditions**

Dry: 84  
Wet: 14  
Muddy: 0  
Snowy: 11  
Icy: 23  
Slushy: 9  
Foreign Material: 0  
With Road Treatment: 13  
Unknown: 2  
**Total: 156**

**Accident Rates**

PDO: 1.15\*      \* MVMT  
INJ: 0.15\*      \*\* 100 MVMT  
FAT: 0.84\*\*      **Total: 1.31\***

ADT: 43,884

Length: 7.41

Coris File: tcoris2006.dbf



**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103133604

**Highway:** 70A 70K      **Begin:**240.00    **End:**247.24    **From:**01/01/2007    **To:**12/31/2007

Year 2007

Severity	Number of Vehicles	Location
PDO: 156	One Vehicle: 103	On Road: 75
INJ: 13      17:Injured	Two Vehicles: 58	Off Road: 94
FAT: 0      0:Killed	Three or More: 8	Unknown: 0
<b>Total: 169</b>	<b>Total: 169</b>	<b>Total: 169</b>

Accident Type		
Overturing: 10	Sideswipe (Same): 24	Bicycles: 0
Other Non Collision: 2	Sideswipe (Opposite): 0	Domestic Animal: 0
Pedestrians: 0	Approach Turn: 0	Wild Animal: 10
Broadside: 0	Overtaking Turn: 0	Fixed Objects: 87
Head On: 0	Parked Motor Vehicle: 1	Other Objects: 6
Rear End: 29	Railway Vehicle: 0	Unknown: 0
		<b>Total: 169</b>

Lighting Conditions	Mainline/Ramps/Frontage Rds	Weather Conditions
Daylight: 115	Mainline: 165	None: 118
Dawn or Dusk: 11	Ramps: 4	Rain: 5
Dark - Lighted: 18	Frontage Roads: 0	Snow/Sleet/Hail: 41
Dark - Unlighted: 25	Intsx Frontage/Ramps: 0	Fog: 0
Unknown: 0	HOV Lanes: 0	Dust: 0
<b>Total: 169</b>	Unknown: 0	Wind: 5
	<b>Total: 169</b>	Unknown: 0
		<b>Total: 169</b>

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	16	4	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	71	26	2
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	32	13	2
Pickup Truck/Utility Van w/Trailer:	3	2	0
SUV:	44	21	4
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	3	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	0	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
<b>Commercial Vehicle</b>	<b>Total: 169</b>	<b>66</b>	<b>8</b>

Road Conditions	
Dry:	81
Wet:	13
Muddy:	0
Snowy:	11
Icy:	54
Slushy:	5
Foreign Material:	0
With Road Treatment:	5
Unknown:	0
<b>Total:</b>	<b>169</b>

Accident Rates		
PDO:	1.28*	* MVMT
INJ:	0.11*	** 100 MVMT
FAT:	0.00**	<b>Total: 1.39*</b>

**ADT:** 44,981      **Length:** 7.41      **Coris File:** tcoris2007.dbf



**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103133655

**Highway:** 70A 70K      **Begin:**240.00   **End:**247.24   **From:**01/01/2008   **To:**12/31/2008

Year 2008

Severity	Number of Vehicles	Location
PDO: 120	One Vehicle: 80	On Road: 60
INJ: 12      14:Injured	Two Vehicles: 41	Off Road: 73
FAT: 1      1:Killed	Three or More: 12	Unknown: 0
<b>Total: 133</b>	Unknown: 0	<b>Total: 133</b>
	<b>Total: 133</b>	

Accident Type		
Overtuning: 11	Sideswipe (Same): 11	Bicycles: 0
Other Non Collision: 1	Sideswipe (Opposite): 0	Domestic Animal: 0
Pedestrians: 0	Approach Turn: 0	Wild Animal: 9
Broadside: 2	Overtaking Turn: 0	Fixed Objects: 66
Head On: 0	Parked Motor Vehicle: 1	Other Objects: 3
Rear End: 29	Railway Vehicle: 0	Unknown: 0
		<b>Total: 133</b>

Lighting Conditions	Mainline/Ramps/Frontage Rds	Weather Conditions
Daylight: 67	Mainline: 131	None: 98
Dawn or Dusk: 18	Ramps: 2	Rain: 11
Dark - Lighted: 23	Frontage Roads: 0	Snow/Sleet/Hail: 23
Dark - Unlighted: 25	Intsx Frontage/Ramps: 2	Fog: 0
Unknown: 0	HOV Lanes: 0	Dust: 0
<b>Total: 133</b>	Unknown: 0	Wind: 1
	<b>Total: 133</b>	Unknown: 0
		<b>Total: 133</b>

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	10	4	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	56	20	3
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	24	6	3
Pickup Truck/Utility Van w/Trailer:	3	2	0
SUV:	37	18	6
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	2	2	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	1	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	1	0
<b>Commercial Vehicle</b>	<b>Total: 133</b>	<b>53</b>	<b>12</b>

Road Conditions	
Dry:	61
Wet:	13
Muddy:	0
Snowy:	9
Icy:	34
Slushy:	1
Foreign Material:	1
With Road Treatment:	14
Unknown:	0
<b>Total:</b>	<b>133</b>

Accident Rates		
PDO:	1.02*	* MVMT
INJ:	0.10*	** 100 MVMT
FAT:	0.85**	<b>Total: 1.13*</b>

**ADT:** 43,529      **Length:** 7.41      **Coris File:** tcoris2008.dbf



**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103133739

**Highway:** 70A 70K      **Begin:**240.00   **End:**247.24   **From:**01/01/2009   **To:**12/31/2009

Year 2009

Severity	
PDO:	128
INJ:	10      11:Injured
FAT:	1      1:Killed
<b>Total:</b>	<b>139</b>

Number of Vehicles	
One Vehicle:	97
Two Vehicles:	28
Three or More:	14
Unknown:	0
<b>Total:</b>	<b>139</b>

Location	
On Road:	59
Off Road:	80
Unknown:	0
<b>Total:</b>	<b>139</b>

Accident Type		
Overturning:	8	Sideswipe (Same): 10
Other Non Collision:	1	Sideswipe (Opposite): 0
Pedestrians:	0	Approach Turn: 0
Broadside:	1	Overtaking Turn: 0
Head On:	0	Parked Motor Vehicle: 1
Rear End:	22	Railway Vehicle: 0
Bicycles:	0	Domestic Animal: 0
Wild Animal:	19	Fixed Objects: 73
Other Objects:	4	Unknown: 0
<b>Total:</b>	<b>139</b>	

Lighting Conditions	
Daylight:	75
Dawn or Dusk:	8
Dark - Lighted:	33
Dark - Unlighted:	23
Unknown:	0
<b>Total:</b>	<b>139</b>

Mainline/Ramps/Frontage Rds	
Mainline:	135
Ramps:	4
Frontage Roads:	0
Intsx Frontage/Ramps:	2
HOV Lanes:	0
Unknown:	0
<b>Total:</b>	<b>139</b>

Weather Conditions	
None:	112
Rain:	3
Snow/Sleet/Hail:	22
Fog:	0
Dust:	0
Wind:	2
Unknown:	0
<b>Total:</b>	<b>139</b>

Vehicle Types	Vehicle 1	Vehicle 2	Vehicle 3
Vehicle/Vehicle Combo (> 10k Lbs):	7	6	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	68	12	6
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	17	14	3
Pickup Truck/Utility Van w/Trailer:	3	1	0
SUV:	41	7	5
SUV w/Trailer:	0	0	0
Motor Home:	0	0	0
Motorcycle:	2	1	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	1	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	1	0
<b>Commercial Vehicle</b>	<b>Total: 139</b>	<b>42</b>	<b>14</b>

Road Conditions	
Dry:	72
Wet:	7
Muddy:	0
Snowy:	8
Icy:	28
Slushy:	2
Foreign Material:	0
With Road Treatment:	22
Unknown:	0
<b>Total:</b>	<b>139</b>

Accident Rates		
PDO:	1.12*	* MVMT
INJ:	0.09*	** 100 MVMT
FAT:	0.87**	<b>Total: 1.21*</b>

**ADT:** 42,309      **Length:** 7.41      **Coris File:** tcoris2009.dbf





**Colorado Department of Transportation  
Safety and Traffic Engineering  
General Accident Summary Report**

Job #: 20111103133848

**Highway:** 70A 70K      **Begin:**240.00    **End:**247.24    **From:**01/01/2010    **To:**12/31/2010

Year 2010

**Severity**

PDO: 139  
INJ: 13      13:Injured  
FAT: 0      0:Killed

**Total: 152**

**Number of Vehicles**

One Vehicle: 112  
Two Vehicles: 34  
Three or More: 6  
Unknown: 0

**Total: 152**

**Location**

On Road: 52  
Off Road: 100  
Unknown: 0

**Total: 152**

**Accident Type**

Overtuning: 4	Sideswipe (Same): 13	Bicycles: 0
Other Non Collision: 2	Sideswipe (Opposite): 0	Domestic Animal: 1
Pedestrians: 0	Approach Turn: 0	Wild Animal: 9
Broadside: 0	Overtaking Turn: 0	Fixed Objects: 94
Head On: 0	Parked Motor Vehicle: 1	Other Objects: 5
Rear End: 22	Railway Vehicle: 0	Unknown: 0

**Total: 152**

**Lighting Conditions**

Daylight: 73  
Dawn or Dusk: 14  
Dark - Lighted: 40  
Dark - Unlighted: 25  
Unknown: 0

**Total: 152**

**Mainline/Ramps/Frontage Rds**

Mainline: 148  
Ramps: 4  
Frontage Roads: 0  
Intsx Frontage/Ramps: 0  
HOV Lanes: 0  
Unknown: 0

**Total: 152**

**Weather Conditions**

None: 122  
Rain: 9  
Snow/Sleet/Hail: 19  
Fog: 0  
Dust: 0  
Wind: 2  
Unknown: 0

**Total: 152**

**Vehicle Types**

	<b>Vehicle 1</b>	<b>Vehicle 2</b>	<b>Vehicle 3</b>
Vehicle/Vehicle Combo (> 10k Lbs):	5	4	0
School Bus (All School Busses):	0	0	0
Non-School Bus (> 8) in Commerce:	0	0	0
Transit Bus:	0	0	0
Passenger Car/Van:	79	16	4
Passenger Car/Van w/Trailer:	0	0	0
Pickup Truck/Utility Van:	24	7	1
Pickup Truck/Utility Van w/Trailer:	2	0	0
SUV:	38	12	1
SUV w/Trailer:	0	1	0
Motor Home:	1	0	0
Motorcycle:	3	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	0	0	0
Light Rail:	0	0	0
Other:	0	0	0
Unknown:	0	0	0

Commercial Vehicle      **Total: 152      40      6**

**Road Conditions**

Dry: 77  
Wet: 18  
Muddy: 0  
Snowy: 12  
Icy: 22  
Slushy: 2  
Foreign Material: 0  
With Road Treatment: 19  
Unknown: 2

**Total: 152**

**Accident Rates**

PDO: 1.21 \*      \* MVMT  
INJ: 0.11 \*      \*\* 100 MVMT  
FAT: 0.00 \*\*      **Total: 1.33 \***

**ADT: 42,309      Length: 7.41      Coris File: tcoris2009.dbf**

# APPROACH TURN ACCIDENTS

## Definition:

Two vehicles traveling opposite direction are approaching each other and one vehicle unsafely turns in front of the oncoming vehicle resulting in a front to side collision.

## Event Sequence Diagrams <sup>[2]</sup>:

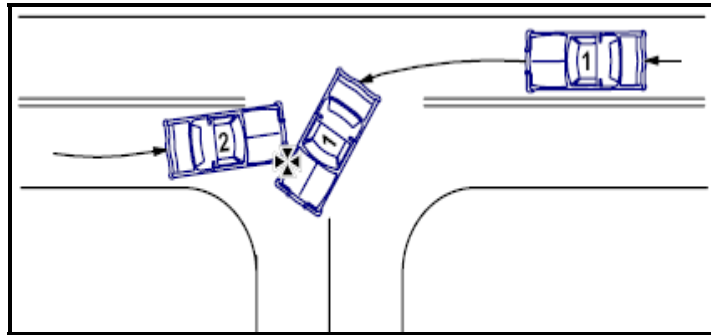


Figure FR-5: Front to Side

## Probable Causes:

Approach turn accidents at signalized intersections are typically attributable to:

- 1) Restricted Sight Distance
- 2) Excessive speed
- 3) Poor traffic control visibility
- 4) Inadequate advance intersection warning signs
- 5) Inadequate traffic signal cycles
- 6) Inadequate road design and/or maintenance

# BROADSIDE ACCIDENTS

## Definition <sup>[1]</sup>:

Two vehicles approaching from non-opposing angular directions collide, typically resulting as one vehicle failed to either stop or yield right of way from a Stop or Yield sign, ran a red light, or was not cleared from the intersection upon the onset of the conflicting movement's green signal.

## Event Sequence Diagrams <sup>[2]</sup>:

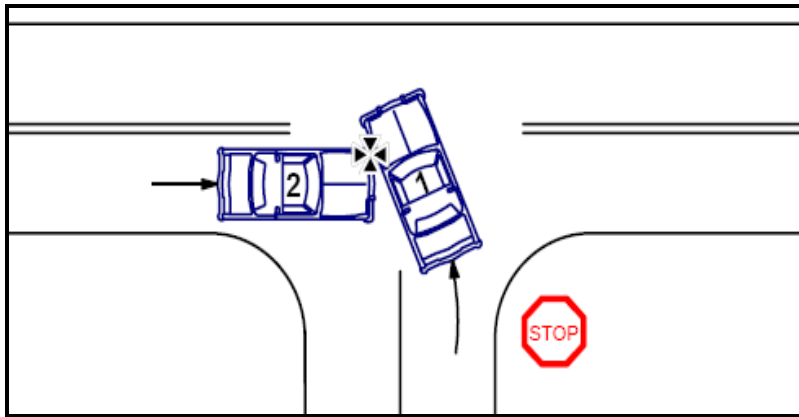


Figure FR-12A: Front to Side

## Probable Causes:

Broadside accidents at signalized intersections are typically attributable to:

- 1) Restricted sight distance
- 2) Excessive Speed on approaches
- 3) Poor visibility of signals
- 4) Inadequate signal timing
- 5) Inadequate roadway lighting
- 6) Inadequate advance intersection warning signs
- 7) Large total intersection volume

# HEAD-ON COLLISION ACCIDENTS

## Definition <sup>[1]</sup>:

Two vehicles approaching opposite directions and intending to continue in opposite directions collide in a frontal or angular manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway. This includes a collision resulting from one vehicle traveling the wrong way down a divided highway.

## Event Sequence Diagrams <sup>[2]</sup>:

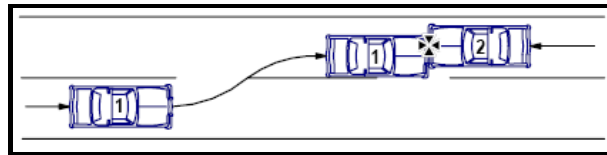


Figure FR-6A: Front to Front

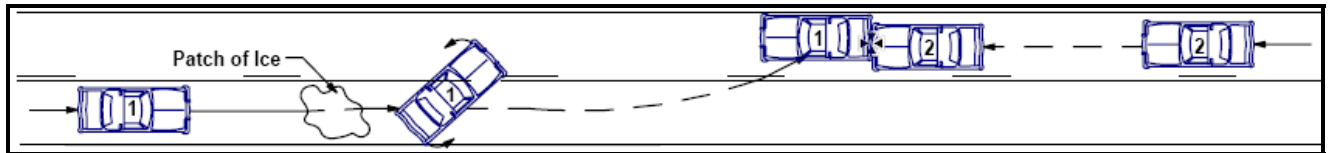


Figure FR-6B: Front to Rear

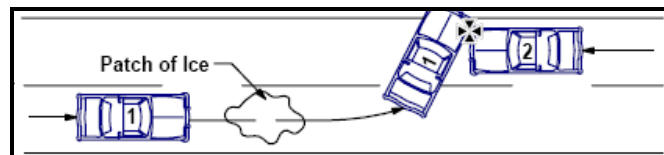


Figure FR-6C: Front to Side

## Probable Causes:

Head-on collision accidents are typically attributable to:

- 1) Inadequate road design and/or maintenance
- 2) Inadequate shoulders
- 3) Excessive vehicle speed
- 4) Inadequate pavement markings
- 5) Inadequate channelization
- 6) Inadequate signing
- 7) Aggressive driving behaviors

# OVERTAKING ACCIDENTS

## Definition <sup>[3]</sup>:

Collisions occur when a vehicle tries to overtake another vehicle traveling in the same direction by overtaking when approaching or at a road junction on either side of the road, where the road narrows, when approaching a school crossing patrol, where traffic is queuing at junctions or in construction work zones. This forces another road user to swerve or slow down, at a level crossing, when a road user is indicating right.

## Event Sequence Diagrams <sup>[2]</sup>:

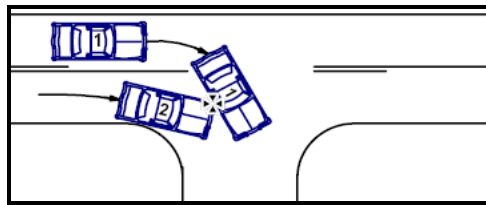


Figure FR-8A: Front to Side

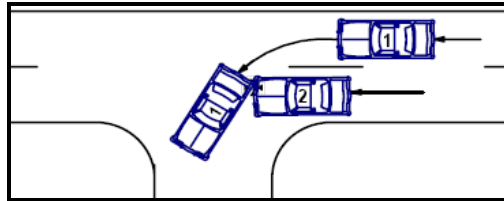


Figure FR-8B: Front to Side

## Probable Causes:

Overtaking accidents at signalized intersections are typically attributable to:

- 1) Inadequate pavement markings
- 2) Inadequate signing
- 3) Inadequate road design and/or maintenance
- 4) Roadside features

# OVERTURNING ACCIDENTS

## Definition <sup>[1]</sup>:

A crash in which a vehicle overturns on or off the roadway without first having been involved in some other type single or multiple vehicle crash. This includes motorcycle crashes in which the operator loses control of and drops the bike, but had not initially struck another motor vehicle, fixed or non-fixed object, animal, bicyclist or pedestrian.

## Event Sequence Diagrams <sup>[2]</sup>:

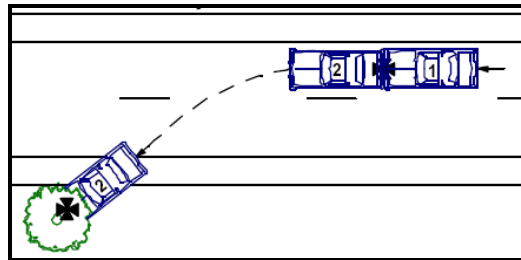


Figure FR-7A: On Roadway

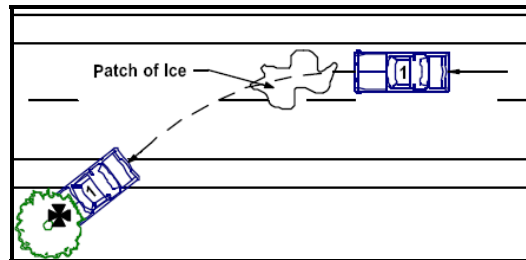


Figure FR-7A: Ran off left side

## Probable Causes:

Overturning accidents are typically attributable to:

- 1) Roadside features
- 2) Inadequate shoulder / recovery zone
- 3) Pavement features

# SIDESWIPE ACCIDENTS (OPPOSITE DIRECTION)

## Definition <sup>[1]</sup>:

Two vehicles approaching opposite directions and intending to continue in opposite directions collide in a sideswiping manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway. This also includes a collision resulting from one vehicle traveling the wrong way down a divided highway.

