

Ohio Department of Transportation Central Office, P.O. Box 899, Columbus, Ohio 43216-0899

December 1, 2006

Mr. Dennis Decker Division Administrator Federal Highway Administration 200 N. High Street. Columbus, Ohio 43215

Re: Brifen Cable ISPE, Year 3 Report

Dear Mr. Decker:

The Ohio Department of Transportation is submitting the third and final in-service performance evaluation (ISPE) report on its Brifen Wire Rope Safety Fence median cable installation in southwest Ohio. In 2002 FHWA granted ODOT permission to install this proprietary cable system as an experimental project. As part of FHWA's approval ODOT was to provide a three year ISPE on the cable's performance.

The first report was previously submitted to FHWA on January 31, 2005 and covered the period from July 2003 to June 2004. The second report was dated November 22, 2005 for the period ending June 2005. This final report covers the one year period ending June 30, 2006. It is attached.

ODOT's Office of Roadway Engineering monitored the installation and maintenance on the completed barrier system in an effort to evaluate its performance in preventing cross-median crashes. It is worthy to note not a single cross median fatality occurred during the three year period.

The information learned from following the performance of this product closely has been shared with Transportation Professionals at this year's OTEC, and various transportation entities such as AASHTO, NCHRP, TRB, other state DOT's, and other countries. That shows the true value of such an evaluation.

Respectfully,

Tick Gross

Dirk Gross, P.E. Office Administrator Office of Roadway Engineering Services

Attachment

Brifen WRSF In-Service Performance Evaluation Year 3 Report - For the period from July 2005 to June 2006 Prepared by Dean Focke, ODOT Standards Engineer, and Tom Arnold, District 8 Transportation Engineer December 1, 2006

INTRODUCTION

In the United States, cross-medians crashes are a concern. As a result of a rise in these accidents on a particular segment of interstate freeway, the Ohio Department of Transportation (ODOT) received approval from the Federal Highway Administration (FHWA) to install a proprietary product which had been effective in preventing such accidents overseas but had been relatively new to the United States. This system, the Brifen Wire Rope Safety Fence, is a four-strand tensioned cable system of highly stressed cables.

ODOT believed the advantages of this system over installing standard guardrail systems are:

- A tensioned cable system should maintain its redirective function after being struck, unlike the generic cable that is inoperable after even a minor accident;
- 2) Reduce the frequency and severity of nuisance accidents by maintaining a large lateral offset in the median instead of having miles of strong post w-beam guardrail at the standard offset at both edges of shoulder;
- 3) Prevent costly grading required to move guardrail further off the shoulder in an attempt to reduce accidental impacts; and
- 4) Utilizing the cable to capture large vehicles which could tear through the w-beam system.

As part of the FHWA's agreement to allow ODOT to install the Brifen WRSF as an experimental project ODOT was tasked with providing a three year In-Service Performance Evaluation (ISPE).

Reports were to be prepared one, two and three years after installation is complete and will include data on:

- 1) Crash performance as well as repair problems & costs,
- 2) Ongoing maintenance considerations & costs, and
- 3) Conclusions (views from safety and maintenance personnel regarding maintenance, repair and recommendations).

ODOT's Office of Roadway Engineering monitored the installation and maintenance on the completed barrier system in an effort to evaluate its performance. This report represents the third and final report. Unlike the first two reports which primarily covered only their specific year, this one summarizes all three years of data, covering 354 accidents.

EXISTING CONDITIONS

The location chosen for ODOT's first installation of a proprietary cable barrier was on Interstate 75 just north of Cincinnati, between State Routes 129 and 73 in Butler and Warren counties as shown below (Figure 1).

A rash of cross-median fatal accidents within a 14 month period starting in October 2000 ended with 11 fatal cross-median accidents. Investigation of each accident report showed no single factor for them.

Originally, the highway was constructed as a rural interstate in the 1960's, but urbanization has consumed the corridor.

Existing Conditions

- IR-75 from SR-129 to SR-73 in Butler and Warren Counties
- Urban Interstate
- 3 lanes in each direction







Figure 2

The freeway at that location is a north-south six-lane interstate with good geometrics. This section is 14.5 miles in length in this segment, mostly level and mostly tangential, that narrows to a 60 foot depressed median with 6:1 slopes and 4-foot paved inside shoulders. See photo of the median in Figure 2.

The highway to the north and south has a very wide median (200 feet), as it was planned for future dual-dual lanes in the center median.



Figure 3

CABLE BARRIER INSTALLATION

Locally, the ODOT District 8 Office responded by increasing police enforcement of the speed limit. But the patrols were relaxed after shoulder rumble strips were installed. One fatal

In 2003 this segment recorded an average daily traffic of approximately 92,000 vehicles, with 22% of those vehicles classified as trucks. This data is graphed by log point in Figure 3.

accident occurred afterwards. At that time, it was decided to install a median barrier system. Police presence returned until the installation of the barrier was complete with no further fatalities.

Several design options were developed, but interest turned to a new technology, that of a tensioned cable system because of its success on European roadways. The 2001 estimated cost of each option can be seen in Figure 4.

Concrete barrier, ODOT's typical choice for median protection in narrow medians was not ideal in wide medians and more expensive. But it also would not have been cost effective in this segment. This is because the entire segment is scheduled for major reconstruction in the year 2009.



Figure 5

| Concrete Barrier | \$4,500,000 |
|-------------------|-------------|
| Mounding | \$2,800,000 |
| Barrier Guardrail | \$1,200,000 |
| Cable Barrier | \$1,045,000 |



Originally, the construction of the cable system was to be completed at the end of 2002, but due to harsh conditions that winter, construction of the cable was not fully completed until July 2003. A photo of the completed system is seen in Figure 5.

The wire rope is located 16 feet off of the center ditch, resulting in a 14 foot lateral offset from near side traffic, and 46 feet of offset from the far side traffic.

THREE YEAR IN-SERVICE PERFORMANCE EVALUATION

Accidents on the system were investigated by District 8 personnel and were logged on a standardized "Tensioned Cable Guardrail Accident Report and Evaluation Form" (Figure 6). Supporting data such as photos and accident reports are obtained to compliment the forms. Each completed form includes data on vehicle damage, injury severity, damage to article as well as repair time and costs, parts availability, and out-of-service duration. This form was developed to meet the recommendations contained in NCHRP Project 22-13, "In-Service Performance of Traffic Barriers." The purpose of the project was to (1) develop methods and procedures that can be used by the states and other highway agencies to perform in-service evaluations and (2) to perform several example in-service evaluations that illustrate the in-service evaluation methodology.

There are three components of data needed to complete the evaluation forms. The first component of data is inspection. Each week, District 8's Tommy Arnold performed field reviews

of the wire rope. He would calibrate a data collector in the ODOT pool car to match with the mile marker posts existing in the field. Then, he drove along the highway until they observed a damaged section. If it was the first observance of that specific damage, he would take a picture of the damage.

If the damage section had occurred in a previous week, he would note that the damage still existed. This data allowed them to evaluate the second component of data collection, maintenance record investigation. Using a database query, Bill Vorst or Jay Hamilton would guery a summary labor. equipment, and material costs used in fixing the wire rope. Based on the date and log point included in the query, they would match that fix with the inspection data and the third component of data collection, the OH-1 accident reports. The Ohio State Highway Patrol sent in accident reports involving the wire rope as they identified them. Based on the date of the accident and the log point, this data was linked with the inspection and maintenance data to fill out the evaluation form.



TENSIONED CABLE GUARDRAIL ACCIDENT REPORT AND EVALUATION FORM Obto Department of Transportation

(6) Other_ Vehicle Make: Chev Model: Cavalier Vehicle Make: <u>Chev</u> Model: <u>Cavalier</u> Year: <u>1997</u> Describe Damage to Vehicle: <u>Non-Functional damage to front and front left</u> Year: 1997 Total Occupants: 3 Describe Occupant Injuries: (Seating position/Were seat belts used/Air bag deployed?) Seat belts used, air bag not deployed: no initials sustained HARDWARE Impact Location (Check One): Cable x Terminal section_____ Other: (Describe) Describe Damage to Barrier:_ Rate Overall Barrier Performance: good REPAIR Number of posts damaged: ____Was cable damaged?:___ Did cable maintain tension? Cost to repair: labor \$___, material \$___, equipment \$___ Total \$ see 36.3 evaluation form Repair problems? (Difficulties in obtaining paris/repair guidance/or other)_

Attach any supporting information, sketches, photos, accident reports, etc.