## Event Sequence Diagrams <sup>[2]</sup>:

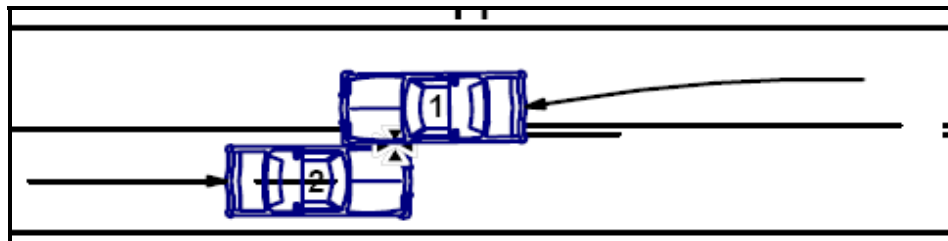


Figure FR-11A: Side to Side – Opposite Direction

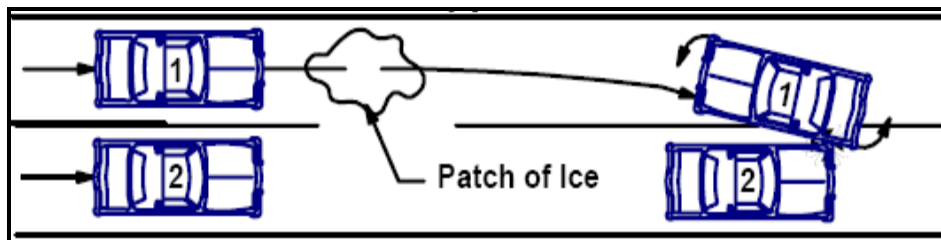


Figure FR-11B: Side to Side – Opposite Direction

## Probable Causes:

Side swipe accidents are typically attributable to:

- 1) Inadequate road design and/or maintenance
- 2) Inadequate shoulders
- 3) Excessive vehicle speed
- 4) Inadequate pavement markings
- 5) Inadequate channelization
- 6) Inadequate signing



# SIDESWIPE ACCIDENTS (SAME DIRECTION)

## Definition <sup>[1]</sup>:

Two vehicles moving alongside each other and collide, with at least one of the vehicles being struck on the side. This type would include a collision resulting from one of the vehicles making an improper turn such as a left from the right lane or vice-versa or turning right from the appropriate outside lane and striking a vehicle passing on the right shoulder.

## Event Sequence Diagrams <sup>[2]</sup>:

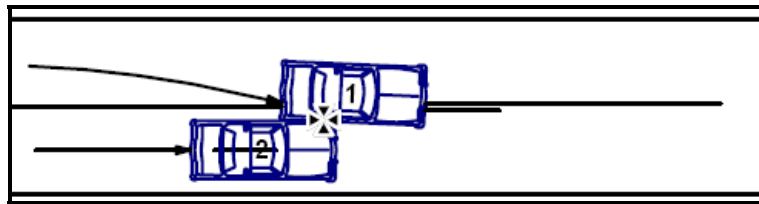


Figure FR-10A: Side to Side – Same Direction

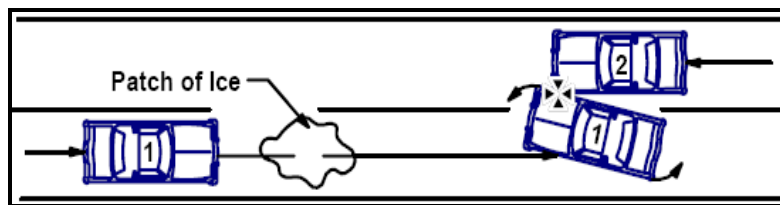


Figure FR-10B: Side to Side – Same Direction

## Probable Causes:

Side swipe accidents are typically attributable to:

- 1) Inadequate road design and/or maintenance
- 2) Inadequate shoulders
- 3) Excessive vehicle speed
- 4) Inadequate pavement markings
- 5) Inadequate channelization
- 6) Inadequate signing

# REAR END ACCIDENTS

## Definition <sup>[1]</sup>:

Two vehicles in a position of one behind the other and collide, regardless of what movement(s) either vehicle was in the process of making with the exception of one or both vehicles backing. This type includes a collision in which the leading vehicle spun out and became turned 180 degrees around such that the resulting same direction collision had it strike front end to front end with the following vehicle.

## Event Sequence Diagrams <sup>[2]</sup>:

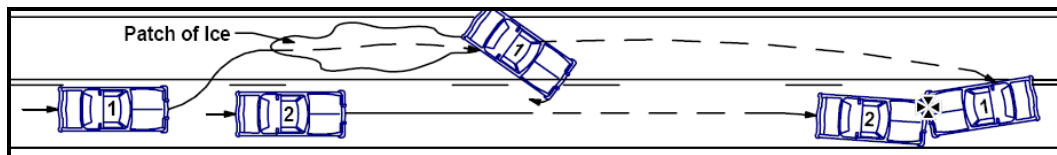


Figure FR-9A: Front to Front

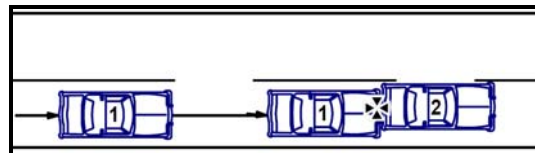


Figure FR-9B: Front to Rear

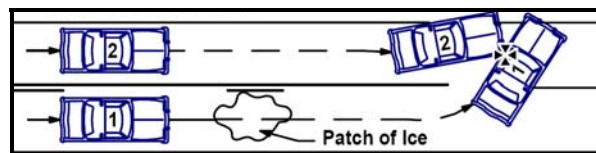


Figure FR-9C: Front to Side

Rear-End accidents at signalized intersections are typically attributable to:

- 1) Slippery road surface
- 2) Large turning volume
- 3) Poor Visibility of signals
- 4) Inadequate signal timing
- 5) Unwarranted signal
- 6) Inadequate roadway lighting
- 7) Excessive speed on approaches
- 8) Crossing pedestrians
- 9) Uncontrolled access at intersection
- 10) Short turning radius
- 11) Inadequate directional signing

Rear-End accidents at un-signalized intersections are typically attributable to:

- 1) Drivers unaware of intersection
- 2) Slippery road surface
- 3) Large turning volume

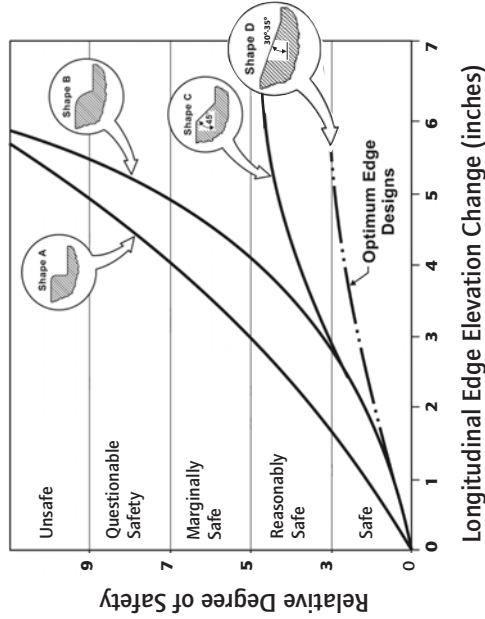
- 4) Inadequate roadway lighting
- 5) Excessive speed on approaches
- 6) Lack of adequate gaps for turning vehicles
- 7) Absence of turning lanes
- 8) Crossing pedestrians
- 9) Uncontrolled access at intersection
- 10) Short turning radius
- 11) Inadequate directional signing



**Reproduction of any Portion of this Document is Prohibited without Expressed Written Authority from the CDOT Safety and Engineering Analysis Group**

## Relative Safety of Various Edge Elevations and Shapes

The chart below shows how various edge shapes relate to safety at speeds of up to 70 mph.



Graphic Source: Zimmer and Ivey, Texas Transportation Institute



The Safety Wedge Shoe is a special edging device that asphalt paving contractors can install on new or existing resurfacing equipment to shape the Safety Edge.

## Contact the FHWA for More Information about the Safety Edge and other Roadway Departure Crash Countermeasures

For more information about Roadway Departure issues and effective countermeasures to prevent Roadway Departure crashes, go to the FHWA Office of Safety's Web site at <http://safety.fhwa.dot.gov/> and click on "Road Departure." FHWA contacts for technical assistance with the Safety Edge are listed below.

### CONTACTS

#### Frank Julian

FHWA Resource Center  
Safety and Design Team  
(404) 562-3689  
[Frank.Julian@dot.gov](mailto:Frank.Julian@dot.gov)

#### Chris Wagner

FHWA Resource Center  
Pavement and Materials Team  
(404) 562-3693  
[Christopher.Wagner@dot.gov](mailto:Christopher.Wagner@dot.gov)

#### Mark Blosschok

FHWA Office of Safety  
Roadway Departure Team  
(202) 366-0087  
[Mark.Blosschok@dot.gov](mailto:Mark.Blosschok@dot.gov)

- Hallmark et. al: Safety Impacts of Pavement Edge Drop-Offs, AAA Foundation for Highway Safety, Washington, DC, September 2006.



U.S. Department of Transportation  
Federal Highway Administration

Publication Number FHWA-SA-07-023

YOU CAN  
REDUCE  
PAVEMENT  
EDGE

DROP-OFF  
HAZARDS

# THE SAFETY EDGE

PAVEMENT EDGE TREATMENT



Saves Lives

Reduces Tort Liability

Reduces Maintenance Expense

Costs Less than 1 Percent of

Pavement Resurfacing Budget

Safe Roads for a Safer Future

Investment in roadway safety saves lives

## Pavement Edges Can Pose Serious Safety Hazards

Run-off-the-road (ROR) crashes account for 58 percent of highway fatalities. While national data documenting the role of pavement edge configuration in the sequence of events leading to crashes are not available, some State-level studies sponsored by the AAA Foundation for Highway Safety point to the life-saving potential of safety edges. For example, researchers studying crashes in Iowa during 2002-2004 reported that pavement edges may have been a contributing factor in as many as 18 percent of ROR crashes, and crashes caused by pavement dropoffs resulted in fatalities more often than other types of ROR crashes.<sup>1</sup>

## How Hazardous Pavement Edges Contribute to Crash Severity

A vehicle that has departed a paved surface can have difficulty re-entering the roadway if the pavement edge is vertical—especially if the edge

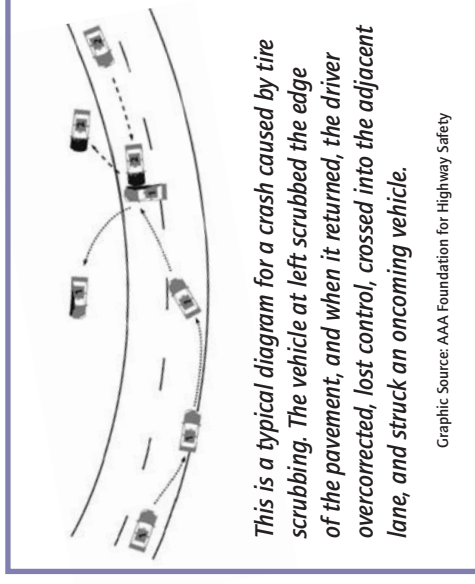


PHOTO SOURCE: FHWA

of the pavement is significantly higher than 2" above the shoulder. When a driver drifts onto the roadway shoulder and tries to steer back onto the pavement, the vertical pavement edge can create a "tire scrubbing" condition that may result in over-steering. If drivers over-steer to

**Sharp, steep pavement edge dropoffs can contribute to crashes.**

return to the roadway without reducing speed, they are prone to lose control of the vehicle. The vehicle may veer into the adjacent lane, where it may collide with, or sideswipe oncoming cars; overturn; or run off the opposite side of the road and crash.



*This is a typical diagram for a crash caused by tire scrubbing. The vehicle at left scrubbed the edge of the pavement, and when it returned, the driver overcorrected, lost control, crossed into the adjacent lane, and struck an oncoming vehicle.*

Graphic Source: AAA Foundation for Highway Safety

## Increase Roadway Safety at No or Low Cost by Specifying the Safety Edge

A simple and cost-effective way to promote pavement edge safety is to adopt a standard specification for all resurfacing projects that requires a 30° - 35° angle "Safety Edge" that interfaces with the graded shoulder.

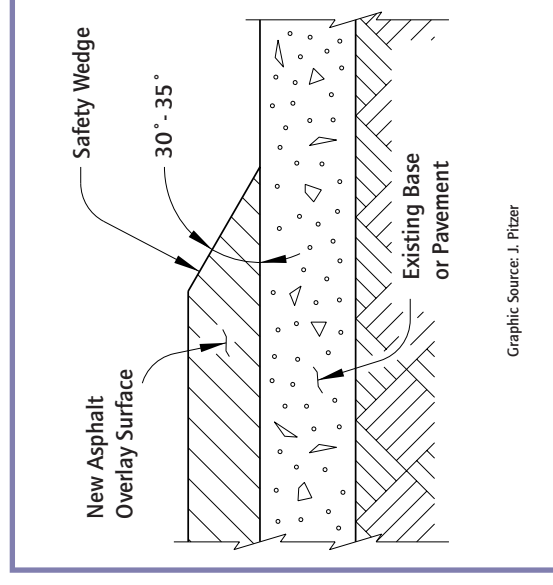
## Solutions to the Pavement Edge Drop-off Hazard

■ Require a 30° - 35° angle asphalt wedge "Safety Edge" at the graded shoulder interface in asphalt resurfacing projects.

- Routinely resurface shoulders when roadways are resurfaced, and add the Safety Edge.
- Many highway agencies aim to maintain edge dropoff depths at 2" or less on high-speed highways.

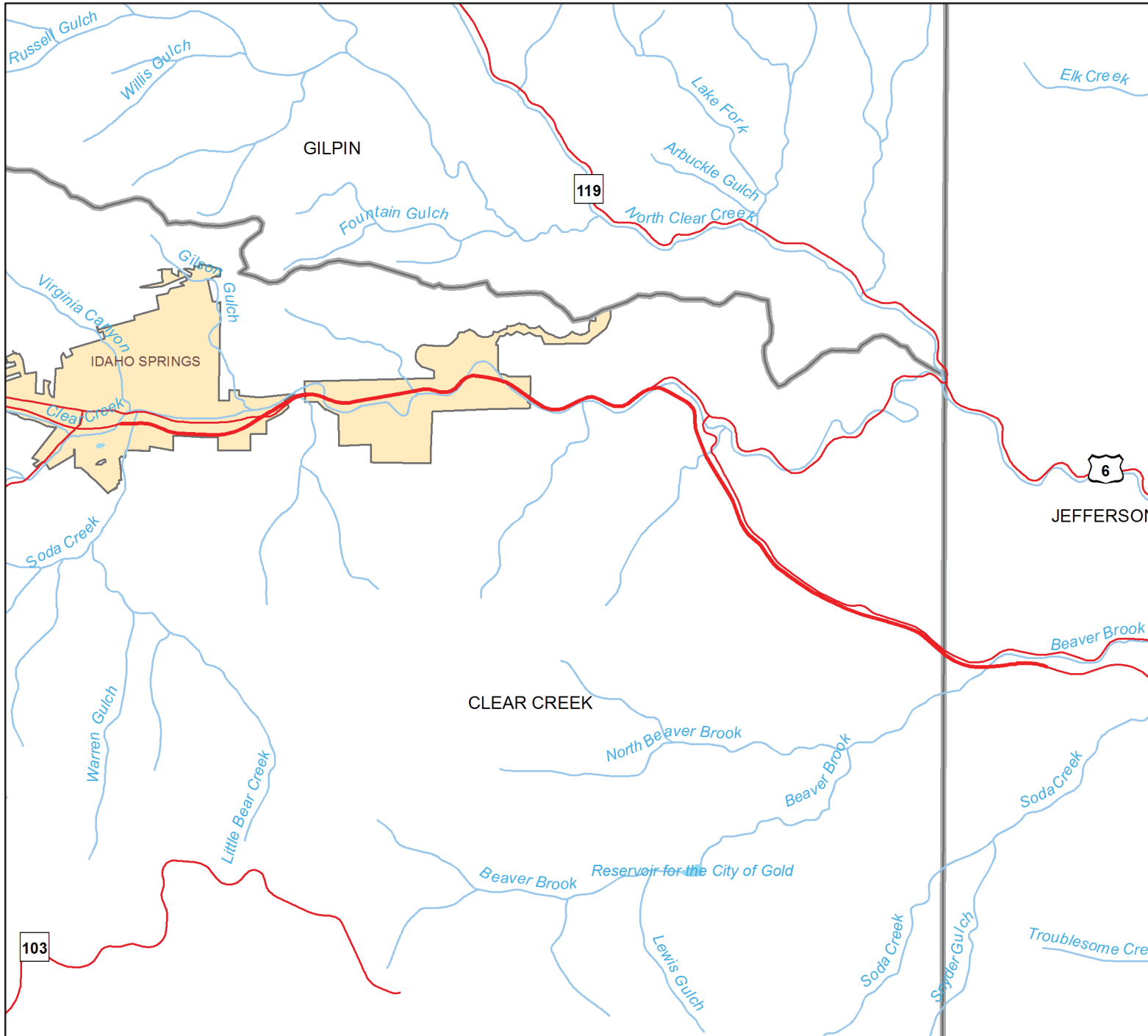
The asphalt wedge provides a safer roadway edge, and a stronger interface between the roadway and the graded shoulder. The additional cost of the asphalt wedge is minimal when included as part of resurfacing projects. Benefits include the avoided economic and social impacts of fatalities, injuries, and property damage.

The placement of the asphalt wedge during resurfacing operations mitigates the hazard posed by edge dropoffs as soon as the paving machine lays down the asphalt mat, allowing the highway agency reasonable time to restore the shoulder.



Graphic Source: J. Pitzer

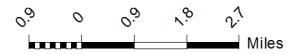
# Route 070A From 240 To 248



### Legend

- Highways
- Streams - 24K
- Lakes
- Cities
- Counties

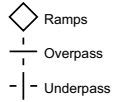
Created:  
9/13/2011 9:32:13 AM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".