Evaluator: __Tommy A mold _____ Date: ___8/9/04_____ Title: EIT

Submit to Standards Engineer, Office of Roadway Engineering, Central Office, Thank you!

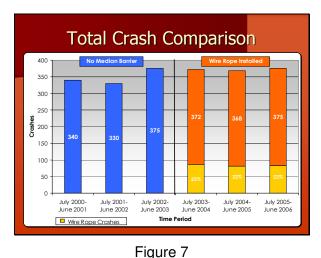
Figure 6

In some cases accident reports did not have corresponding maintenance data and vise versa. Though incomplete, this data was still entered in an evaluation form. In addition, there are several pictures that could not be linked to any accident report. There are two possibilities that explain this instance. First, the State Highway Patrol did not send in data that they have which could be the result of incomplete data. (The missing data from these cases were supplemented at a later time by GQL queries of the ODOT maintenance database.) Second, accidents occurred at the wire rope but were not reported to the Patrol.

There were some other obstacles to creating reliable data in this manner. The most difficult of these obstacles was the logging of these crashes. Unfortunately, log points from the inspection, maintenance records, and crash reports did not always match. As a result, comparing the date of the crash, the date of the inspection, and the date of the maintenance had to be the deciding factors when linking data, as long as the log points were not too far off. It is believed that this process was successful at describing the effects of the crash.

CRASH TRENDS

For the three-year data gathering period, the presence of the cable contributed to the number of crashes as one would expect by installing it in the clear zone of any roadway. Surprisingly, the total number of crashes remained about the same (Figure 7). One suggestion is that although the cable was itself hit, the lesser severity of these accidents assisted in reducing the number of collateral accidents. Accidents which would have resulted in the ensuing congestion of a more severe incident if the cable was not in place. (This data does not contain the 98 hit and runs accidents.)



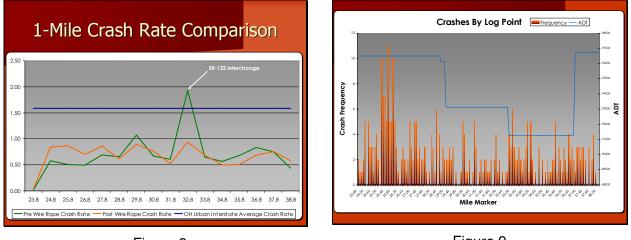


Figure 8



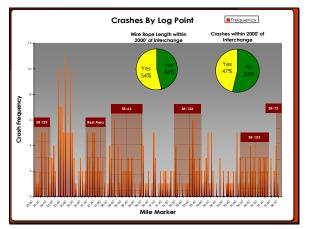
Figures 8 and 9 show both the crash rates and the number of crashes by crash location. The rates shown in Figure 8 are comparable with pre-existing conditions, with the exception of a reduction of the crash rate spike at the SR 122 interchange to more of a segment wide average. Figure 9 shows there is an even distribution of wire rope crashes along the entire segment, although there is an increase in the numbers at the southern end, Mile Marker 25.2 to 26.0, (left side of the graph) where the traffic volumes are higher.

With regards to that 0.8 mile segment, there were 67 total wire rope crashes, 22 of those hit & run. These crashes were distributed evenly in each year and in each direction. 60% of the crashes occurred during dark conditions.

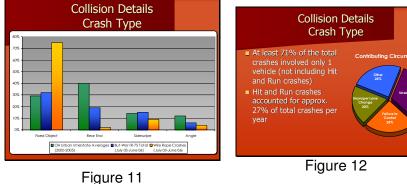
Of the 45 wire rope crashes that have an OH-1, 80% of the crashes occurred in wet or snow conditions. It should be noted that the total number of crashes in this section during the same time frame (July 2003 – June 2006) was 101. In other words, in about 45% of the crashes in this corridor, the vehicle lost control and struck the wire rope. About 60% of these 101 crashes occurred during wet or snow conditions. The segment was observed during a rain event, but there did not appear to be any drainage issues. There are, however, a few locations that does have rough pavement. An add lane widening and resurfacing project is slated to sell for this corridor in October of 2007, which should address these crash trends.

One concern that many state DOT's have is that of the influence of interchanges on cross-median crashes. It is believed by those states that traffic conflicts caused by the weaving of exiting and merging traffic increases the number of crashes.

Looking at Figure 10, it is noted that wire rope accidents in this segment are actually less of a factor within 2,000 feet of an interchange cross road. 47% of the accidents were in proximity of an interchange, while 54% of the segment mileage is within that distance.







Figures 11 and 12 indicate that most crashes involve only one vehicle, with that vehicle hitting the cable as the first event in the accident.

There were 98 hit and run accidents, possibly representative of the "forgiving" nature of cable.

Collision Details for Peak Hour (Figure 13) for wire rope crashes is similar to rates for all crashes, both before the cable was installed, and afterwards as well.







The vehicle's direction of travel was known for 285 accidents, leading the investigator to determine that 28% (79) of those vehicles had crossed the center ditch before impacting the cable on the far side (Figure 14). At this point these vehicles had traversed at least 46 feet of median and were only feet from high volume and high speed opposing traffic. 53% of the ditch crossings occurred in wet conditions, while 41% happened at night.

Over the three-year period. accidents with the wire rope were at a rate over the rates for all accidents for wet, snow, and ice conditions, which was expected (Figure 15). Of the 256 accidents with known pavement conditions, 56% occurred on wet, snow or ice.

The decrease in cable accidents in drv conditions can be attributed to the lateral offset of the system from the traveled way.

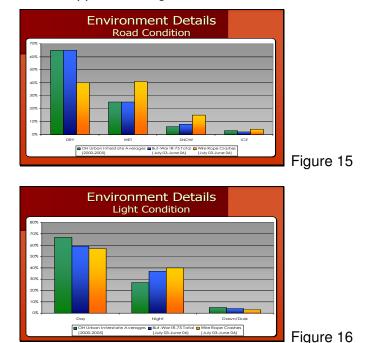
The graph in Figure 16 depicts very little effect of ambient light conditions on the accident rates with the wire rope compared with both statewide average and the total rates for the same segment.

the crash

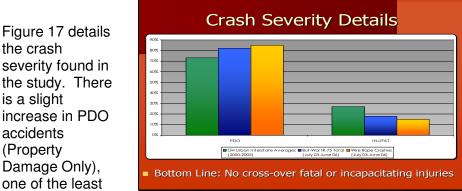
is a slight

accidents

(Property



Interestingly, no trends were found related to age or alcohol use of the driver.



severe of all reporting categories. And there is a slight decrease in injuries producing accidents when graphed sideby-side with other accidents statewide, and in the corridor.



The reputed benefits of using cable over other types of median protection such a w-beam or thrie-beam guardrail and concrete barrier, is the possibility of decreased accident severity in impacts. In this study, of the 354 recorded hits with the Brifen cable in a three year period, only 39 (11%) accidents were logged as having any sort of injuries. 25 were classified as nonincapacitating, 12 as possible injuries, and 1 accident was not classified.

NOTABLE CRASH TYPES

Since tensioned cable installations are so new to the United States, the actual performance of these systems was relatively unknown prior to conducting field surveys for this report. Besides observing and reporting of various external conditions to the cable, such as road, weather, and driver parameters as was done in the previous section of this report, the performance of the cable is of interest here. On a national basis, certain states have either seen or expressed concern about the ability of the cable to perform adequately. These are ODOT's findings on three different crash types that may be of interest to future researchers on the subject.

A) Penetration

Approximately four penetrations per year occurred over the length of the system, with no discernable trends. Because of a National Crash Analysis Center (NCAC) study of cable penetrations, the total number of back-side hits are of interest. Only 3 out of the 13 were back-side hits, meaning those three vehicles crossed the ditch line and hit the cable on the upslope. The cable installation is 16 feet up the slope from the ditch line, and this offset still is greater than even the current recommendation from FHWA regarding the cable/ditch relationship.