Route 070A  
From 240 To 242



**CLASSIFICATION**

Access Control	FW F-W: Interstate System, Freeway Facils
----------------	---

**GEOMETRICS**

Anchor Point	240	240.088	240.15	240.58	240.668	240.75	241	241.026	241.125	241.23	241.277	241.351	241.427	241.505	241.76	242
Is Divided (Yes=1, No = 0)	1															
Median Type	19 Level - Concrete													24 Depressed - Guard Rail		
Median Width	5													6	30	
Operation	2 Two-Way															
Primary Inside Shoulder Width	4															
Primary Outside Shoulder	2 Bituminous															
Primary Outside Shoulder Width	10									4	10	4	20	10		
Primary Surface Type	2 AC - Asphalt Concrete (Bituminous)															
Secondary Inside Shoulder Width	4															
Secondary Outside Shoulder Width	10	4				10	4	10	4				10			
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)															
Through Lane Quantity	4															

**SAFETY**

Speed Limit	65	55
-------------	----	----

**TRAFFIC**

AADT	41000	42000
------	-------	-------

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

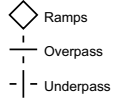


242

243

244

Route 070A  
From 242 To 244



**CLASSIFICATION**

Access Control	FW F-W: Interstate System, Freeway Facils				
----------------	---	--	--	--	--

**GEOMETRICS**

Anchor Point	242 242.045	242.291 242.292	242.786 242.818	242.884, 242.944, 243 242.918, 242.98	243.042 243.04, 243.095	243.219	243.599 243.583	244
Is Divided (Yes=1, No = 0)	1							
Median Type	24 Depressed - Guard Rail					19 Level - Concrete	24 Depressed - Guard Rail	
Median Width	30			2	5		2	20
Operation	2 Two-Way							
Primary Inside Shoulder Width	4	1	4		10		4	
Primary Outside Shoulder	2 Bituminous				3 Portland		2 Bituminous	
Primary Outside Shoulder Width	10	1	10		20		10	
Primary Surface Type	2 AC - Asphalt Concrete (Bituminous)			3 JPCP - Jointed Plain Concrete		2 AC - Asphalt Concrete (Bituminous)		
Secondary Inside Shoulder Width	4	1	4		10		4	
Secondary Outside Shoulder Width	10	1	10		4	20		10
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminous)			3 JPCP - Jointed Plain Concrete		2 AC - Asphalt Concrete (Bituminous)		
Through Lane Quantity	4							

**SAFETY**

Speed Limit	55				
-------------	----	--	--	--	--

**TRAFFIC**

AADT	42000				
------	-------	--	--	--	--

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

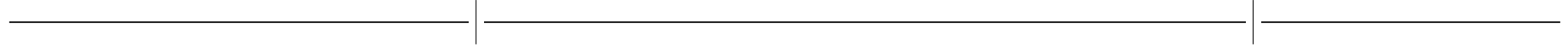
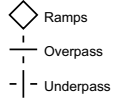


246

247

248

Route 070A  
From 246 To 248



**CLASSIFICATION**

Access Control	FW F-W: Interstate System, Freeway Facils	
----------------	---	--

**GEOMETRICS**

Anchor Point	246	246.299	246.396 246.45	246.597 246.602	247	247.604	247.713 247.764	248	
Is Divided (Yes=1, No = 0)								1	
Median Type	19 Level - Concrete			21 Depressed					
Median Width	5			30					
Operation	2 Two-Way								
Primary Inside Shoulder Width	4	10						4	
Primary Outside Shoulder	2 Bituminous								
Primary Outside Shoulder Width	6						10		
Primary Surface Type	2 AC - Asphalt Concrete (Bituminuous)								
Secondary Inside Shoulder Width	4	10						4	
Secondary Outside Shoulder Width	6	2					10	4	10
Secondary Surface Type	2 AC - Asphalt Concrete (Bituminuous)								
Through Lane Quantity	6								

**SAFETY**

Speed Limit	65	
-------------	----	--

**TRAFFIC**

AADT	41000	44000
------	-------	-------

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
1	070K	2.24	3/18/2007	1720	PDO	07029308	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT	NONE
2	070K	2.48	1/3/2006	0845	PDO	06002886	ON	AT INTERSECTION	2	ICY	DAYLIGHT	NONE
3	070K	2.48	7/28/2008	1520	PDO	08047240	ON	AT INTERSECTION	2	WET	DAYLIGHT	RAIN
4	070K	2.48	9/16/2008	2130	INJ	08023278	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED	NONE
5	070A	240.00	12/6/2006	1845	PDO	06800004	ON	NON-INTERSECTION	2	UNKNOWN	UNKNOWN	UNKNOWN
6	070A	240.00	12/18/2006	0945	PDO	06142874	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
7	070A	240.00	12/25/2006	1930	PDO	06142873	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	WIND
8	070A	240.00	12/25/2006	1940	PDO	06140105	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	WIND
9	070A	240.00	10/20/2007	2055	PDO	07069185	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
10	070A	240.00	12/6/2007	0745	PDO	07079506	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
11	070A	240.00	2/23/2008	1000	PDO	08010652	ON	NON-INTERSECTION	5	DRY	DAYLIGHT	NONE
12	070A	240.00	10/13/2008	0340	PDO	08064336	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL
13	070A	240.00	10/13/2008	0345	PDO	08064361	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL
14	070A	240.00	12/6/2008	1845	PDO	08076971	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
15	070A	240.00	1/10/2009	1915	PDO	09300544	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
16	070A	240.00	7/14/2009	1515	PDO	09036632	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
17	070A	240.00	7/27/2009	1225	PDO	09039764	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
18	070A	240.00	10/18/2009	0320	PDO	09058996	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
19	070A	240.00	2/22/2010	1043	PDO	10009373	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
20	070A	240.00	4/26/2010	0555	PDO	10022077	OFF RIGHT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
21	070A	240.00	4/26/2010	0445	PDO	10022073	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
22	070A	240.00	7/7/2010	1500	PDO	10038536	ON	NON-INTERSECTION	2	WET	DAYLIGHT	RAIN
23	070A	240.00	8/3/2010	2120	PDO	10041594	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED	RAIN
24	070A	240.00	11/2/2010	0942	PDO	10060416	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
25	070A	240.00	12/30/2010	1930	PDO	10073658	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
26	070A	240.03	2/22/2010	1023	PDO	10015580	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	NONE
27	070A	240.04	2/4/2006	1030	PDO	06009133	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
28	070A	240.04	4/10/2007	0750	PDO	07031967	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
29	070A	240.05	7/19/2006	0230	PDO	06800002	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	UNKNOWN
30	070A	240.10	1/22/2007	0900	PDO	07015609	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
31	070A	240.10	1/22/2007	0810	PDO	07015608	OFF LEFT	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
32	070A	240.10	1/22/2007	0940	PDO	07015618	OFF LEFT	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
33	070A	240.10	2/28/2007	1638	INJ	07024287	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
34	070A	240.10	2/28/2007	1710	PDO	07024280	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
35	070A	240.10	11/23/2007	1655	PDO	07000556	OFF LEFT	NON-INTERSECTION	2	SLUSHY	DAWN OR DUSK	SNOW/SLEET/HAIL
36	070A	240.10	12/8/2007	1555	PDO	07079832	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
37	070A	240.10	1/7/2008	2030	PDO	08001437	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
38	070A	240.10	2/4/2008	1655	PDO	08027115	OFF RIGHT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	SNOW/SLEET/HAIL
39	070A	240.10	2/5/2008	1045	PDO	08007646	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
40	070A	240.10	7/15/2009	0600	PDO	09041479	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
41	070A	240.11	2/5/2008	1025	PDO	08008246	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	NONE
42	070A	240.20	1/14/2007	0920	INJ	07015606	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
43	070A	240.20	1/14/2007	0920	INJ	07014067	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
44	070A	240.20	11/23/2007	1655	PDO	07075716	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAWN OR DUSK	SNOW/SLEET/HAIL
45	070A	240.20	11/25/2007	0535	PDO	07078591	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED	NONE
46	070A	240.20	4/4/2009	0705	PDO	09021420	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
47	070A	240.20	4/15/2010	0530	PDO	10021250	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
48	070A	240.25	3/5/2010	0900	PDO	10010732	ON	NON-INTERSECTION	4	ICY	DAYLIGHT	NONE
49	070A	240.30	7/1/2009	2130	PDO	09800025	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
50	070A	240.40	2/25/2007	1555	PDO	07023408	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
51	070A	240.40	9/2/2007	1815	PDO	07063026	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
52	070A	240.40	11/15/2007	1435	PDO	07000554	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
1	REAR END	W	PICKUP TRUCK/UTILITY VAN	DISTRACTED/PASSENGER	15	SLOWING
2	BROADSIDE	S	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	05	SLOWING
3	BROADSIDE	S	SUV	DRIVER UNFAMILIAR W/AREA	10	MAKING LEFT TURN
4	BROADSIDE	S	VEH COMBO (10,001 LBS AND OVER)	DRIVER UNFAMILIAR W/AREA	15	GOING STRAIGHT
5	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	UK	GOING STRAIGHT
6	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	60	GOING STRAIGHT
7	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	UK	GOING STRAIGHT
8	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
9	CONCRETE HIGHWAY BARRIER	W	SUV	NONE APPARENT	60	GOING STRAIGHT
10	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	40	GOING STRAIGHT
11	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	35	GOING STRAIGHT
12	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
13	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
14	REAR END	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	15	GOING STRAIGHT
15	REAR END	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	50	CHANGING LANES
16	GUARD RAIL	E	SUV	DISTRACTED/OTHER	60	GOING STRAIGHT
17	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	10	GOING STRAIGHT
18	WILD ANIMAL	W	SUV	NONE APPARENT	60	GOING STRAIGHT
19	EMBANKMENT	E	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	55	GOING STRAIGHT
20	GUARD RAIL	W	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
21	CONCRETE HIGHWAY BARRIER	W	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
22	SIDESWIPE (SAME DIRECTION)	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	00	CHANGING LANES
23	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	70	GOING STRAIGHT
24	VEHICLE DEBRIS OR CARGO	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	60	GOING STRAIGHT
25	GUARD RAIL	E	SUV	NONE APPARENT	50	SPUN OUT OF CONTROL
26	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
27	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	25	GOING STRAIGHT
28	GUARD RAIL	E	SUV	NONE APPARENT	40	SPUN OUT OF CONTROL
29	SIDESWIPE (SAME DIRECTION)	E	HIT & RUN - UNKNOWN	NONE APPARENT	UK	GOING STRAIGHT
30	GUARD RAIL	E	SUV	NONE APPARENT	50	GOING STRAIGHT
31	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
32	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
33	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	60	GOING STRAIGHT
34	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	50	GOING STRAIGHT
35	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	60	SPUN OUT OF CONTROL
36	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	50	GOING STRAIGHT
37	EMBANKMENT	E	SUV	OTHER FACTOR	40	GOING STRAIGHT
38	GUARD RAIL	E	SUV	DRIVER UNFAMILIAR W/AREA	40	SPUN OUT OF CONTROL
39	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER UNFAMILIAR W/AREA	50	GOING STRAIGHT
40	WILD ANIMAL	E	SUV	NONE APPARENT	50	GOING STRAIGHT
41	GUARD RAIL	E	SUV	OTHER FACTOR	45	SPUN OUT OF CONTROL
42	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	40	SPUN OUT OF CONTROL
43	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	40	SPUN OUT OF CONTROL
44	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
45	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	75	GOING STRAIGHT
46	GUARD RAIL	W	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
47	EMBANKMENT	E	VEH COMBO (10,001 LBS AND OVER)	DRIVER UNFAMILIAR W/AREA	UK	GOING STRAIGHT
48	SIDESWIPE (SAME DIRECTION)	E	SUV	AGRESSIVE DRIVING	60	GOING STRAIGHT
49	VEHICLE DEBRIS OR CARGO	E	HIT & RUN - UNKNOWN	NONE APPARENT	UK	GOING STRAIGHT
50	REAR END	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	10	STOPPED IN TRAFFIC
51	REAR END	E	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	10	GOING STRAIGHT
52	REAR END	E	VEH COMBO (10,001 LBS AND OVER)	AGRESSIVE DRIVING	70	SLOWING

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
53	070A	240.40	12/26/2007	1120	PDO	07082506	OFF LEFT	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
54	070A	240.40	3/29/2009	1448	INJ	09015541	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
55	070A	240.40	7/11/2009	1135	PDO	09039759	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
56	070A	240.50	5/10/2006	0655	PDO	06038265	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
57	070A	240.50	5/22/2006	0805	PDO	06800001	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
58	070A	240.50	10/17/2006	1450	PDO	06128262	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
59	070A	240.50	10/24/2006	1530	PDO	06128264	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
60	070A	240.50	1/28/2007	0250	PDO	07017516	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
61	070A	240.50	2/2/2007	1615	PDO	07020001	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
62	070A	240.50	4/21/2007	1550	PDO	07034516	ON	NON-INTERSECTION	2	WET	DAYLIGHT	RAIN
63	070A	240.50	5/6/2007	0456	PDO	07037581	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
64	070A	240.50	12/11/2007	1830	PDO	07081616	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
65	070A	240.50	3/15/2008	0900	PDO	08019372	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
66	070A	240.50	4/13/2008	2025	PDO	08030223	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
67	070A	240.50	9/5/2008	0815	PDO	08058503	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
68	070A	240.50	3/18/2009	0230	PDO	09015524	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
69	070A	240.50	6/14/2009	1445	PDO	09033265	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
70	070A	240.50	9/7/2009	1730	PDO	09051267	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	RAIN
71	070A	240.50	11/8/2009	1550	PDO	09062451	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
72	070A	240.50	11/14/2009	1500	PDO	09064668	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
73	070A	240.50	2/22/2010	0826	INJ	10009369	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
74	070A	240.50	5/9/2010	0655	PDO	10025399	ON	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
75	070A	240.50	6/13/2010	0800	PDO	10800028	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
76	070A	240.60	5/14/2008	1040	PDO	08017620	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
77	070A	240.70	8/15/2007	0700	PDO	07059778	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
78	070A	240.80	2/13/2006	0630	PDO	06011850	OFF RIGHT	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
79	070A	240.80	3/5/2006	1615	PDO	06015712	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
80	070A	240.80	3/12/2006	2039	PDO	06026057	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
81	070A	240.80	5/12/2009	2130	PDO	09027489	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
82	070A	240.80	11/14/2009	1530	PDO	09064767	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
83	070A	240.87	11/28/2006	1330	FAT	06145544	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
84	070A	240.90	12/22/2007	0630	PDO	07082498	OFF RIGHT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
85	070A	240.92	11/14/2009	1750	PDO	09064768	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL
86	070A	241.00	1/21/2006	1953	PDO	06009171	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
87	070A	241.00	1/21/2006	1945	PDO	06009169	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
88	070A	241.00	3/10/2006	0830	PDO	06020678	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
89	070A	241.00	3/19/2006	1930	PDO	06021486	ON	NON-INTERSECTION	2	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
90	070A	241.00	3/19/2006	2125	PDO	06021482	ON	NON-INTERSECTION	2	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
91	070A	241.00	3/19/2006	2200	PDO	06021483	OFF RIGHT	NON-INTERSECTION	2	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
92	070A	241.00	4/8/2006	1700	PDO	06027146	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
93	070A	241.00	8/17/2006	0045	PDO	06115408	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
94	070A	241.00	12/15/2006	1010	PDO	06142929	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
95	070A	241.00	1/14/2007	1125	PDO	07014079	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
96	070A	241.00	2/18/2007	1519	PDO	07023398	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
97	070A	241.00	5/8/2007	2205	PDO	07037582	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
98	070A	241.00	5/10/2007	0920	PDO	07037583	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
99	070A	241.00	3/30/2008	1805	PDO	08019371	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
100	070A	241.00	4/6/2008	1735	PDO	08030237	ON	NON-INTERSECTION	4	DRY	DAYLIGHT	NONE
101	070A	241.00	1/16/2009	1850	PDO	09005532	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
102	070A	241.00	1/16/2009	1850	PDO	09005533	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
103	070A	241.00	1/30/2009	1625	PDO	09005548	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
104	070A	241.00	1/16/2010	0945	PDO	10003051	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
53	SIDESWIPE (SAME DIRECTION)	E	SUV	AGRESSIVE DRIVING	60	SPUN OUT OF CONTROL
54	OTHER FIXED OBJECT	E	PICKUP TRUCK/UTILITY VAN	DRIVER FATIGUE	60	GOING STRAIGHT
55	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
56	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
57	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	60	GOING STRAIGHT
58	OVERTURNING	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	45	GOING STRAIGHT
59	OVERTURNING	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	75	GOING STRAIGHT
60	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	75	GOING STRAIGHT
61	REAR END	E	SUV	DRIVER UNFAMILIAR W/AREA	30	SLOWING
62	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	60	GOING STRAIGHT
63	OVERTURNING	W	SUV	NONE APPARENT	60	GOING STRAIGHT
64	GUARD RAIL	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	60	GOING STRAIGHT
65	REAR END	W	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	20	GOING STRAIGHT
66	REAR END	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	30	SLOWING
67	REAR END	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	AGRESSIVE DRIVING	60	GOING STRAIGHT
68	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	70	GOING STRAIGHT
69	REAR END	E	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	45	CHANGING LANES
70	REAR END	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	10	GOING STRAIGHT
71	REAR END	E	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	15	GOING STRAIGHT
72	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	10	SPUN OUT OF CONTROL
73	GUARD RAIL	E	SUV	OTHER FACTOR	UK	GOING STRAIGHT
74	WILD ANIMAL	E	SUV	NONE APPARENT	60	GOING STRAIGHT
75	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	SPUN OUT OF CONTROL
76	OTHER NON-COLLISION	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	50	SLOWING
77	EMBANKMENT	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
78	TREE	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
79	REAR END	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	20	GOING STRAIGHT
80	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
81	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
82	TREE	W	SUV	NONE APPARENT	40	SPUN OUT OF CONTROL
83	TREE	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
84	EMBANKMENT	W	SUV	NONE APPARENT	55	GOING STRAIGHT
85	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	25	SPUN OUT OF CONTROL
86	REAR END	E	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	05	GOING STRAIGHT
87	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	02	OTHER
88	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	25	GOING STRAIGHT
89	REAR END	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
90	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	45	GOING STRAIGHT
91	PARKED MOTOR VEHICLE	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	45	GOING STRAIGHT
92	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	25	GOING STRAIGHT
93	INVOLVING OTHER OBJECT	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
94	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	60	CHANGING LANES
95	GUARD RAIL	W	SUV	DRIVER INEXPERIENCE	20	SLOWING
96	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	AGRESSIVE DRIVING	70	GOING STRAIGHT
97	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
98	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	CHANGING LANES
99	REAR END	E	SUV	DRIVER UNFAMILIAR W/AREA	35	GOING STRAIGHT
100	REAR END	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	20	SLOWING
101	REAR END	W	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	10	SLOWING
102	REAR END	W	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	10	SLOWING
103	LIGHT/UTILITY POLE	E	PICKUP TRUCK/UTILITY VAN	ASLEEP AT THE WHEEL	55	GOING STRAIGHT
104	REAR END	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	25	SLOWING