Figures 18 and 19 are two views of the same accident in which the vehicle went through the ditch and came to a rest before entering opposing traffic lanes. Although the State Highway Patrol report did classify this as a penetration, and is logged as such for the purposes of this report, it is important to note that two of the four cables on this Brifen system did remain in contact with the vehicle (see cables leading to the right rear tire in the photo in Figure 19). The strength of the cables is such that only one is needed to engage the vehicle for a successful "capture", so the additional three cables on this particular product gives the system redundancy.

Alternatively, it is also quite apparent from these photos that the vehicle had crossed at least 46 feet of median and was very close to entering the opposing traffic lanes before it was successfully contained by two cables of the wire rope.

See ODOT's previous two reports to FHWA on this system (January 31, 2005 and November 22, 2005) for more discussion on Penetrations.





Figure 18

Figure 19

B) Entanglement

The crash depicted in Figure 20 was commented on last year. Nevertheless, it is presented again as an example of the difficulty of analyzing an accident after the vehicle has come to rest. The questions are: How did the vehicle become entangled inside of the four rope system? Was this a result of a fault of the product, the driver's actions, vehicle geometry or suspension, or the median slopes?

Only one crash of this type was observed during the entire three year reporting period.



Figure 20

C) Vehicles Exceeding Design Criteria

One issue that has developed nationally is the appropriate crash rating of a cable system; i.e., which type of vehicles should the system be designed for to be effective? The cable installed on this segment has been accepted by FHWA as a Test Level 3 system based on national crash testing criteria contained in NCHRP Report 350. TL-3 the minimum level allowed on the National Highway System (e.g. interstate freeways) and is functionally limited to a larger passenger vehicle. However, this and other TL-3 cable systems have repeatedly captured larger vehicles.



Figure 21



Figure 22

Crashes on this particular system involving large vehicles included a Mac truck, single unit truck, and a fire truck.

One recent accident (Figures 21 and 22), shows the results of a September 6, 2006 semi-truck hit. It actually occurred after the completion of data gathering for this report, but is included for informative purposes. No one was injured in the crash.

The maintenance crew that repaired the section indicated the truck swerved from the northbound slow lane and struck the wire rope head on. Skid marks were not very prominent on the northbound side, possibly indicating that the driver did not have a chance to slow down. The repair crew mentioned the top rope did maintain contact with the truck; however, about 575 feet of that top rope "stretched" and ultimately could not contain the truck.

MAINTENANCE CONSIDERATIONS AND COSTS

On this cable segment, as a test, ODOT installed approximately two miles of socketed posts in concrete foundations to determine the ease of repair as purported by the vendor. The remaining 12.5 miles were installed as originally planned with posts driven directly into the ground.

Quickly, the District 8 Highway Technicians discovered of the great maintenance benefits of the socketed posts which can allow an almost effortless repair of damaged posts. These repair crews then decided, at the time of an accident, to replace every damaged driven post with an individually constructed concrete socketed post. At this point gathering any meaningful data with regards to repair costs for this installation was lost, but it shows the overpowering benefits of socketed post construction.

However, as reported in prior years, the maintenance experience for Year 3 was different for the socketed sections and the driven post sections of the wire rope. Repairs of the socketed posts have been relatively straightforward. Unfortunately, it was not feasible to determine an average cost for these repairs since over half of the socketed locations were repaired before the inspection was possible. As a result, the number of damaged posts was unknown for 50% of the crashes. In contrast, repairs of driven posts have been extremely difficult during periods of rain/melting snow when the ground is too wet to support equipment. In Year 3, the average cost to repair damage in the non-socketed post locations was about \$133.73. It should be noted that this cost is slightly up from \$115.18 in Year 2. This increase in cost is most likely the result of the decreased time needed to repair many of the locations. In Year 3, more locations had unknown post damage compared to previous years. In summary, the average cost to fix a damaged section of the wire rope over the 3 years was about \$146 per damaged post. Please note that the average cost to fix a socketed section is about \$105. After repairing these sections, the tension was checked and only minor adjustments have been needed in most cases.

In general, the system has performed as expected from a maintenance point of view. The end anchors have remained stable, repair parts have been readily available, and no special problems related to winter conditions have been identified (i.e. posts frozen in sockets). Finally, the maintenance crews have been able to mow the median and spray the area under the cable to keep vegetation in check.

CONCLUSIONS

A) Performance

The crash performance of the barrier is very effective. After three years of intensive data collection on the in-situ performance of this installation, there have been 354 known vehicle impacts with the cable resulting in no cross-median fatalities.