#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
105	070A	241.00	6/27/2010	1400	PDO	10034283	ON	NON-INTERSECTION	5	DRY	DAYLIGHT	NONE
106	070A	241.00	11/17/2010	1148	PDO	10065004	ON	NON-INTERSECTION	2	UNKNOWN	DAYLIGHT	NONE
107	070A	241.00	11/17/2010	1240	PDO	10065042	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
108	070A	241.00	12/5/2010	1725	PDO	10066980	ON	NON-INTERSECTION	3	DRY	DARK-LIGHTED	NONE
109	070A	241.00	12/11/2010	0653	PDO	10069787	ON	NON-INTERSECTION	2	ICY	DAWN OR DUSK	NONE
110	070A	241.03	4/15/2007	1605	PDO	07034515	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
111	070A	241.03	2/21/2010	1637	PDO	10009381	OFF LEFT	RAMP	1	SNOWY	DAWN OR DUSK	SNOW/SLEET/HAIL
112	070A	241.10	4/23/2006	1115	PDO	06033480	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
113	070A	241.10	10/11/2008	1445	INJ	08064333	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
114	070A	241.10	9/18/2010	1756	PDO	10051671	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
115	070A	241.12	2/20/2006	1810	PDO	06014205	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
116	070A	241.13	3/10/2006	0755	PDO	06020676	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
117	070A	241.13	11/8/2007	1455	PDO	07000552	ON	NON-INTERSECTION	4	DRY	DAYLIGHT	NONE
118	070A	241.15	10/18/2006	1010	PDO	06129874	ON	RAMP	2	SLUSHY	DAYLIGHT	NONE
119	070A	241.16	1/28/2009	2025	PDO	09005538	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
120	070A	241.20	3/18/2007	1525	PDO	07029723	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
121	070A	241.20	3/27/2007	0725	PDO	07800005	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
122	070A	241.20	7/8/2007	1655	PDO	07376527	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
123	070A	241.20	8/19/2007	1200	PDO	07059769	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
124	070A	241.20	8/2/2009	1205	PDO	09041489	ON	NON-INTERSECTION	7	DRY	DAYLIGHT	NONE
125	070A	241.23	8/16/2007	1730	PDO	07800015	OFF LEFT	RAMP	1	DRY	DAYLIGHT	NONE
126	070A	241.28	1/5/2008	0710	PDO	08001502	ON	NON-INTERSECTION	3	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE
127	070A	241.28	1/5/2008	0710	PDO	08001435	ON	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE
128	070A	241.29	8/26/2009	1220	PDO	09046621	OFF LEFT	RAMP	1	DRY	DAYLIGHT	NONE
129	070A	241.30	11/9/2010	1750	PDO	10062186	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
130	070A	241.30	11/9/2010	1750	PDO	10062178	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
131	070A	241.30	11/17/2010	1333	PDO	10073656	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
132	070A	241.35	3/31/2010	1340	PDO	10027484	ON	RAMP	2	DRY	DAYLIGHT	NONE
133	070A	241.50	3/12/2006	2250	PDO	06020640	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
134	070A	241.50	12/11/2006	0740	PDO	06141517	OFF RIGHT	INTERSECTION RELATED	1	ICY	DAYLIGHT	NONE
135	070A	241.50	12/28/2006	1130	PDO	06142872	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
136	070A	241.50	4/9/2007	0700	PDO	07800006	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
137	070A	241.50	4/10/2007	0650	PDO	07031988	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
138	070A	241.50	5/30/2007	2155	PDO	07040982	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
139	070A	241.50	9/25/2007	0705	PDO	07064275	ON	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
140	070A	241.50	9/30/2007	1800	PDO	07064805	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
141	070A	241.50	9/30/2007	2310	PDO	07064812	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
142	070A	241.50	10/8/2007	0840	PDO	07066707	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
143	070A	241.50	10/14/2007	0800	PDO	07066706	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
144	070A	241.50	10/14/2007	1020	PDO	07066711	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
145	070A	241.50	12/11/2007	1815	PDO	07081613	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
146	070A	241.50	1/7/2008	1925	PDO	08001439	ON	NON-INTERSECTION	2	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
147	070A	241.50	1/7/2008	1925	PDO	08001436	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
148	070A	241.50	10/5/2008	1120	PDO	08064338	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
149	070A	241.50	11/20/2008	1045	PDO	08317328	ON	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
150	070A	241.50	4/26/2009	0535	PDO	09021426	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
151	070A	241.50	11/25/2009	2205	PDO	09069502	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
152	070A	241.50	3/7/2010	1420	PDO	10014917	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
153	070A	241.50	5/3/2010	0054	PDO	10025395	OFF RIGHT	NON-INTERSECTION	1	SLUSHY	DARK-LIGHTED	SNOW/SLEET/HAIL
154	070A	241.50	8/3/2010	1630	PDO	10041592	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
155	070A	241.60	8/5/2006	0900	PDO	06116556	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
156	070A	241.60	8/5/2006	0900	PDO	06116555	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
105	REAR END	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	60	GOING STRAIGHT
106	REAR END	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	40	SLOWING
107	REAR END	E	PASSENGER CAR/VAN	OTHER FACTOR	35	GOING STRAIGHT
108	REAR END	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	20	GOING STRAIGHT
109	REAR END	W	SUV	NONE APPARENT	05	SLOWING
110	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	30	GOING STRAIGHT
111	OTHER FIXED OBJECT	E	PASSENGER CAR/VAN	NONE APPARENT	25	MAKING RIGHT TURN
112	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	UK	GOING STRAIGHT
113	LIGHT/UTILITY POLE	E	PASSENGER CAR/VAN	ILLNESS/MEDICAL	60	GOING STRAIGHT
114	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	10	SLOWING
115	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	00	STOPPED IN TRAFFIC
116	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	10	SLOWING
117	REAR END	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	DISTRACTED/OTHER	25	GOING STRAIGHT
118	SIDESWIPE (SAME DIRECTION)	W	SUV	AGRESSIVE DRIVING	45	WEAVING
119	SIGN	W	SUV	ILLNESS/MEDICAL	50	GOING STRAIGHT
120	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	15	SLOWING
121	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	10	SLOWING
122	REAR END	E	SUV	DUI, DWAI, DUID	30	GOING STRAIGHT
123	REAR END	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	15	GOING STRAIGHT
124	REAR END	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	40	SLOWING
125	SIGN	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	20	MAKING RIGHT TURN
126	REAR END	W	PASSENGER CAR/VAN	AGRESSIVE DRIVING	30	GOING STRAIGHT
127	REAR END	W	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	30	SLOWING
128	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	50	GOING STRAIGHT
129	CONCRETE HIGHWAY BARRIER	W	SUV	DRIVER UNFAMILIAR W/AREA	40	GOING STRAIGHT
130	CONCRETE HIGHWAY BARRIER	W	SUV	DRIVER UNFAMILIAR W/AREA	45	GOING STRAIGHT
131	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	DISTRACTED/CELL PHONE	40	CHANGING LANES
132	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	OTHER FACTOR	60	CHANGING LANES
133	EMBANKMENT	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	45	GOING STRAIGHT
134	LIGHT/UTILITY POLE	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	70	GOING STRAIGHT
135	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	10	GOING STRAIGHT
136	WILD ANIMAL	W	SUV	NONE APPARENT	60	GOING STRAIGHT
137	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
138	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	65	CHANGING LANES
139	OVERTURNING	E	MOTORCYCLE	NONE APPARENT	50	GOING STRAIGHT
140	REAR END	E	SUV	AGRESSIVE DRIVING	20	GOING STRAIGHT
141	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	85	GOING STRAIGHT
142	VEHICLE DEBRIS OR CARGO	W	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	60	GOING STRAIGHT
143	CONCRETE HIGHWAY BARRIER	W	SUV	OTHER FACTOR	55	GOING STRAIGHT
144	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	60	GOING STRAIGHT
145	TRAFFIC SIGNAL POLE	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	60	CHANGING LANES
146	REAR END	E	SUV	OTHER FACTOR	40	CHANGING LANES
147	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
148	CONCRETE HIGHWAY BARRIER	W	SUV	ILLNESS/MEDICAL	60	GOING STRAIGHT
149	WILD ANIMAL	W	SUV	NONE APPARENT	60	GOING STRAIGHT
150	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
151	WILD ANIMAL	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
152	REAR END	E	SUV	NONE APPARENT	40	SLOWING
153	CONCRETE HIGHWAY BARRIER	W	SUV	NONE APPARENT	55	SPUN OUT OF CONTROL
154	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
155	REAR END	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	10	SLOWING
156	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
157	070A	241.60	12/11/2006	0745	PDO	06141472	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
158	070A	241.60	6/11/2007	1230	PDO	07042171	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
159	070A	241.60	5/27/2009	0500	PDO	09027476	ON	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
160	070A	241.70	3/20/2006	1510	PDO	06021488	ON	NON-INTERSECTION	4	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
161	070A	241.75	3/19/2010	1320	PDO	10014919	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
162	070A	241.80	5/29/2007	1528	PDO	07041732	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
163	070A	241.80	10/15/2007	0820	PDO	07066715	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
164	070A	241.80	12/12/2007	0750	PDO	07391845	ON	NON-INTERSECTION	2	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
165	070A	241.80	2/19/2010	1818	PDO	10009370	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL
166	070A	241.80	2/21/2010	0714	PDO	10009372	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
167	070A	241.82	12/31/2010	0351	PDO	10073661	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
168	070A	241.90	1/15/2007	0835	PDO	07014073	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
169	070A	241.90	7/24/2007	1259	PDO	07003488	OFF RIGHT	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
170	070A	241.90	2/9/2009	0810	PDO	09010681	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	WIND
171	070A	242.00	1/8/2006	0730	PDO	06004475	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
172	070A	242.00	2/17/2006	0725	INJ	06018109	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
173	070A	242.00	3/20/2006	0800	PDO	06021484	OFF LEFT	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
174	070A	242.00	7/15/2006	0300	PDO	06108408	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
175	070A	242.00	12/28/2006	1245	PDO	06142876	ON	NON-INTERSECTION	2	SNOWY	UNKNOWN	SNOW/SLEET/HAIL
176	070A	242.00	6/13/2007	1040	PDO	07800007	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
177	070A	242.00	12/26/2007	0925	PDO	07082502	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
178	070A	242.00	12/26/2007	0945	PDO	07082508	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
179	070A	242.00	3/2/2008	1130	PDO	08019365	ON	NON-INTERSECTION	3	ICY	DAYLIGHT	SNOW/SLEET/HAIL
180	070A	242.00	3/8/2008	1430	PDO	08019368	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
181	070A	242.00	3/8/2008	1430	PDO	08019367	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
182	070A	242.00	12/20/2008	1040	PDO	08076980	OFF LEFT	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
183	070A	242.00	7/21/2009	2227	PDO	09316565	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
184	070A	242.00	9/22/2009	1630	PDO	09056116	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
185	070A	242.00	2/22/2010	0757	PDO	10009371	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	NONE
186	070A	242.00	6/9/2010	2200	PDO	10031028	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
187	070A	242.00	8/29/2010	0545	PDO	10051668	ON	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
188	070A	242.02	2/24/2007	1440	PDO	07024288	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
189	070A	242.10	2/22/2006	1330	PDO	06014767	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
190	070A	242.10	3/23/2006	1648	PDO	06025542	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
191	070A	242.10	10/21/2006	1025	PDO	06334094	OFF RIGHT	NON-INTERSECTION	2	WET	DAYLIGHT	NONE
192	070A	242.10	8/7/2007	1900	PDO	07800013	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
193	070A	242.10	2/11/2008	1815	PDO	08008248	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
194	070A	242.10	3/2/2008	1225	PDO	08019370	ON	NON-INTERSECTION	3	ICY	DAYLIGHT	SNOW/SLEET/HAIL
195	070A	242.10	12/31/2008	1425	PDO	08076999	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
196	070A	242.10	3/24/2009	1225	PDO	09015525	OFF LEFT	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
197	070A	242.10	12/30/2009	0800	PDO	09073613	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
198	070A	242.16	4/11/2007	0110	PDO	07031970	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
199	070A	242.16	4/15/2007	1220	PDO	07034514	OFF LEFT	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
200	070A	242.20	3/23/2006	1700	PDO	06025540	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
201	070A	242.20	2/25/2007	1035	PDO	07023399	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
202	070A	242.20	4/14/2007	0855	PDO	07034513	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
203	070A	242.20	8/6/2008	0510	PDO	08310545	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
204	070A	242.20	8/7/2009	1130	PDO	09041484	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
205	070A	242.20	10/5/2009	2015	PDO	09056118	ON	NON-INTERSECTION	1	WET	DARK-LIGHTED	NONE
206	070A	242.20	12/22/2009	0555	PDO	09073060	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
207	070A	242.20	9/8/2010	1750	PDO	10049415	ON	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
208	070A	242.20	12/29/2010	1720	PDO	10073088	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
157	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
158	SIDESWIPE (SAME DIRECTION)	E	SUV	AGRESSIVE DRIVING	65	CHANGING LANES
159	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
160	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	CHANGING LANES
161	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	55	SPUN OUT OF CONTROL
162	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
163	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	60	GOING STRAIGHT
164	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
165	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	40	SLOWING
166	GUARD RAIL	E	PASSENGER CAR/VAN	OTHER FACTOR	55	GOING STRAIGHT
167	GUARD RAIL	W	SUV	EVADING LAW ENFORCEMENT OFFICER	45	DROVE WRONG WAY
168	GUARD RAIL	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	45	GOING STRAIGHT
169	GUARD RAIL	E	VEH COMBO (10,001 LBS AND OVER)	OTHER FACTOR	55	GOING STRAIGHT
170	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	SPUN OUT OF CONTROL
171	REAR END	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	10	SLOWING
172	OVERTURNING	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	70	GOING STRAIGHT
173	WALL/BUILDING	W	PASSENGER CAR/VAN	NONE APPARENT	20	GOING STRAIGHT
174	WILD ANIMAL	W	SUV	NONE APPARENT	65	GOING STRAIGHT
175	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	30	GOING STRAIGHT
176	VEHICLE DEBRIS OR CARGO	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	GOING STRAIGHT
177	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	60	GOING STRAIGHT
178	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	60	GOING STRAIGHT
179	REAR END	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	15	SLOWING
180	REAR END	E	SUV	NONE APPARENT	15	SLOWING
181	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	15	GOING STRAIGHT
182	GUARD RAIL	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	75	PASSING
183	WILD ANIMAL	W	SUV	NONE APPARENT	60	GOING STRAIGHT
184	WILD ANIMAL	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
185	GUARD RAIL	W	PASSENGER CAR/VAN	OTHER FACTOR	55	GOING STRAIGHT
186	LARGE ROCKS/BOULDER	W	PASSENGER CAR/VAN	NONE APPARENT	60	OTHER
187	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	57	GOING STRAIGHT
188	REAR END	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	55	GOING STRAIGHT
189	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	55	GOING STRAIGHT
190	SIDESWIPE (SAME DIRECTION)	E	HIT & RUN - UNKNOWN	DISTRACTED/OTHER	55	GOING STRAIGHT
191	EMBANKMENT	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	55	GOING STRAIGHT
192	OTHER FIXED OBJECT	E	PASSENGER CAR/VAN	NONE APPARENT	55	AVOIDING OBJECT IN ROAD
193	SIGN	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
194	REAR END	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	15	SLOWING
195	REAR END	E	SUV	NONE APPARENT	35	GOING STRAIGHT
196	GUARD RAIL	E	PASSENGER CAR/VAN	OTHER FACTOR	00	STOPPED IN TRAFFIC
197	REAR END	W	PASSENGER CAR/VAN	DISTRACTED/RADIO	45	GOING STRAIGHT
198	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	ASLEEP AT THE WHEEL	55	GOING STRAIGHT
199	WALL/BUILDING	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	55	GOING STRAIGHT
200	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	25	GOING STRAIGHT
201	REAR END	E	SUV	DRIVER UNFAMILIAR W/AREA	15	SLOWING
202	REAR END	W	PASSENGER CAR/VAN	AGRESSIVE DRIVING	55	GOING STRAIGHT
203	SIDESWIPE (SAME DIRECTION)	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	50	CHANGING LANES
204	REAR END	W	PASSENGER CAR/VAN	AGRESSIVE DRIVING	15	SLOWING
205	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
206	VEHICLE DEBRIS OR CARGO	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
207	LARGE ROCKS/BOULDER	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
208	REAR END	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	20	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
209	070A	242.20	12/30/2010	2145	PDO	10073659	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL
210	070A	242.20	12/30/2010	1100	PDO	10073086	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
211	070A	242.30	3/20/2006	1510	PDO	06021487	ON	NON-INTERSECTION	4	ICY	DAYLIGHT	NONE
212	070A	242.30	3/23/2006	1715	PDO	06025541	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
213	070A	242.30	7/13/2006	1835	PDO	06107774	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
214	070A	242.30	9/2/2006	0955	PDO	06121678	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
215	070A	242.30	3/30/2007	1915	PDO	07004671	ON	NON-INTERSECTION	2	WET	DAWN OR DUSK	SNOW/SLEET/HAIL
216	070A	242.30	4/11/2007	0130	PDO	07031977	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
217	070A	242.30	9/26/2007	1155	INJ	07064273	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
218	070A	242.30	12/17/2007	0312	PDO	07081617	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
219	070A	242.30	3/2/2008	0730	PDO	08013552	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
220	070A	242.30	3/3/2008	0920	PDO	08019366	ON	NON-INTERSECTION	3	WET	DAYLIGHT	NONE
221	070A	242.30	3/22/2008	1715	PDO	08019374	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
222	070A	242.30	8/9/2008	1640	PDO	08800018	ON	NON-INTERSECTION	2	WET	DAYLIGHT	RAIN
223	070A	242.30	12/14/2008	1130	PDO	08076974	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
224	070A	242.30	12/30/2009	1015	PDO	09073071	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
225	070A	242.30	1/24/2010	0605	INJ	10002677	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE
226	070A	242.30	2/4/2010	0610	PDO	10005683	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED	NONE
227	070A	242.30	4/22/2010	2035	PDO	10023015	ON	NON-INTERSECTION	2	WET	DARK-UNLIGHTED	RAIN
228	070A	242.30	7/20/2010	1750	PDO	10044440	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
229	070A	242.40	1/31/2006	2105	PDO	06015711	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
230	070A	242.40	1/22/2007	0755	PDO	07015616	OFF LEFT	NON-INTERSECTION	3	ICY	DAYLIGHT	NONE
231	070A	242.40	1/29/2007	1303	PDO	07017512	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
232	070A	242.40	2/14/2007	1745	PDO	07022467	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
233	070A	242.40	6/17/2007	1404	PDO	07045827	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
234	070A	242.40	7/9/2007	0130	PDO	07051267	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
235	070A	242.40	6/19/2008	1550	PDO	08041715	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
236	070A	242.40	4/4/2009	1530	PDO	09021491	OFF LEFT	NON-INTERSECTION	31	ICY	DAYLIGHT	SNOW/SLEET/HAIL
237	070A	242.40	1/14/2010	1905	PDO	10003049	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
238	070A	242.50	1/17/2006	1755	PDO	06006086	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
239	070A	242.50	4/25/2006	0530	PDO	06033481	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	SNOW/SLEET/HAIL
240	070A	242.50	8/12/2006	0003	PDO	06113954	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
241	070A	242.50	8/28/2006	1745	PDO	06115406	ON	NON-INTERSECTION	2	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
242	070A	242.50	8/28/2006	1713	INJ	06116559	OFF RIGHT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
243	070A	242.50	12/11/2006	0645	PDO	06141487	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
244	070A	242.50	12/11/2006	0655	PDO	06141476	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
245	070A	242.50	12/21/2006	1640	PDO	06307417	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
246	070A	242.50	4/7/2007	1120	PDO	07033697	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
247	070A	242.50	4/7/2007	1115	PDO	07004420	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
248	070A	242.50	11/19/2007	1115	PDO	07000555	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
249	070A	242.50	12/25/2007	1000	PDO	07082503	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
250	070A	242.50	2/14/2008	1015	PDO	08010278	OFF RIGHT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL
251	070A	242.50	3/24/2008	0610	PDO	08019373	OFF LEFT	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
252	070A	242.50	11/20/2008	0500	PDO	08070819	OFF LEFT	NON-INTERSECTION	3	ICY	DARK-LIGHTED	RAIN
253	070A	242.50	11/20/2008	0620	PDO	08070813	OFF RIGHT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	RAIN
254	070A	242.50	12/15/2008	1120	PDO	08076970	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
255	070A	242.50	1/2/2009	0810	PDO	09005500	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
256	070A	242.50	3/26/2009	0910	PDO	09304672	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
257	070A	242.50	7/10/2009	1920	PDO	09036629	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
258	070A	242.50	9/4/2009	2100	INJ	09050049	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
259	070A	242.50	11/2/2009	2210	PDO	09062443	ON	NON-INTERSECTION	1	WET	DARK-LIGHTED	NONE
260	070A	242.50	12/5/2009	2300	PDO	09068710	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
209	GUARD RAIL	W	SUV	DRIVER INEXPERIENCE	50	SPUN OUT OF CONTROL
210	EMBANKMENT	W	SUV	NONE APPARENT	50	SPUN OUT OF CONTROL
211	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	00	STOPPED IN TRAFFIC
212	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	10	GOING STRAIGHT
213	REAR END	E	PASSENGER CAR/VAN	OTHER FACTOR	10	SLOWING
214	REAR END	W	SUV	DISTRACTED/PASSENGER	10	SLOWING
215	REAR END	E	VEH COMBO (10,001 LBS AND OVER)	AGRESSIVE DRIVING	40	GOING STRAIGHT
216	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	DUI, DWAI, DUID	05	OTHER
217	WALL/BUILDING	E	SUV	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL
218	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
219	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	DRIVER UNFAMILIAR W/AREA	35	GOING STRAIGHT
220	REAR END	W	SUV	DRIVER INEXPERIENCE	25	SLOWING
221	REAR END	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	30	GOING STRAIGHT
222	REAR END	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	45	SLOWING
223	WALL/BUILDING	W	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	45	GOING STRAIGHT
224	REAR END	W	PASSENGER CAR/VAN	DISTRACTED/PASSENGER	40	GOING STRAIGHT
225	EMBANKMENT	W	PICKUP TRUCK/UTILITY VAN	DISTRACTED/RADIO	65	GOING STRAIGHT
226	GUARD RAIL	E	SUV	NONE APPARENT	65	SPUN OUT OF CONTROL
227	REAR END	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	50	GOING STRAIGHT
228	GUARD RAIL	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
229	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	75	GOING STRAIGHT
230	GUARD RAIL	W	SUV	DRIVER INEXPERIENCE	55	GOING STRAIGHT
231	EMBANKMENT	E	SUV	DRIVER FATIGUE	55	GOING STRAIGHT
232	GUARD RAIL	W	PASSENGER CAR/VAN	NONE APPARENT	45	GOING STRAIGHT
233	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	25	GOING STRAIGHT
234	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	UK	OTHER
235	OVERTURNING	E	SUV	NONE APPARENT	60	OTHER
236	OTHER FIXED OBJECT	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL
237	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	75	GOING STRAIGHT
238	EMBANKMENT	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	65	GOING STRAIGHT
239	EMBANKMENT	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	40	GOING STRAIGHT
240	GUARD RAIL	E	SUV	ASLEEP AT THE WHEEL	70	GOING STRAIGHT
241	REAR END	W	SUV	OTHER FACTOR	20	SLOWING
242	EMBANKMENT	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	35	GOING STRAIGHT
243	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
244	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	45	SLOWING
245	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
246	REAR END	E	SUV	AGRESSIVE DRIVING	55	GOING STRAIGHT
247	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	AGRESSIVE DRIVING	55	GOING STRAIGHT
248	VEHICLE DEBRIS OR CARGO	W	VEH COMBO (10,001 LBS AND OVER)	OTHER FACTOR	50	GOING STRAIGHT
249	EMBANKMENT	E	SUV	DRIVER INEXPERIENCE	55	GOING STRAIGHT
250	GUARD RAIL	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	SPUN OUT OF CONTROL
251	GUARD RAIL	W	SUV	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
252	GUARD RAIL	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	45	SPUN OUT OF CONTROL
253	EMBANKMENT	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
254	GUARD RAIL	E	SUV	OTHER FACTOR	55	GOING STRAIGHT
255	REAR END	W	SUV	NONE APPARENT	15	GOING STRAIGHT
256	GUARD RAIL	E	SUV	NONE APPARENT	40	SPUN OUT OF CONTROL
257	WILD ANIMAL	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
258	GUARD RAIL	E	VEH COMBO (10,001 LBS AND OVER)	DUI, DWAI, DUID	75	GOING STRAIGHT
259	WILD ANIMAL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
260	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
261	070A	242.50	12/15/2009	0820	PDO	09072447	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
262	070A	242.50	1/22/2010	2105	PDO	10002672	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
263	070A	242.50	2/26/2010	2025	PDO	10010727	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
264	070A	242.50	3/6/2010	2010	PDO	10012796	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
265	070A	242.50	5/1/2010	2220	PDO	10024277	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
266	070A	242.50	7/2/2010	1135	PDO	10035500	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
267	070A	242.50	8/14/2010	2313	PDO	10045069	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
268	070A	242.50	12/4/2010	2055	PDO	10066969	OFF RIGHT	NON-INTERSECTION	1	UNKNOWN	DARK-UNLIGHTED	NONE
269	070A	242.50	12/16/2010	0821	PDO	10073080	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
270	070A	242.56	11/27/2008	2200	INJ	08800020	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
271	070A	242.60	1/31/2006	1325	INJ	06009170	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
272	070A	242.60	2/1/2006	2120	PDO	06009132	OFF LEFT	NON-INTERSECTION	1	WET	DARK-UNLIGHTED	SNOW/SLEET/HAIL
273	070A	242.60	5/10/2006	2130	INJ	06040691	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
274	070A	242.60	8/26/2006	0912	PDO	06116558	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
275	070A	242.60	4/10/2007	0730	PDO	07031965	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
276	070A	242.60	10/11/2008	1325	PDO	08064330	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
277	070A	242.60	1/5/2009	0625	PDO	09005503	OFF RIGHT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
278	070A	242.60	1/8/2009	2135	PDO	09005529	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE
279	070A	242.60	1/12/2009	1305	PDO	09000239	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
280	070A	242.60	9/29/2009	1200	PDO	09800026	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
281	070A	242.60	1/25/2010	1645	PDO	10002679	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE
282	070A	242.60	2/27/2010	0710	PDO	10010728	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
283	070A	242.60	3/11/2010	1225	PDO	10012797	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
284	070A	242.70	10/21/2006	0901	INJ	06335089	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
285	070A	242.70	7/30/2007	1615	PDO	07051271	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
286	070A	242.70	11/29/2007	2145	PDO	07078656	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
287	070A	242.70	4/19/2009	0310	PDO	09021419	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
288	070A	242.70	11/24/2009	2130	PDO	09065132	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
289	070A	242.70	12/4/2009	1810	PDO	09068707	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
290	070A	242.70	1/15/2010	0530	PDO	10003061	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
291	070A	242.70	1/26/2010	1745	PDO	10003682	ON	NON-INTERSECTION	2	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
292	070A	242.70	2/5/2010	2055	INJ	10005684	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
293	070A	242.72	7/12/2008	1825	INJ	08047233	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
294	070A	242.75	12/30/2006	1445	PDO	06142879	OFF LEFT	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
295	070A	242.75	12/31/2008	0015	PDO	08076988	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
296	070A	242.75	12/31/2008	0115	PDO	08076986	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
297	070A	242.75	1/4/2010	1945	PDO	10002097	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
298	070A	242.75	1/5/2010	1930	PDO	10002021	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
299	070A	242.80	1/12/2006	0605	PDO	06005783	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
300	070A	242.80	1/26/2006	1350	PDO	06005785	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
301	070A	242.80	1/26/2006	1505	PDO	06005786	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
302	070A	242.80	1/31/2006	1015	PDO	06008904	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
303	070A	242.80	9/22/2006	1415	PDO	06120921	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	SNOW/SLEET/HAIL
304	070A	242.80	11/13/2006	1700	PDO	06137501	OFF LEFT	NON-INTERSECTION	1	WET	DAWN OR DUSK	WIND
305	070A	242.80	11/29/2006	1010	PDO	06136121	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
306	070A	242.80	2/2/2007	1500	PDO	07004927	ON	NON-INTERSECTION	3	WET	DAYLIGHT	NONE
307	070A	242.80	2/16/2007	2350	PDO	07022463	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
308	070A	242.80	2/22/2007	0600	PDO	07004924	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
309	070A	242.80	2/22/2007	0600	PDO	07023396	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
310	070A	242.80	6/12/2007	0129	PDO	07042180	ON	RAMP	2	DRY	DARK-LIGHTED	NONE
311	070A	242.80	9/24/2008	1010	PDO	08058510	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
312	070A	242.80	10/13/2008	0825	PDO	08064339	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
261	GUARD RAIL	E	SUV	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
262	GUARD RAIL	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	60	GOING STRAIGHT
263	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
264	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	55	SPUN OUT OF CONTROL
265	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
266	REAR END	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	UK	SLOWING
267	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	CHANGING LANES
268	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	65	SPUN OUT OF CONTROL
269	GUARD RAIL	E	PASSENGER CAR/VAN	OTHER FACTOR	55	SPUN OUT OF CONTROL
270	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER FATIGUE	65	SPUN OUT OF CONTROL
271	EMBANKMENT	E	VEH COMBO (10,001 LBS AND OVER)	DISTRACTED/OTHER	60	GOING STRAIGHT
272	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
273	OVERTURNING	E	VEH COMBO (10,001 LBS AND OVER)	DRIVER INEXPERIENCE	70	GOING STRAIGHT
274	EMBANKMENT	E	PASSENGER CAR/VAN	OTHER FACTOR	55	GOING STRAIGHT
275	EMBANKMENT	E	SUV	NONE APPARENT	40	GOING STRAIGHT
276	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
277	GUARD RAIL	E	SUV	OTHER FACTOR	60	SPUN OUT OF CONTROL
278	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	SPUN OUT OF CONTROL
279	LIGHT/UTILITY POLE	E	VEH COMBO (10,001 LBS AND OVER)	AGRESSIVE DRIVING	65	GOING STRAIGHT
280	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
281	GUARD RAIL	E	SUV	NONE APPARENT	45	GOING STRAIGHT
282	REAR END	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	30	SLOWING
283	GUARD RAIL	E	SUV	AGRESSIVE DRIVING	75	GOING STRAIGHT
284	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
285	EMBANKMENT	E	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	45	GOING STRAIGHT
286	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	70	GOING STRAIGHT
287	GUARD RAIL	W	SUV	NONE APPARENT	55	GOING STRAIGHT
288	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
289	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	SPUN OUT OF CONTROL
290	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	70	GOING STRAIGHT
291	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
292	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
293	GUARD RAIL	W	MOTORCYCLE	DRIVER INEXPERIENCE	75	GOING STRAIGHT
294	GUARD RAIL	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
295	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
296	GUARD RAIL	E	SUV	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
297	GUARD RAIL	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	GOING STRAIGHT
298	GUARD RAIL	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	60	MAKING LEFT TURN
299	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	75	GOING STRAIGHT
300	GUARD RAIL	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	60	GOING STRAIGHT
301	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	65	GOING STRAIGHT
302	EMBANKMENT	E	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	60	GOING STRAIGHT
303	GUARD RAIL	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
304	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
305	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	45	GOING STRAIGHT
306	OVERTURNING	E	VEH COMBO (10,001 LBS AND OVER)	AGRESSIVE DRIVING	65	GOING STRAIGHT
307	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	50	SPUN OUT OF CONTROL
308	VEHICLE DEBRIS OR CARGO	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	GOING STRAIGHT
309	INVOLVING OTHER OBJECT	W	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
310	REAR END	W	PASSENGER CAR/VAN	AGRESSIVE DRIVING	10	GOING STRAIGHT
311	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	65	GOING STRAIGHT
312	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	55	GOING STRAIGHT



#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
313	070A	242.80	12/6/2008	0955	PDO	08076983	OFF LEFT	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
314	070A	242.80	1/6/2009	1335	PDO	09005530	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
315	070A	242.80	1/6/2009	1030	PDO	09005504	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
316	070A	242.80	1/6/2009	1330	PDO	09300195	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	WIND
317	070A	242.80	1/9/2009	1520	PDO	09005527	OFF LEFT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
318	070A	242.80	1/11/2009	1638	PDO	09800023	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
319	070A	242.80	1/12/2009	0850	PDO	09005531	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
320	070A	242.80	2/8/2009	0555	PDO	09010678	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
321	070A	242.80	2/11/2009	1500	PDO	09010680	ON	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
322	070A	242.80	2/20/2009	2140	PDO	09010685	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
323	070A	242.80	3/27/2009	2035	PDO	09015527	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
324	070A	242.80	11/29/2009	2030	PDO	09073061	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
325	070A	242.80	11/29/2009	2010	PDO	09069500	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
326	070A	242.80	12/8/2009	1530	PDO	09068711	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
327	070A	242.80	12/16/2009	2330	PDO	09069504	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
328	070A	242.80	12/30/2009	1235	PDO	09073068	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	NONE
329	070A	242.80	1/11/2010	1645	PDO	10001110	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
330	070A	242.80	1/13/2010	2045	PDO	10002673	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
331	070A	242.80	1/18/2010	0925	PDO	10003052	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
332	070A	242.80	1/23/2010	1820	PDO	10002678	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
333	070A	242.80	1/23/2010	2045	PDO	10002673	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
334	070A	242.80	2/5/2010	2055	PDO	10005685	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
335	070A	242.80	2/11/2010	2140	PDO	10008945	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
336	070A	242.80	2/12/2010	0110	PDO	10008935	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
337	070A	242.80	2/18/2010	2010	PDO	10009367	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
338	070A	242.80	2/27/2010	2325	PDO	10010729	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
339	070A	242.80	5/14/2010	0645	PDO	10026747	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
340	070A	242.80	6/7/2010	1810	INJ	10032128	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
341	070A	242.80	11/27/2010	2150	INJ	10065051	OFF RIGHT	NON-INTERSECTION	3	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
342	070A	242.80	11/28/2010	1930	PDO	10066971	OFF DIVIDED HIG	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
343	070A	242.82	1/23/2009	1225	PDO	09005534	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
344	070A	242.82	1/1/2010	0440	PDO	10002098	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
345	070A	242.82	1/24/2010	2025	PDO	10002674	OFF LEFT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
346	070A	242.82	9/20/2010	0815	INJ	10051804	OFF RIGHT	RAMP	1	DRY	DAYLIGHT	NONE
347	070A	242.83	11/24/2010	1510	PDO	10800029	OFF LEFT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
348	070A	242.87	11/5/2006	0635	PDO	06133992	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
349	070A	242.87	10/18/2007	0630	PDO	07068324	OFF LEFT	NON-INTERSECTION	1	DRY	DAWN OR DUSK	WIND
350	070A	242.87	1/14/2009	1155	PDO	09005526	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
351	070A	242.88	5/14/2009	1225	PDO	09027475	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
352	070A	242.89	1/7/2009	1425	PDO	09000245	ON	NON-INTERSECTION	3	ICY	DAYLIGHT	NONE
353	070A	242.90	12/30/2006	1450	PDO	06142875	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
354	070A	242.90	1/15/2007	1225	INJ	07014080	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
355	070A	242.90	2/5/2007	0700	PDO	07022461	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
356	070A	242.90	2/15/2007	1715	PDO	07022462	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
357	070A	242.90	2/28/2007	1225	PDO	07004923	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
358	070A	242.90	4/3/2007	0220	PDO	07031964	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
359	070A	242.90	5/7/2007	1515	PDO	07041456	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
360	070A	242.90	7/29/2007	1130	PDO	07003489	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
361	070A	242.90	2/16/2008	2240	PDO	08010650	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
362	070A	242.90	2/24/2008	0300	PDO	08010653	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE
363	070A	242.90	10/11/2008	1335	INJ	08064332	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
364	070A	242.90	12/3/2008	2115	PDO	08076965	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
313	GUARD RAIL	E	SUV	AGRESSIVE DRIVING	65	PASSING
314	SIDESWIPE (SAME DIRECTION)	E	SUV	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
315	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
316	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL
317	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	OTHER FACTOR	UK	GOING STRAIGHT
318	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	65	GOING STRAIGHT
319	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
320	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
321	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	OTHER FACTOR	60	SPUN OUT OF CONTROL
322	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
323	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
324	PARKED MOTOR VEHICLE	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	50	SLOWING
325	GUARD RAIL	E	SUV	AGRESSIVE DRIVING	45	SPUN OUT OF CONTROL
326	GUARD RAIL	W	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
327	GUARD RAIL	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	76	SLOWING
328	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	50	AVOIDING OBJECT IN ROAD
329	GUARD RAIL	E	SUV	NONE APPARENT	55	GOING STRAIGHT
330	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	SPUN OUT OF CONTROL
331	SIDESWIPE (SAME DIRECTION)	W	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
332	GUARD RAIL	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	70	GOING STRAIGHT
333	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
334	GUARD RAIL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
335	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
336	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	OTHER FACTOR	65	GOING STRAIGHT
337	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
338	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
339	EMBANKMENT	E	PASSENGER CAR/VAN	OTHER FACTOR	60	GOING STRAIGHT
340	OVERTURNING	E	MOTORCYCLE	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
341	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
342	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	65	SPUN OUT OF CONTROL
343	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	70	GOING STRAIGHT
344	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER INEXPERIENCE	65	GOING STRAIGHT
345	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
346	LIGHT/UTILITY POLE	E	PASSENGER CAR/VAN	NONE APPARENT	65	CHANGING LANES
347	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	65	GOING STRAIGHT
348	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER FATIGUE	65	GOING STRAIGHT
349	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	60	SPUN OUT OF CONTROL
350	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	70	SPUN OUT OF CONTROL
351	CONCRETE HIGHWAY BARRIER	E	MOTORCYCLE	DRIVER INEXPERIENCE	55	GOING STRAIGHT
352	REAR END	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	30	GOING STRAIGHT
353	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
354	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
355	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER INEXPERIENCE	55	GOING STRAIGHT
356	GUARD RAIL	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	SPUN OUT OF CONTROL
357	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	DRIVER UNFAMILIAR W/AREA	40	GOING STRAIGHT
358	GUARD RAIL	W	SUV	ASLEEP AT THE WHEEL	55	GOING STRAIGHT
359	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	ILLNESS/MEDICAL	65	GOING STRAIGHT
360	SIDESWIPE (SAME DIRECTION)	W	VEH COMBO (10,001 LBS AND OVER)	DRIVER INEXPERIENCE	60	GOING STRAIGHT
361	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	GOING STRAIGHT
362	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER FATIGUE	55	GOING STRAIGHT
363	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	60	CHANGING LANES
364	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
365	070A	242.90	12/5/2008	1935	PDO	08076968	OFF LEFT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	WIND
366	070A	242.90	1/4/2009	2145	PDO	09300182	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
367	070A	242.90	2/11/2009	0755	PDO	09010684	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
368	070A	242.90	2/11/2009	0830	INJ	09010682	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
369	070A	242.90	3/25/2009	1850	PDO	09015533	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
370	070A	242.90	4/26/2009	0520	PDO	09021422	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
371	070A	242.90	11/19/2009	0645	INJ	09065131	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE
372	070A	242.90	12/11/2009	0000	PDO	09069503	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
373	070A	242.90	12/11/2009	1820	PDO	09069501	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
374	070A	242.90	12/12/2009	1150	PDO	09069506	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
375	070A	242.90	12/20/2009	2240	PDO	09072445	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
376	070A	242.90	12/26/2009	1945	PDO	09073064	OFF LEFT	NON-INTERSECTION	3	ICY	DARK-LIGHTED	NONE
377	070A	242.90	12/30/2009	1325	PDO	09073066	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
378	070A	242.90	12/31/2009	1740	PDO	09073615	ON	NON-INTERSECTION	4	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
379	070A	242.90	12/31/2009	1740	PDO	09073065	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
380	070A	242.90	1/1/2010	2325	PDO	10002096	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
381	070A	242.90	1/1/2010	1220	PDO	10800027	OFF LEFT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
382	070A	242.90	1/4/2010	1845	PDO	10002106	ON	NON-INTERSECTION	2	ICY	DARK-LIGHTED	NONE
383	070A	242.90	1/25/2010	1630	PDO	10002675	OFF RIGHT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE
384	070A	242.90	1/25/2010	1130	PDO	10003676	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
385	070A	242.90	1/25/2010	1130	PDO	10002676	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
386	070A	242.90	1/26/2010	1730	PDO	10003661	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
387	070A	242.90	5/6/2010	2300	PDO	10025397	OFF LEFT	NON-INTERSECTION	1	WET	DARK-LIGHTED	SNOW/SLEET/HAIL
388	070A	242.92	3/13/2007	0915	PDO	07029707	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
389	070A	242.92	11/21/2007	0927	PDO	07075709	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
390	070A	242.92	2/15/2008	2220	INJ	08010649	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
391	070A	242.92	12/25/2008	1655	PDO	08076982	OFF LEFT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	NONE
392	070A	242.92	2/24/2010	2345	PDO	10010726	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
393	070A	242.93	12/10/2009	1200	PDO	09069505	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
394	070A	242.98	2/4/2006	1100	PDO	06009134	OFF LEFT	NON-INTERSECTION	1	UNKNOWN	UNKNOWN	UNKNOWN
395	070A	242.98	3/20/2006	0850	PDO	06021485	OFF LEFT	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
396	070A	242.98	4/8/2007	0925	PDO	07031973	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
397	070A	242.98	6/21/2008	1805	PDO	08041717	ON	AT INTERSECTION	2	DRY	DAYLIGHT	NONE
398	070A	242.98	12/30/2008	1540	PDO	08076987	ON	AT INTERSECTION	2	DRY	DAWN OR DUSK	NONE
399	070A	242.98	1/2/2009	0753	PDO	09005502	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
400	070A	242.98	11/29/2010	1940	PDO	10067109	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
401	070A	242.98	12/5/2010	1940	PDO	10066978	OFF LEFT	NON-INTERSECTION	1	WET	DARK-UNLIGHTED	NONE
402	070A	242.99	1/5/2010	1440	PDO	10002019	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
403	070A	243.00	1/28/2006	0750	PDO	06005787	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
404	070A	243.00	4/8/2006	0745	PDO	06027145	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
405	070A	243.00	7/22/2006	1125	PDO	06107776	ON	NON-INTERSECTION	3	WET	DAYLIGHT	NONE
406	070A	243.00	9/28/2006	0044	PDO	06101013	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
407	070A	243.00	10/6/2006	1600	PDO	06332296	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
408	070A	243.00	1/2/2007	1830	PDO	07015625	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
409	070A	243.00	1/13/2007	1100	PDO	07015603	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
410	070A	243.00	1/13/2007	0700	PDO	07015604	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
411	070A	243.00	1/14/2007	1208	PDO	07014072	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
412	070A	243.00	1/14/2007	1255	PDO	07014069	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
413	070A	243.00	2/6/2007	2355	PDO	07019819	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
414	070A	243.00	4/25/2007	0625	PDO	07034517	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
415	070A	243.00	10/15/2007	0720	PDO	07066708	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
416	070A	243.00	10/21/2007	2310	PDO	07068321	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
365	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
366	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
367	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
368	WALL/BUILDING	E	SUV	DRIVER UNFAMILIAR W/AREA	60	SPUN OUT OF CONTROL
369	OTHER NON-COLLISION	E	PASSENGER CAR/VAN	DRIVER FATIGUE	60	GOING STRAIGHT
370	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	50	SPUN OUT OF CONTROL
371	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	SPUN OUT OF CONTROL
372	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL
373	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	55	GOING STRAIGHT
374	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	45	SPUN OUT OF CONTROL
375	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	GOING STRAIGHT
376	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	60	SPUN OUT OF CONTROL
377	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	SPUN OUT OF CONTROL
378	REAR END	E	SUV	DRIVER UNFAMILIAR W/AREA	30	SLOWING
379	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	55	SPUN OUT OF CONTROL
380	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
381	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	55	SPUN OUT OF CONTROL
382	REAR END	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
383	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	45	SPUN OUT OF CONTROL
384	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
385	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	55	SPUN OUT OF CONTROL
386	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
387	GUARD RAIL	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	70	GOING STRAIGHT
388	OTHER NON-COLLISION	E	SUV	NONE APPARENT	55	GOING STRAIGHT
389	OVERTURNING	E	SUV	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL
390	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
391	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
392	WALL/BUILDING	E	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
393	WALL/BUILDING	E	SUV	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
394	GUARD RAIL	E	PASSENGER CAR/VAN		UK	OTHER
395	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
396	EMBANKMENT	S	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	40	GOING STRAIGHT
397	REAR END	N	SUV	NONE APPARENT	05	STOPPED IN TRAFFIC
398	SIDESWIPE (SAME DIRECTION)	N	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	10	WEAVING
399	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
400	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
401	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	65	SPUN OUT OF CONTROL
402	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	55	GOING STRAIGHT
403	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
404	GUARD RAIL	W	PASSENGER CAR/VAN	DRIVER FATIGUE	55	GOING STRAIGHT
405	REAR END	W	SUV	OTHER FACTOR	20	SLOWING
406	VEHICLE DEBRIS OR CARGO	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	GOING STRAIGHT
407	INVOLVING OTHER OBJECT	W	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	45	GOING STRAIGHT
408	REAR END	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
409	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	SPUN OUT OF CONTROL
410	EMBANKMENT	W	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
411	REAR END	E	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	20	SLOWING
412	CONCRETE HIGHWAY BARRIER	W	SUV	DRIVER INEXPERIENCE	25	SLOWING
413	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
414	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
415	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
416	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	70	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
417	070A	243.00	10/22/2007	0140	PDO	07069191	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
418	070A	243.00	3/31/2008	1200	PDO	08019376	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
419	070A	243.00	8/20/2008	1425	PDO	08800019	ON	NON-INTERSECTION	2	FOREIGN MATERIAL	DAYLIGHT	RAIN
420	070A	243.00	10/2/2008	1530	PDO	08064331	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
421	070A	243.00	10/22/2008	0720	PDO	08064334	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
422	070A	243.00	10/22/2008	0750	PDO	08064337	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
423	070A	243.00	12/6/2008	1855	PDO	08076969	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
424	070A	243.00	12/7/2008	1950	PDO	08076972	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
425	070A	243.00	12/17/2008	2150	PDO	08076976	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
426	070A	243.00	12/19/2008	1015	PDO	08076977	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
427	070A	243.00	12/23/2008	0120	PDO	08076978	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DARK-LIGHTED	NONE
428	070A	243.00	2/27/2009	0815	PDO	09303390	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
429	070A	243.00	11/29/2009	1950	PDO	09069499	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
430	070A	243.00	12/26/2009	1935	PDO	09073062	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	NONE
431	070A	243.00	12/28/2009	2105	PDO	09073338	OFF LEFT	NON-INTERSECTION	2	ICY	DARK-LIGHTED	NONE
432	070A	243.00	1/14/2010	2040	PDO	10003048	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
433	070A	243.00	2/13/2010	1125	PDO	10008934	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
434	070A	243.00	6/15/2010	0615	PDO	10032129	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
435	070A	243.00	6/24/2010	0620	PDO	10037899	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
436	070A	243.00	8/1/2010	2135	PDO	10044444	OFF RIGHT	NON-INTERSECTION	1	WET	DARK-LIGHTED	RAIN
437	070A	243.00	11/19/2010	0630	PDO	10065048	OFF LEFT	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
438	070A	243.00	11/27/2010	0155	PDO	10065046	OFF LEFT	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
439	070A	243.00	11/28/2010	0650	INJ	10065045	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
440	070A	243.00	12/5/2010	2105	PDO	10066974	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
441	070A	243.00	12/30/2010	1500	PDO	10318654	ON	NON-INTERSECTION	1	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL
442	070A	243.00	12/30/2010	1040	PDO	10073657	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
443	070A	243.01	4/8/2006	1540	INJ	06312842	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
444	070A	243.02	4/7/2007	0815	PDO	07031966	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
445	070A	243.05	1/3/2006	1630	PDO	06001630	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
446	070A	243.10	12/18/2007	1100	PDO	07800017	OFF LEFT	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
447	070A	243.10	3/31/2008	0740	PDO	08315243	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
448	070A	243.22	12/29/2009	2059	PDO	09073067	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
449	070A	243.30	10/11/2008	2050	PDO	08310556	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
450	070A	243.38	9/23/2008	1620	PDO	08304439	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
451	070A	243.39	7/9/2006	0125	PDO	06322296	OFF LEFT	NON-INTERSECTION	1	WET	DARK-UNLIGHTED	RAIN
452	070A	243.40	5/9/2006	1730	PDO	06315435	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
453	070A	243.40	8/1/2006	1530	PDO	06324858	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
454	070A	243.40	3/26/2009	1525	PDO	09315374	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
455	070A	243.44	7/23/2006	0745	PDO	06323511	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
456	070A	243.45	3/23/2010	1416	PDO	10302142	OFF RIGHT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
457	070A	243.46	8/6/2006	1427	PDO	06325350	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
458	070A	243.50	11/30/2006	1600	PDO	06339430	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	WIND
459	070A	243.50	1/14/2007	1715	PDO	07373377	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
460	070A	243.50	11/2/2007	1600	PDO	07391803	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
461	070A	243.50	3/30/2008	0720	PDO	08311484	OFF RIGHT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL
462	070A	243.50	5/17/2009	2114	PDO	09317488	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
463	070A	243.51	7/13/2008	0742	PDO	08315258	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
464	070A	243.51	12/30/2010	1536	PDO	10318361	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
465	070A	243.60	3/31/2008	0845	PDO	08315244	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
466	070A	243.60	11/9/2010	1215	PDO	10319522	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
467	070A	243.70	1/19/2006	1030	PDO	06302385	ON	NON-INTERSECTION	2	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL
468	070A	243.70	1/19/2006	1015	PDO	06302367	OFF RIGHT	NON-INTERSECTION	1	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
417	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	AGRESSIVE DRIVING	70	GOING STRAIGHT
418	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	GOING STRAIGHT
419	OVERTURNING	E	HIT & RUN - UNKNOWN	OTHER FACTOR	55	CHANGING LANES
420	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	OTHER FACTOR	55	SPUN OUT OF CONTROL
421	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	40	SPUN OUT OF CONTROL
422	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	40	SPUN OUT OF CONTROL
423	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
424	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
425	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	60	OTHER
426	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	AGRESSIVE DRIVING	UK	PASSING
427	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER INEXPERIENCE	50	GOING STRAIGHT
428	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	60	PASSING
429	OVERTURNING	E	PASSENGER CAR/VAN	NONE APPARENT	75	SPUN OUT OF CONTROL
430	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	GOING STRAIGHT
431	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
432	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	60	GOING STRAIGHT
433	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	65	MAKING RIGHT TURN
434	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	MAKING RIGHT TURN
435	ROAD MAINTENANCE EQUIPMENT	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	50	GOING STRAIGHT
436	OVERTURNING	E	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	65	SPUN OUT OF CONTROL
437	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	65	SPUN OUT OF CONTROL
438	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	80	GOING STRAIGHT
439	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	65	GOING STRAIGHT
440	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
441	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	45	SPUN OUT OF CONTROL
442	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
443	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
444	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	25	GOING STRAIGHT
445	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	55	GOING STRAIGHT
446	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	30	OTHER
447	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
448	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	SPUN OUT OF CONTROL
449	GUARD RAIL	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	SPUN OUT OF CONTROL
450	GUARD RAIL	E	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	65	WEAVING
451	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
452	EMBANKMENT	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	50	GOING STRAIGHT
453	OVERTURNING	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
454	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
455	OVERTURNING	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
456	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	55	GOING STRAIGHT
457	OVERTURNING	W	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	65	GOING STRAIGHT
458	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	PASSING
459	OVERTURNING	E	SUV	DRIVER INEXPERIENCE	67	SPUN OUT OF CONTROL
460	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	75	PASSING
461	WALL/BUILDING	W	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	50	SPUN OUT OF CONTROL
462	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
463	GUARD RAIL	W	PASSENGER CAR/VAN	DUI, DWAI, DUID	55	GOING STRAIGHT
464	GUARD RAIL	E	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	45	SPUN OUT OF CONTROL
465	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
466	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
467	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
468	EMBANKMENT	W	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
469	070A	243.70	8/26/2006	0848	PDO	06326530	ON	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
470	070A	243.70	12/31/2006	1100	PDO	06306803	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	NONE
471	070A	243.70	9/2/2007	1715	INJ	07366394	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
472	070A	243.70	10/12/2007	2020	PDO	07393479	OFF RIGHT	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
473	070A	243.70	5/12/2009	0930	INJ	09306926	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
474	070A	243.70	9/7/2010	0200	INJ	10313376	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
475	070A	243.80	2/22/2006	1615	PDO	06306148	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
476	070A	243.80	11/15/2006	1130	PDO	06337907	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
477	070A	243.80	8/1/2007	1000	PDO	07376533	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
478	070A	243.80	8/1/2007	1000	PDO	07376532	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
479	070A	243.80	8/15/2008	1430	PDO	08317276	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
480	070A	243.80	3/17/2010	1710	PDO	10301826	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
481	070A	243.80	4/15/2010	1800	PDO	10302924	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	WIND
482	070A	243.80	11/5/2010	1559	PDO	10319704	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
483	070A	243.81	4/6/2009	0050	PDO	09021414	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
484	070A	243.90	8/5/2006	1050	PDO	06324363	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
485	070A	243.90	8/19/2006	1010	PDO	06325822	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
486	070A	243.90	2/1/2007	1700	INJ	07373386	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	WIND
487	070A	243.90	4/13/2008	1349	PDO	08315251	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
488	070A	243.90	12/6/2009	0028	PDO	09319489	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
489	070A	243.90	6/4/2010	1227	INJ	10309648	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
490	070A	243.90	12/28/2010	0835	PDO	10318007	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
491	070A	243.98	12/30/2006	1630	INJ	06307414	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	NONE
492	070A	244.00	8/14/2006	0100	PDO	06325352	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
493	070A	244.00	10/20/2006	2300	PDO	06334066	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
494	070A	244.00	12/25/2006	2000	PDO	06307084	ON	NON-INTERSECTION	2	ICY	DARK-UNLIGHTED	WIND
495	070A	244.00	2/28/2007	0830	PDO	07387004	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
496	070A	244.00	10/8/2007	1645	PDO	07366388	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
497	070A	244.00	12/11/2007	1525	PDO	07394705	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
498	070A	244.00	12/25/2007	1725	PDO	07392714	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
499	070A	244.00	1/8/2008	1637	PDO	08311458	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
500	070A	244.00	2/4/2008	1530	PDO	08304420	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
501	070A	244.00	3/31/2008	0900	PDO	08317443	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
502	070A	244.00	6/19/2008	1915	PDO	08306477	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK	NONE
503	070A	244.00	1/11/2010	1945	PDO	10300137	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
504	070A	244.00	2/14/2010	1245	PDO	10301794	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
505	070A	244.00	3/23/2010	1730	PDO	10306929	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
506	070A	244.00	8/13/2010	1726	PDO	10307810	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
507	070A	244.02	3/1/2010	1610	PDO	10301613	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
508	070A	244.03	6/16/2007	1445	INJ	07378700	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
509	070A	244.08	1/23/2009	0110	PDO	09301516	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
510	070A	244.08	6/17/2010	1130	PDO	10312195	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
511	070A	244.09	12/18/2009	1530	INJ	09072464	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
512	070A	244.10	4/2/2006	1815	PDO	06311830	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	WIND
513	070A	244.10	5/1/2007	0830	PDO	07378674	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
514	070A	244.10	1/7/2008	2301	PDO	08311457	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
515	070A	244.10	2/6/2009	1502	PDO	09302158	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
516	070A	244.10	3/10/2009	0715	PDO	09306129	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
517	070A	244.10	2/26/2010	1055	PDO	10301392	ON	NON-INTERSECTION	2	WET	DAYLIGHT	NONE
518	070A	244.11	5/21/2006	0330	PDO	06316794	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
519	070A	244.15	1/11/2006	2330	PDO	06300773	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
520	070A	244.15	1/28/2006	1030	PDO	06303201	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
469	OVERTURNING	W	MOTORCYCLE	NONE APPARENT	55	GOING STRAIGHT
470	OVERTURNING	E	SUV	DRIVER INEXPERIENCE	60	GOING STRAIGHT
471	OVERTURNING	E	MOTORCYCLE	DRIVER INEXPERIENCE	45	GOING STRAIGHT
472	GUARD RAIL	W	SUV	DUI, DWAI, DUID	65	SPUN OUT OF CONTROL
473	OVERTURNING	W	MOTORCYCLE	AGRESSIVE DRIVING	55	CHANGING LANES
474	OVERTURNING	W	PASSENGER CAR/VAN	OTHER FACTOR	65	AVOIDING OBJECT IN ROAD
475	INVOLVING OTHER OBJECT	E	OTHER - SEE REPORT	NONE APPARENT	65	GOING STRAIGHT
476	OVERTURNING	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	60	GOING STRAIGHT
477	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	25	GOING STRAIGHT
478	REAR END	E	SUV	NONE APPARENT	30	GOING STRAIGHT
479	OVERTURNING	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	55	GOING STRAIGHT
480	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
481	VEHICLE DEBRIS OR CARGO	E	SUV	NONE APPARENT	55	GOING STRAIGHT
482	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	55	CHANGING LANES
483	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	70	GOING STRAIGHT
484	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	20	GOING STRAIGHT
485	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	45	PASSING
486	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	OTHER FACTOR	55	GOING STRAIGHT
487	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
488	EMBANKMENT	W	SUV	NONE APPARENT	55	SPUN OUT OF CONTROL
489	CONCRETE HIGHWAY BARRIER	E	MOTORCYCLE	DUI, DWAI, DUID	65	SPUN OUT OF CONTROL
490	REAR END	W	SUV	NONE APPARENT	10	SLOWING
491	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	60	GOING STRAIGHT
492	INVOLVING OTHER OBJECT	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	45	GOING STRAIGHT
493	INVOLVING OTHER OBJECT	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
494	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	45	GOING STRAIGHT
495	GUARD RAIL	E	SUV	NONE APPARENT	55	GOING STRAIGHT
496	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	CHANGING LANES
497	TREE	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
498	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	45	SPUN OUT OF CONTROL
499	CONCRETE HIGHWAY BARRIER	E	SUV	DRIVER UNFAMILIAR W/AREA	55	PASSING
500	OVERTURNING	W	PASSENGER CAR/VAN	NONE APPARENT	35	SPUN OUT OF CONTROL
501	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
502	VEHICLE DEBRIS OR CARGO	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	GOING STRAIGHT
503	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
504	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
505	REAR END	E	PICKUP TRUCK/UTILITY VAN	AGRESSIVE DRIVING	05	GOING STRAIGHT
506	REAR END	W	PICKUP TRUCK/UTILITY VAN	DISTRACTED/OTHER	10	SLOWING
507	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	SPUN OUT OF CONTROL
508	OVERTURNING	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	65	GOING STRAIGHT
509	INVOLVING OTHER OBJECT	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
510	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	CHANGING LANES
511	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	65	SPUN OUT OF CONTROL
512	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	55	CHANGING LANES
513	WALL/BUILDING	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	60	GOING STRAIGHT
514	LARGE ROCKS/BOULDER	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	50	SPUN OUT OF CONTROL
515	SIDESWIPE (SAME DIRECTION)	E	SUV	NONE APPARENT	30	SLOWING
516	CONCRETE HIGHWAY BARRIER	W	SUV	NONE APPARENT	35	SPUN OUT OF CONTROL
517	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
518	EMBANKMENT	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
519	OTHER NON-COLLISION	W	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
520	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	20	GOING STRAIGHT