In conclusion, it can be shown that cross-median crashes appear to be random events:

- Slightly higher percentage during dark conditions
- Significantly higher percentage during wet conditions
- Significantly higher percentage of crashes involved only one vehicle losing control

Yet the most telling number from this three year study is a comparison of the magnitude of the problem before the cable was install to the success of the cable at the end of the three year evaluation:

BEFORE - From July 2001 to June 2003... AFTER - From July 2003 to June 2006...

- 17 fatal crashes (21 fatalities)
- 9 cross-over fatal crashes (11 fatalities)

- 4 fatal crashes (4 fatalities)
 - No cross-over fatal crashes

Two documents are included in this report: 1) an analysis table summarizing the crashes, and 2) an Excel spreadsheet with individual data on all reported wire rope accidents.

B) Benefits of Reporting on In-Service Evaluations

The information learned from following the performance of this product closely has been shared with various transportation entities, such as AASHTO, NCHRP, TRB, other state DOT's, and other countries. That shows the true value of such an evaluation, it that the efforts by one state can be put to productive use by others.

To further ensure the knowledge gained in this evaluation is available to other transportation professionals, all three annual reports in this series have been submitted to AASHTO's Cable Median Barrier Technology Implementation Group. Its web page is found on the web at: http://tig.transportation.org/?siteid=57&pageid=1031.

ANALYSIS OF CRASHES BUT/WAR IR-75 WIRE ROPE DAMAGE

Click to Refresh Pivot Tables

| Crashes Per Data Year | |
|-----------------------|-------|
| Data Year | Total |
| Year 1 | 120 |
| Year 2 | 113 |
| Year 3 | 121 |
| Grand Total | 354 |

| Count of Direction of Travel (NB/SB) | |
|--------------------------------------|-------|
| Direction of Travel (NB/SB) | Total |
| NB | 154 |
| SB | 131 |
| Grand Total | 285 |

| Crashes by County | |
|-------------------|-------|
| County | Total |
| BUT | 171 |
| WAR | 183 |
| Grand Total | 354 |

| Count of Vehicle Crossed Ditch | |
|--------------------------------|-------|
| Vehicle Crossed Ditch | Total |
| No | 200 |
| Yes | 79 |
| Grand Total | 28 |

| Count of Road Condition | |
|-------------------------|-------|
| Road Condition | Total |
| DRY | 106 |
| ICE | 10 |
| SNOW | 37 |
| WET | 103 |
| Grand Total | 256 |

| Count of Light Condition | |
|--------------------------|-------|
| Light Condition | Total |
| DARK | 10 |
| DAWN | |
| DAY | 14 |
| DUSK | |
| Grand Total | 25 |

| Count of Crash Severity | |
|-------------------------|-------|
| Crash Severity | Total |
| INJ | 39 |
| PDO | 215 |
| Grand Total | 254 |

| Count of Injurity Severity | |
|----------------------------|-------|
| Injurity Severity | Total |
| NON-INCAPACITATING | 25 |
| POSSIBLE | 13 |
| Grand Total | 38 |

| Count of Crashes Within 2000' of Interchange | |
|--|-------|
| Crashes Within 2000' of Interchange | Total |
| No | 191 |
| Yes | 163 |
| Grand Total | 354 |

| Count of Socketed Post Location | |
|---------------------------------|-------|
| Socketed Post Location | Total |
| Socketed | 24 |
| Grand Total | 24 |

| Count of Calendar Crash Year | | |
|------------------------------|------|-------|
| Crash Year | | Total |
| | 2003 | 61 |
| | 2004 | 116 |
| | 2005 | 130 |
| | 2006 | 47 |
| Grand Total | | 354 |

| Seatbelt In Use | Total |
|-----------------|-------|
| Yes | 38 |
| Grand Total | 38 |
| | |