#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
521	070A	244.20	2/16/2006	1100	PDO	06305831	OFF LEFT	NON-INTERSECTION	1	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
522	070A	244.20	4/26/2006	0815	INJ	06314274	OFF RIGHT	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
523	070A	244.20	4/30/2006	1325	PDO	06314702	OFF LEFT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
524	070A	244.20	6/15/2006	1237	PDO	06319619	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
525	070A	244.20	1/5/2007	0030	PDO	07373375	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
526	070A	244.20	1/13/2007	1715	PDO	07373376	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-LIGHTED	SNOW/SLEET/HAIL
527	070A	244.20	1/19/2007	1645	PDO	07374770	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
528	070A	244.20	5/20/2007	0250	PDO	07378690	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
529	070A	244.20	8/6/2007	1430	PDO	07382685	ON	NON-INTERSECTION	2	WET	DAYLIGHT	RAIN
530	070A	244.20	12/9/2007	1630	PDO	07391809	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
531	070A	244.20	12/15/2008	1050	PDO	08301733	OFF LEFT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
532	070A	244.20	4/26/2009	0615	PDO	09306558	OFF LEFT	NON-INTERSECTION	2	ICY	DAWN OR DUSK	NONE
533	070A	244.26	7/5/2006	1800	PDO	06110385	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT	NONE
534	070A	244.26	10/15/2006	1920	PDO	06127954	ON	AT INTERSECTION	2	DRY	DARK-LIGHTED	NONE
535	070A	244.30	1/6/2006	1852	PDO	06300368	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	WIND
536	070A	244.30	11/8/2006	2225	PDO	06337911	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
537	070A	244.30	9/1/2007	1915	INJ	07366382	ON	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
538	070A	244.30	9/8/2007	1500	PDO	07366383	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
539	070A	244.30	11/21/2007	0713	PDO	07382746	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
540	070A	244.30	11/23/2007	1145	PDO	07369133	ON	NON-INTERSECTION	2	WET	DAYLIGHT	NONE
541	070A	244.30	12/22/2007	1808	PDO	07391651	OFF LEFT	RAMP	1	ICY	DARK-UNLIGHTED	NONE
542	070A	244.30	4/23/2008	1938	PDO	08308570	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
543	070A	244.31	9/10/2009	0925	FAT	09311857	OFF LEFT	RAMP	1	DRY	DAYLIGHT	NONE
544	070A	244.35	11/26/2006	1305	PDO	06339043	OFF RIGHT	RAMP	1	DRY	DAYLIGHT	NONE
545	070A	244.35	5/14/2010	1100	PDO	10311559	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
546	070A	244.36	7/12/2006	0730	PDO	06322320	OFF LEFT	RAMP	1	DRY	DAYLIGHT	NONE
547	070A	244.40	12/23/2006	1700	PDO	06307419	ON	NON-INTERSECTION	3	ICY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
548	070A	244.40	4/7/2007	0710	PDO	07381935	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
549	070A	244.40	1/26/2008	1040	PDO	08312342	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
550	070A	244.40	12/9/2008	0100	PDO	08300862	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
551	070A	244.40	7/9/2010	1221	INJ	10310174	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
552	070A	244.45	9/12/2006	0830	INJ	06328534	ON	RAMP	2	DRY	DAYLIGHT	NONE
553	070A	244.46	5/28/2010	1340	PDO	10305111	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
554	070A	244.50	11/17/2006	1845	PDO	06337909	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
555	070A	244.50	2/28/2007	1158	PDO	07389014	ON	NON-INTERSECTION	2	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
556	070A	244.50	7/4/2007	1250	PDO	07378708	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
557	070A	244.50	11/17/2007	1835	PDO	07381993	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
558	070A	244.50	12/27/2007	1730	PDO	07392712	OFF LEFT	NON-INTERSECTION	1	WET	DARK-UNLIGHTED	SNOW/SLEET/HAIL
559	070A	244.50	5/19/2008	2045	PDO	08311509	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
560	070A	244.50	3/26/2009	0845	PDO	09304620	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
561	070A	244.50	3/2/2010	2200	PDO	10301614	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
562	070A	244.50	5/29/2010	1140	PDO	10309506	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
563	070A	244.50	6/19/2010	1229	PDO	10309713	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
564	070A	244.50	12/9/2010	2220	PDO	10320162	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
565	070A	244.51	12/15/2009	1950	PDO	09320198	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
566	070A	244.51	11/22/2010	0700	PDO	10314821	OFF LEFT	RAMP	1	ICY	DAYLIGHT	NONE
567	070A	244.53	2/4/2008	0510	PDO	08304414	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
568	070A	244.55	3/11/2006	2100	PDO	06307974	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
569	070A	244.56	9/28/2009	1330	PDO	09311896	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
570	070A	244.59	5/19/2008	1259	PDO	08306468	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
571	070A	244.60	3/11/2006	1030	PDO	06307962	ON	NON-INTERSECTION	2	WET	DAYLIGHT	NONE
572	070A	244.60	5/29/2006	1740	PDO	06317356	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
521	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
522	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	70	GOING STRAIGHT
523	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
524	INVOLVING OTHER OBJECT	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	45	GOING STRAIGHT
525	GUARD RAIL	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	45	GOING STRAIGHT
526	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	PASSING
527	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	CHANGING LANES
528	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DRIVER FATIGUE	50	GOING STRAIGHT
529	REAR END	W	PICKUP TRUCK/UTILITY VAN	DUI, DWAI, DUID	65	CHANGING LANES
530	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	50	GOING STRAIGHT
531	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	45	SPUN OUT OF CONTROL
532	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	50	SPUN OUT OF CONTROL
533	SIDESWIPE (SAME DIRECTION)	S	PASSENGER CAR/VAN	NONE APPARENT	15	CHANGING LANES
534	REAR END	S	PASSENGER CAR/VAN	NONE APPARENT	05	BACKING
535	OTHER NON-COLLISION	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	60	GOING STRAIGHT
536	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DRIVER FATIGUE	65	GOING STRAIGHT
537	OVERTURNING	E	SUV	DUI, DWAI, DUID	65	GOING STRAIGHT
538	OVERTURNING	E	SUV	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
539	SIGN	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
540	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	50	SPUN OUT OF CONTROL
541	EMBANKMENT	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	25	GOING STRAIGHT
542	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	60	CHANGING LANES
543	GUARD RAIL	W	VEH COMBO (10,001 LBS AND OVER)	DRIVER UNFAMILIAR W/AREA	51	GOING STRAIGHT
544	CURB	N	VEH COMBO (10,001 LBS AND OVER)	DRIVER INEXPERIENCE	55	MAKING RIGHT TURN
545	LARGE ROCKS/BOULDER	E	PASSENGER CAR/VAN	NONE APPARENT	65	SLOWING
546	OVERTURNING	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	50	GOING STRAIGHT
547	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	55	CHANGING LANES
548	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	45	GOING STRAIGHT
549	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	20	GOING STRAIGHT
550	OVERTURNING	E	SUV	NONE APPARENT	50	SPUN OUT OF CONTROL
551	GUARD RAIL	E	MOTORCYCLE	AGGRESSIVE DRIVING	70	GOING STRAIGHT
552	REAR END	W	VEH COMBO (10,001 LBS AND OVER)	DRIVER INEXPERIENCE	55	GOING STRAIGHT
553	GUARD RAIL	W	SUV	NONE APPARENT	55	GOING STRAIGHT
554	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
555	PARKED MOTOR VEHICLE	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	35	GOING STRAIGHT
556	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
557	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	PASSING
558	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	SPUN OUT OF CONTROL
559	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	60	GOING STRAIGHT
560	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	30	GOING STRAIGHT
561	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
562	OTHER NON-COLLISION	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	50	SPUN OUT OF CONTROL
563	REAR END	E	MOTOR HOME	OTHER FACTOR	01	STOPPED IN TRAFFIC
564	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DISTRACTED/CELL PHONE	65	GOING STRAIGHT
565	BRIDGE STRUCTURE	W	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
566	GUARD RAIL	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	30	SPUN OUT OF CONTROL
567	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
568	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
569	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
570	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DUI, DWAI, DUID	85	SPUN OUT OF CONTROL
571	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
572	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	55	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
573	070A	244.60	6/12/2006	0230	PDO	06318868	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
574	070A	244.60	2/11/2007	1655	INJ	07382704	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
575	070A	244.60	11/28/2007	1200	PDO	07370222	OFF LEFT	NON-INTERSECTION	1	WET W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
576	070A	244.60	1/21/2008	1855	PDO	08312143	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED	NONE
577	070A	244.60	12/10/2008	1915	PDO	08302843	OFF LEFT	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
578	070A	244.60	3/7/2009	0805	PDO	09303708	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	NONE
579	070A	244.60	3/1/2010	1820	PDO	10301592	OFF RIGHT	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
580	070A	244.60	11/23/2010	1438	PDO	10314907	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
581	070A	244.60	11/23/2010	2025	PDO	10314909	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
582	070A	244.60	11/29/2010	1150	PDO	10315558	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
583	070A	244.60	12/7/2010	1847	PDO	10316494	OFF RIGHT	NON-INTERSECTION	1	DRY W/VIS ICY ROAD TREATMENT	DARK-LIGHTED	NONE
584	070A	244.65	3/24/2007	1250	PDO	07382712	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
585	070A	244.70	1/14/2006	1500	PDO	06300988	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
586	070A	244.70	6/28/2006	2245	PDO	06320429	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
587	070A	244.70	9/9/2006	1035	PDO	06327834	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
588	070A	244.70	4/21/2008	0530	PDO	08310528	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
589	070A	244.80	11/29/2006	1340	PDO	06339062	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
590	070A	244.80	8/10/2007	1725	PDO	07381970	OFF LEFT	NON-INTERSECTION	2	WET	DAYLIGHT	RAIN
591	070A	244.80	9/8/2007	1117	PDO	07382744	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
592	070A	244.80	1/12/2009	1115	PDO	09300426	ON	NON-INTERSECTION	4	SNOWY W/VIS ICY ROAD TREATMENT	DAYLIGHT	SNOW/SLEET/HAIL
593	070A	244.80	11/26/2010	1325	PDO	10315651	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	WIND
594	070A	244.90	3/29/2008	1715	INJ	08301394	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
595	070A	244.90	3/29/2008	1715	FAT	08703035	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
596	070A	245.00	7/6/2006	2055	PDO	06321205	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
597	070A	245.00	7/20/2006	1400	INJ	06322715	ON	NON-INTERSECTION	2	WET	DAYLIGHT	RAIN
598	070A	245.00	8/3/2006	1130	PDO	06324359	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
599	070A	245.00	11/28/2006	0245	PDO	06339014	ON	NON-INTERSECTION	2	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
600	070A	245.00	5/8/2007	1350	PDO	07381952	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
601	070A	245.00	9/21/2007	1610	PDO	07366386	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
602	070A	245.00	7/20/2008	0100	PDO	08308579	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
603	070A	245.00	12/4/2008	1710	PDO	08300838	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-LIGHTED	SNOW/SLEET/HAIL
604	070A	245.00	12/5/2010	1700	PDO	10316730	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
605	070A	245.02	2/6/2009	1845	PDO	09303175	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK	NONE
606	070A	245.02	2/6/2009	1850	PDO	09302444	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
607	070A	245.04	3/15/2008	0645	PDO	08308562	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK	NONE
608	070A	245.04	3/15/2008	0647	PDO	08330098	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
609	070A	245.10	1/13/2006	0900	PDO	06301534	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
610	070A	245.10	1/31/2009	0635	PDO	09313653	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK	NONE
611	070A	245.10	1/31/2009	0636	PDO	09301679	ON	NON-INTERSECTION	3	DRY	DAWN OR DUSK	NONE
612	070A	245.20	1/1/2006	1355	INJ	06300379	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
613	070A	245.20	1/28/2006	0640	PDO	06303202	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
614	070A	245.20	5/17/2006	0340	PDO	06315956	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
615	070A	245.20	1/6/2008	1710	PDO	08308524	ON	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DARK-UNLIGHTED	NONE
616	070A	245.20	9/19/2008	0730	INJ	08329415	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
617	070A	245.30	12/16/2006	0700	PDO	06307941	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
618	070A	245.30	10/24/2007	1630	PDO	07366393	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
619	070A	245.30	2/2/2008	0640	PDO	08308537	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
620	070A	245.30	12/9/2010	0610	PDO	10320131	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
621	070A	245.40	2/14/2007	0045	PDO	07373388	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
622	070A	245.40	8/6/2007	1155	PDO	07381966	ON	NON-INTERSECTION	3	DRY	DAYLIGHT	NONE
623	070A	245.40	8/8/2010	1645	PDO	10307590	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
624	070A	245.50	12/23/2006	1510	PDO	06307418	ON	NON-INTERSECTION	2	ICY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
573	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
574	OVERTURNING	E	MOTORCYCLE	DUI, DWAI, DUID	70	GOING STRAIGHT
575	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	60	SPUN OUT OF CONTROL
576	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	60	SPUN OUT OF CONTROL
577	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	AGRESSIVE DRIVING	75	SPUN OUT OF CONTROL
578	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
579	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	75	GOING STRAIGHT
580	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	DISTRACTED/RADIO	50	CHANGING LANES
581	DOMESTIC ANIMAL	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
582	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DISTRACTED/OTHER	60	GOING STRAIGHT
583	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	60	SPUN OUT OF CONTROL
584	LARGE ROCKS/BOULDER	E	SUV	NONE APPARENT	60	GOING STRAIGHT
585	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	45	CHANGING LANES
586	OTHER NON-COLLISION	E	PICKUP TRUCK/UTILITY VAN W/TRAILER		50	GOING STRAIGHT
587	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
588	OVERTURNING	W	SUV	NONE APPARENT	55	PASSING
589	EMBANKMENT	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	10	GOING STRAIGHT
590	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
591	GUARD RAIL	W	PASSENGER CAR/VAN	ILLNESS/MEDICAL	30	GOING STRAIGHT
592	REAR END	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	45	GOING STRAIGHT
593	CONCRETE HIGHWAY BARRIER	E	SUV	NONE APPARENT	55	SPUN OUT OF CONTROL
594	OVERTURNING	W	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
595	GUARD RAIL	W	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
596	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	65	GOING STRAIGHT
597	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	50	SLOWING
598	SIDESWIPE (SAME DIRECTION)	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	45	CHANGING LANES
599	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	04	GOING STRAIGHT
600	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	45	GOING STRAIGHT
601	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	50	GOING STRAIGHT
602	CONCRETE HIGHWAY BARRIER	E	SUV	DUI, DWAI, DUID	60	AVOIDING OBJECT IN ROAD
603	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	45	SPUN OUT OF CONTROL
604	SIDESWIPE (SAME DIRECTION)	E	PICKUP TRUCK/UTILITY VAN	DRIVER FATIGUE	45	WEAVING
605	REAR END	W	SUV	NONE APPARENT	40	SLOWING
606	REAR END	W	SUV	NONE APPARENT	20	SLOWING
607	REAR END	W	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	45	GOING STRAIGHT
608	REAR END	W	SUV	NONE APPARENT	45	SLOWING
609	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
610	REAR END	W	SUV	NONE APPARENT	40	GOING STRAIGHT
611	REAR END	W	SUV	NONE APPARENT	60	SLOWING
612	TREE	E	PASSENGER CAR/VAN	DISTRACTED/OTHER	65	GOING STRAIGHT
613	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	10	GOING STRAIGHT
614	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
615	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	40	CHANGING LANES
616	OVERTURNING	W	PICKUP TRUCK/UTILITY VAN	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL
617	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
618	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	65	GOING STRAIGHT
619	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	30	GOING STRAIGHT
620	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER FATIGUE	65	SPUN OUT OF CONTROL
621	GUARD RAIL	W	SUV	NONE APPARENT	45	GOING STRAIGHT
622	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
623	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	60	CHANGING LANES
624	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	OTHER FACTOR	60	PASSING

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
625	070A	245.50	6/16/2007	1115	PDO	07378699	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
626	070A	245.50	12/26/2007	0610	PDO	07391228	ON	NON-INTERSECTION	2	ICY	DARK-UNLIGHTED	NONE
627	070A	245.50	5/16/2008	1200	PDO	08304119	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
628	070A	245.50	5/10/2009	0925	PDO	09306830	OFF LEFT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
629	070A	245.50	11/25/2009	1730	PDO	09072442	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
630	070A	245.50	2/8/2010	0850	PDO	10300747	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
631	070A	245.50	3/19/2010	2320	PDO	10302130	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
632	070A	245.51	3/19/2006	1840	PDO	06311311	ON	NON-INTERSECTION	2	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
633	070A	245.52	10/15/2006	0403	INJ	06332938	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
634	070A	245.55	2/11/2006	0713	PDO	06304743	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
635	070A	245.56	1/4/2007	2105	PDO	07383504	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
636	070A	245.60	1/21/2008	0815	PDO	08312398	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
637	070A	245.60	2/22/2008	0210	PDO	08310488	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
638	070A	245.60	4/8/2009	2230	PDO	09313664	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
639	070A	245.60	7/1/2010	1745	PDO	10306130	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
640	070A	245.60	12/27/2010	1155	PDO	10318027	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
641	070A	245.70	1/4/2007	0000	PDO	07373371	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	WIND
642	070A	245.70	4/13/2007	0630	PDO	07378659	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
643	070A	245.70	4/19/2007	0604	INJ	07367145	OFF RIGHT	NON-INTERSECTION	1	DRY	DAWN OR DUSK	WIND
644	070A	245.70	5/11/2007	2300	PDO	07376521	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
645	070A	245.70	5/29/2007	1630	PDO	07378670	ON	NON-INTERSECTION	3	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
646	070A	245.70	4/5/2009	0555	PDO	09305285	OFF LEFT	NON-INTERSECTION	1	SNOWY	DAWN OR DUSK	NONE
647	070A	245.70	7/26/2009	0610	PDO	09309452	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
648	070A	245.70	12/9/2009	0745	PDO	09319636	ON	NON-INTERSECTION	2	DRY W/VIS ICY ROAD TREATMENT	DAYLIGHT	NONE
649	070A	245.80	12/16/2006	0650	PDO	06308384	ON	NON-INTERSECTION	4	DRY	DAYLIGHT	NONE
650	070A	245.80	1/7/2007	2145	PDO	07373374	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
651	070A	245.80	4/10/2007	0650	PDO	07381940	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
652	070A	245.80	4/10/2007	0650	PDO	07381941	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
653	070A	245.80	4/21/2007	1825	PDO	07376512	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
654	070A	245.80	1/20/2008	0127	PDO	08311464	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
655	070A	245.80	12/22/2010	1735	PDO	10317695	OFF LEFT	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
656	070A	245.90	5/29/2007	1540	PDO	07378669	ON	NON-INTERSECTION	2	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
657	070A	245.90	7/30/2008	1115	PDO	08315256	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
658	070A	245.90	9/22/2008	0550	PDO	08310553	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
659	070A	245.90	2/14/2010	1756	PDO	10300962	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
660	070A	245.91	7/21/2008	0030	PDO	08312180	ON	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
661	070A	246.00	6/28/2006	0822	PDO	06320451	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
662	070A	246.00	8/22/2006	0040	INJ	06326821	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
663	070A	246.00	7/11/2008	0525	PDO	08308582	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
664	070A	246.00	12/4/2008	1205	PDO	08301071	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
665	070A	246.02	12/19/2008	0750	PDO	08302976	ON	NON-INTERSECTION	2	WET	DAYLIGHT	NONE
666	070A	246.10	10/21/2006	0650	PDO	06333870	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAWN OR DUSK	SNOW/SLEET/HAIL
667	070A	246.10	11/22/2010	0720	INJ	10314819	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	NONE
668	070A	246.20	3/20/2006	1330	INJ	06311691	OFF RIGHT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
669	070A	246.20	3/20/2006	1030	PDO	06310791	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
670	070A	246.20	9/22/2006	1450	PDO	06331230	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	SNOW/SLEET/HAIL
671	070A	246.20	11/2/2008	1720	PDO	08317235	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
672	070A	246.20	7/15/2009	0630	PDO	09309163	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
673	070A	246.30	5/4/2009	2150	PDO	09306659	ON	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
674	070A	246.30	9/23/2009	0930	PDO	09311470	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	SNOW/SLEET/HAIL
675	070A	246.40	11/9/2007	1530	PDO	07381990	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
676	070A	246.40	2/16/2008	0735	PDO	08304428	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
625	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	OTHER FACTOR	60	GOING STRAIGHT
626	SIDESWIPE (SAME DIRECTION)	W	SUV	NONE APPARENT	55	GOING STRAIGHT
627	VEHICLE DEBRIS OR CARGO	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
628	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	SPUN OUT OF CONTROL
629	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
630	CONCRETE HIGHWAY BARRIER	W	SUV	NONE APPARENT	45	GOING STRAIGHT
631	GUARD RAIL	W	PASSENGER CAR/VAN	NONE APPARENT	35	GOING STRAIGHT
632	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
633	REAR END	E	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	65	GOING STRAIGHT
634	REAR END	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	45	GOING STRAIGHT
635	WILD ANIMAL	W	PASSENGER CAR/VAN	NONE APPARENT	70	GOING STRAIGHT
636	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
637	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	DUI, DWAI, DUID	65	GOING STRAIGHT
638	SIDESWIPE (SAME DIRECTION)	W	PASSENGER CAR/VAN	NONE APPARENT	55	CHANGING LANES
639	GUARD RAIL	W	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	55	SPUN OUT OF CONTROL
640	REAR END	W	SUV	DISTRACTED/OTHER	10	GOING STRAIGHT
641	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
642	CONCRETE HIGHWAY BARRIER	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	45	GOING STRAIGHT
643	EMBANKMENT	E	SUV	DRIVER FATIGUE	75	GOING STRAIGHT
644	WILD ANIMAL	W	SUV	NONE APPARENT	55	GOING STRAIGHT
645	REAR END	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	45	SPUN OUT OF CONTROL
646	CONCRETE HIGHWAY BARRIER	W	SUV	NONE APPARENT	50	SPUN OUT OF CONTROL
647	WILD ANIMAL	W	SUV	NONE APPARENT	60	GOING STRAIGHT
648	REAR END	E	SUV	DRIVER INEXPERIENCE	40	GOING STRAIGHT
649	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	40	GOING STRAIGHT
650	OTHER NON-COLLISION	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	40	GOING STRAIGHT
651	GUARD RAIL	W	PICKUP TRUCK/UTILITY VAN	DRIVER UNFAMILIAR W/AREA	40	SPUN OUT OF CONTROL
652	GUARD RAIL	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	35	SPUN OUT OF CONTROL
653	SIDESWIPE (SAME DIRECTION)	E	SUV	DISTRACTED/PASSENGER	55	CHANGING LANES
654	FENCE	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	AVOIDING OBJECT IN ROAD
655	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	OTHER FACTOR	65	GOING STRAIGHT
656	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	50	GOING STRAIGHT
657	SIDESWIPE (SAME DIRECTION)	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	48	CHANGING LANES
658	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
659	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
660	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	DRIVER INEXPERIENCE	65	GOING STRAIGHT
661	SIDESWIPE (SAME DIRECTION)	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	60	GOING STRAIGHT
662	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	50	CHANGING LANES
663	SIDESWIPE (SAME DIRECTION)	W	VEH COMBO (10,001 LBS AND OVER)	DRIVER INEXPERIENCE	45	GOING STRAIGHT
664	CONCRETE HIGHWAY BARRIER	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	50	CHANGING LANES
665	PARKED MOTOR VEHICLE	E	SUV	NONE APPARENT	10	SLOWING
666	OVERTURNING	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
667	REAR END	E	SUV	DRIVER INEXPERIENCE	45	SLOWING
668	OVERTURNING	E	PASSENGER CAR/VAN	NONE APPARENT	45	GOING STRAIGHT
669	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
670	OVERTURNING	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
671	SIDESWIPE (SAME DIRECTION)	E	SUV	NONE APPARENT	80	CHANGING LANES
672	EMBANKMENT	W	PASSENGER CAR/VAN	NONE APPARENT	70	GOING STRAIGHT
673	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
674	OVERTURNING	W	PASSENGER CAR/VAN	NONE APPARENT	60	CHANGING LANES
675	WILD ANIMAL	E	SUV	NONE APPARENT	65	PASSING
676	REAR END	W	SUV	NONE APPARENT	20	GOING STRAIGHT

#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
677	070A	246.40	12/4/2008	0025	PDO	08301311	ON	NON-INTERSECTION	1	WET	DARK-LIGHTED	SNOW/SLEET/HAIL
678	070A	246.40	5/11/2010	1640	PDO	10304557	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
679	070A	246.41	3/31/2006	0030	PDO	06312756	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-LIGHTED	NONE
680	070A	246.49	7/15/2007	0015	PDO	07376528	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
681	070A	246.50	2/19/2006	1720	PDO	06305994	ON	NON-INTERSECTION	2	DRY	DAWN OR DUSK	NONE
682	070A	246.50	3/16/2009	1025	PDO	09304142	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
683	070A	246.50	4/4/2009	1610	PDO	09305286	OFF RIGHT	NON-INTERSECTION	1	SNOWY	DAYLIGHT	SNOW/SLEET/HAIL
684	070A	246.60	3/20/2006	1300	PDO	06310112	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	SNOW/SLEET/HAIL
685	070A	246.60	3/9/2007	1445	INJ	07372995	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
686	070A	246.60	3/18/2007	1730	PDO	07376501	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
687	070A	246.60	12/28/2007	0925	PDO	07391230	ON	NON-INTERSECTION	3	WET	DAYLIGHT	WIND
688	070A	246.60	2/14/2008	1252	INJ	08315238	ON	NON-INTERSECTION	2	WET	DAYLIGHT	NONE
689	070A	246.60	6/20/2008	0200	INJ	08304127	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
690	070A	246.60	4/29/2009	1551	PDO	09306790	ON	INTERSECTION RELATED	2	DRY	DAYLIGHT	NONE
691	070A	246.60	12/8/2009	1509	PDO	09319493	ON	AT INTERSECTION	2	SNOWY	DAYLIGHT	NONE
692	070A	246.60	3/20/2010	0910	PDO	10302202	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	NONE
693	070A	246.60	6/4/2010	0100	PDO	10309641	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
694	070A	246.60	10/5/2010	1940	PDO	10313500	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
695	070A	246.64	7/19/2008	1300	PDO	08304134	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
696	070A	246.70	5/23/2009	1135	PDO	09307099	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
697	070A	246.70	7/13/2009	1955	PDO	09308853	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
698	070A	246.70	11/21/2009	1630	PDO	09320430	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
699	070A	246.70	6/19/2010	2050	PDO	10312157	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
700	070A	246.75	6/17/2007	0100	PDO	07376524	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
701	070A	246.80	12/26/2007	0520	PDO	07391227	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
702	070A	246.80	2/20/2008	1750	PDO	08310487	ON	NON-INTERSECTION	2	DRY	DARK-LIGHTED	NONE
703	070A	246.80	6/13/2008	0620	PDO	08310536	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
704	070A	246.80	6/20/2008	1920	PDO	08306478	ON	NON-INTERSECTION	1	DRY	DAWN OR DUSK	NONE
705	070A	246.80	4/22/2009	2210	PDO	09306194	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
706	070A	246.80	4/22/2009	2210	PDO	09306111	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
707	070A	246.80	4/22/2009	2210	PDO	09306112	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
708	070A	246.80	4/23/2009	2020	PDO	09306197	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
709	070A	246.87	3/4/2008	1555	PDO	08310501	ON	NON-INTERSECTION	2	ICY	DAYLIGHT	SNOW/SLEET/HAIL
710	070A	246.90	3/8/2006	1930	PDO	06307598	ON	NON-INTERSECTION	2	SNOWY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
711	070A	246.90	8/22/2007	0310	PDO	07369141	ON	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
712	070A	246.90	3/10/2009	0700	INJ	09304707	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
713	070A	246.90	11/19/2009	1500	PDO	09318025	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
714	070A	246.90	11/27/2009	0505	PDO	09318689	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
715	070A	246.90	10/18/2010	0555	PDO	10314329	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
716	070A	246.90	10/18/2010	0555	PDO	10314328	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
717	070A	246.90	11/20/2010	1900	PDO	10319935	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
718	070A	247.00	3/27/2006	1923	PDO	06311723	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
719	070A	247.00	3/27/2006	1940	INJ	06311660	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
720	070A	247.00	3/11/2007	2225	PDO	07376499	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
721	070A	247.00	2/14/2008	0237	PDO	08310481	ON	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
722	070A	247.00	3/17/2008	1926	INJ	08308647	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
723	070A	247.00	4/17/2008	0625	PDO	08304115	OFF LEFT	NON-INTERSECTION	1	ICY	DAWN OR DUSK	NONE
724	070A	247.00	2/8/2009	0220	INJ	09302586	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
725	070A	247.00	5/21/2010	1957	INJ	10309384	OFF RIGHT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
726	070A	247.04	7/10/2006	0538	INJ	06322319	ON	NON-INTERSECTION	1	WET	DAWN OR DUSK	NONE
727	070A	247.05	8/1/2006	1247	INJ	06324875	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
728	070A	247.06	4/7/2008	0640	PDO	08308877	OFF LEFT	NON-INTERSECTION	1	ICY W/VIS ICY ROAD TREATMENT	DAWN OR DUSK	SNOW/SLEET/HAIL

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
677	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
678	CONCRETE HIGHWAY BARRIER	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	15	GOING STRAIGHT
679	SIGN	E	PASSENGER CAR/VAN	NONE APPARENT	30	GOING STRAIGHT
680	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	70	PASSING
681	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	65	CHANGING LANES
682	FENCE	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	70	GOING STRAIGHT
683	OVERTURNING	W	SUV	NONE APPARENT	50	SPUN OUT OF CONTROL
684	DELINEATOR POST	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	65	GOING STRAIGHT
685	GUARD RAIL	E	PASSENGER CAR/VAN	NONE APPARENT	80	GOING STRAIGHT
686	WILD ANIMAL	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	55	GOING STRAIGHT
687	REAR END	W	PASSENGER CAR/VAN	NONE APPARENT	10	GOING STRAIGHT
688	REAR END	W	SUV	NONE APPARENT	65	GOING STRAIGHT
689	WILD ANIMAL	W	MOTORCYCLE	NONE APPARENT	65	GOING STRAIGHT
690	REAR END	E	PASSENGER CAR/VAN	NONE APPARENT	20	GOING STRAIGHT
691	BROADSIDE	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	05	MAKING LEFT TURN
692	OVERTURNING	E	PASSENGER CAR/VAN	DRIVER UNFAMILIAR W/AREA	65	GOING STRAIGHT
693	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
694	WILD ANIMAL	W	SUV	NONE APPARENT	55	GOING STRAIGHT
695	CONCRETE HIGHWAY BARRIER	W	PASSENGER CAR/VAN	NONE APPARENT	45	GOING STRAIGHT
696	WILD ANIMAL	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
697	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
698	VEHICLE DEBRIS OR CARGO	E	PICKUP TRUCK/UTILITY VAN W/TRAILER	NONE APPARENT	65	GOING STRAIGHT
699	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	55	GOING STRAIGHT
700	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	75	AVOIDING OBJECT IN ROAD
701	EMBANKMENT	W	PASSENGER CAR/VAN	NONE APPARENT	45	SPUN OUT OF CONTROL
702	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	65	SPUN OUT OF CONTROL
703	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
704	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
705	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
706	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
707	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
708	WILD ANIMAL	E	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	55	GOING STRAIGHT
709	OVERTURNING	E	SUV	ILLNESS/MEDICAL	65	GOING STRAIGHT
710	REAR END	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	45	GOING STRAIGHT
711	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	60	GOING STRAIGHT
712	OVERTURNING	W	PASSENGER CAR/VAN	NONE APPARENT	55	SPUN OUT OF CONTROL
713	SIDESWIPE (SAME DIRECTION)	E	PASSENGER CAR/VAN	NONE APPARENT	70	GOING STRAIGHT
714	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT
715	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
716	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	60	GOING STRAIGHT
717	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
718	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
719	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
720	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	60	GOING STRAIGHT
721	WILD ANIMAL	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	45	GOING STRAIGHT
722	GUARD RAIL	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	40	SPUN OUT OF CONTROL
723	GUARD RAIL	W	SUV	NONE APPARENT	50	SPUN OUT OF CONTROL
724	OVERTURNING	E	SUV	NONE APPARENT	65	AVOIDING OBJECT IN ROAD
725	OTHER NON-COLLISION	W	PASSENGER CAR/VAN	NONE APPARENT	60	SPUN OUT OF CONTROL
726	OVERTURNING	E	PASSENGER CAR/VAN	ASLEEP AT THE WHEEL	65	GOING STRAIGHT
727	OVERTURNING	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
728	OVERTURNING	E	PASSENGER CAR/VAN	NONE APPARENT	45	SPUN OUT OF CONTROL



#	Hwy	MP	Date	Time	Severity	Serial #	Location	Road Description	Vehicles	Road Condition	Lighting	Weather
729	070A	247.08	6/25/2009	1510	INJ	09307844	OFF RIGHT	NON-INTERSECTION	1	WET	DAYLIGHT	RAIN
730	070A	247.09	1/29/2008	0233	PDO	08305601	OFF LEFT	NON-INTERSECTION	1	SNOWY	DARK-UNLIGHTED	NONE
731	070A	247.10	3/6/2007	0700	PDO	07371694	ON	NON-INTERSECTION	2	DRY	DAYLIGHT	NONE
732	070A	247.10	7/19/2008	0945	INJ	08310539	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
733	070A	247.10	9/12/2008	1333	PDO	08310551	ON	NON-INTERSECTION	2	WET	DAYLIGHT	RAIN
734	070A	247.10	9/25/2008	1116	PDO	08306500	OFF LEFT	NON-INTERSECTION	1	DRY	DAYLIGHT	NONE
735	070A	247.10	10/13/2008	0620	PDO	08315270	OFF LEFT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	NONE
736	070A	247.10	10/13/2008	0625	PDO	08315271	OFF LEFT	NON-INTERSECTION	2	ICY	DARK-UNLIGHTED	NONE
737	070A	247.10	1/12/2009	1630	PDO	09300407	OFF LEFT	NON-INTERSECTION	1	SLUSHY	DAYLIGHT	NONE
738	070A	247.10	2/8/2009	0215	INJ	09302449	OFF LEFT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
739	070A	247.10	10/10/2009	0035	PDO	09312467	OFF RIGHT	NON-INTERSECTION	1	ICY	DARK-UNLIGHTED	SNOW/SLEET/HAIL
740	070A	247.10	10/25/2009	1555	PDO	09318744	OFF RIGHT	NON-INTERSECTION	1	ICY	DAYLIGHT	SNOW/SLEET/HAIL
741	070A	247.10	3/20/2010	1105	PDO	10302276	ON	NON-INTERSECTION	2	WET	DAYLIGHT	NONE
742	070A	247.10	3/22/2010	0000	INJ	10302162	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
743	070A	247.14	9/9/2008	2115	PDO	08305840	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
744	070A	247.20	5/17/2006	0100	PDO	06316787	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
745	070A	247.20	6/13/2006	2130	PDO	06318705	OFF RIGHT	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
746	070A	247.20	6/23/2006	2330	INJ	06320290	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
747	070A	247.20	7/14/2006	2105	PDO	06322370	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE
748	070A	247.20	7/21/2007	0135	INJ	07366469	OFF LEFT	NON-INTERSECTION	2	DRY	DARK-UNLIGHTED	NONE
749	070A	247.20	1/6/2008	0510	PDO	08308523	ON	NON-INTERSECTION	1	DRY	DARK-UNLIGHTED	NONE

#	Accident Type	Direction 1	Vehicle 1	Factor 1	Speed 1	Vehicle Movement 1
729	OVERTURNING	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	75	GOING STRAIGHT
730	OVERTURNING	E	SUV	DUI, DWAI, DUID	65	SPUN OUT OF CONTROL
731	SIDESWIPE (SAME DIRECTION)	W	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	AVOIDING OBJECT IN ROAD
732	EMBANKMENT	E	PASSENGER CAR/VAN	DRIVER INEXPERIENCE	80	GOING STRAIGHT
733	REAR END	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	75	GOING STRAIGHT
734	GUARD RAIL	W	SUV	ASLEEP AT THE WHEEL	65	GOING STRAIGHT
735	GUARD RAIL	E	SUV	NONE APPARENT	50	SPUN OUT OF CONTROL
736	CONCRETE HIGHWAY BARRIER	E	PASSENGER CAR/VAN	NONE APPARENT	50	SPUN OUT OF CONTROL
737	EMBANKMENT	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
738	GUARD RAIL	E	PASSENGER CAR/VAN	DUI, DWAI, DUID	57	GOING STRAIGHT
739	EMBANKMENT	E	SUV	NONE APPARENT	65	SPUN OUT OF CONTROL
740	OVERTURNING	E	SUV	NONE APPARENT	40	CHANGING LANES
741	PARKED MOTOR VEHICLE	E	SUV	NONE APPARENT	40	GOING STRAIGHT
742	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
743	WILD ANIMAL	E	PICKUP TRUCK/UTILITY VAN	NONE APPARENT	65	GOING STRAIGHT
744	WILD ANIMAL	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	65	GOING STRAIGHT
745	OTHER NON-COLLISION	W	VEH COMBO (10,001 LBS AND OVER)	NONE APPARENT	20	OTHER
746	WILD ANIMAL	W	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
747	WILD ANIMAL	E	PASSENGER CAR/VAN	NONE APPARENT	65	GOING STRAIGHT
748	CULVERT/HEADWALL	E	SUV	DUI, DWAI, DUID	98	SPUN OUT OF CONTROL
749	WILD ANIMAL	E	SUV	NONE APPARENT	65	GOING STRAIGHT