Count of Seatbelt In Use

| Count of Peak Hour (7-9am) or (4-6pm) | |
|---------------------------------------|-------|
| Peak Hour (7-9am) or (4-6pm) | Total |
| AM PEAK | 28 |
| PM PEAK | 34 |
| Grand Total | 62 |

| Hit and Run Crashes by Calendar Year | | | |
|--------------------------------------|------------|----------------------|-------|
| Accident Point Number | Crash Year | ccident Point Number | Total |
| HIT AND RUN | 200 | IT AND RUN | 19 |
| | 200 | | 35 |
| | 200 | | 28 |
| | 200 | | 10 |
| HIT AND RUN Total | | IT AND RUN Total | 98 |
| Grand Total | | rand Total | 98 |

| Hit and Run Crashes by Data Year | | | | | | | | | | | |
|----------------------------------|-----------|-------|--|--|--|--|--|--|--|--|--|
| Accident Point Number | Data Year | Total | | | | | | | | | |
| HIT AND RUN | Year 1 | 33 | | | | | | | | | |
| | Year 2 | 32 | | | | | | | | | |
| | Year 3 | 33 | | | | | | | | | |
| HIT AND RUN Total | | 98 | | | | | | | | | |
| Grand Total | | 98 | | | | | | | | | |

Wire Rope Crash Inventory IR-75 Butler and Warren Counties

| Last Date Modified: | 11/29/2006 | | Year 1 07/01/2003 - 06/30/2004 |
|--------------------------------|-------------|---|--------------------------------|
| Modified by: | ETA | | Year 2 07/01/2004 - 06/30/2005 |
| Instructions | | _ | Year 3 07/01/2005 - 06/30/2006 |
| - do not enter any data in the | white cells | | |
| - do not modify order of colur | nns | | |

Cable rail data inventory begins 7/1/2003 and ends 6/30/2006
 for hit and run crashes, input the date of the maintenance costs

| | ABBREVIATIONS | | | | | | | | | | | | |
|-----|-------------------------------|----|----------------|--|--|--|--|--|--|--|--|--|--|
| FTC | FAILURE TO CONTROL | DF | DRIVER FATIGUE | | | | | | | | | | |
| US | UNSAFE SPEED | | | | | | | | | | | | |
| ILC | IMPROPER LANE CHANGE | | | | | | | | | | | | |
| ODE | OPERATING DEFECTIVE EQUIPMENT | | | | | | | | | | | | |
| DIA | DRIVER INATTENTION | | | | | | | | | | | | |
| STA | SWERVING TO AVOID | | | | | | | | | | | | |
| RD | RECKLESS DRIVING | | | | | | | | | | | | |
| DUI | DRIVING UNDER THE INFLUENCE | | | | | | | | | | | | |

Crash Data Last Updated Through June of 2004

| | | | | | | | | | | 0103 | II Data East | opuated milough June of 20 | 701 | | | | | | | | | | | |
|-------------|--------------|------------------|----------|--------|----------|------------|----------------|------------|---------|----------------|--------------|-----------------------------|--------------|-----------|--------------|----------------------------|----------|-----------|-----------|--------------|-------------|------------|------------|-----------|
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Accident | | | Crash | | | Peak Hour | | Cable Rail | Vehicle | Crashes Within | Socketed | | | | | | | | | Damage to | | Inspection | Evaluation | |
| Point | Local Report | | Location | | Time of | (7-9am) or | Direction of | Location | Crossed | 2000' of | Post | | | Type of | Contributing | Crash | Seatbelt | Road | Light | Cable Rail | | Picture | Form | |
| Number | Number | Date of Accident | (mm) | County | Crash | (4-6pm) | Travel (NB/SB) | (R/L) | Ditch | Interchange | Location | Result of Crash | Vehicle Type | | | Severity Injurity Severity | In Use | Condition | Condition | (# of posts) | Repair Cost | Taken | Completed | Data Year |
| HIT AND RUN | reamber | 11/17/2003 | | BUT | orusin | (4-opin) | Haver (ND/ 3D) | (117) | Ditteri | No | Location | Result of ordsh | venicie rype | orasir | oncumstances | Seventy injurity seventy | mose | oonantion | condition | | \$ 546.63 | NO | | Year 1 |
| | | | 23.30 | | | | | | | | | | | _ | | | | | | n/a | | | YES | |
| HIT AND RUN | | 11/18/2003 | 23.40 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 328.72 | NO | | Year 1 |
| 038322928 | 83-1782-09 | 11/8/2003 | 24.10 | BUT | 2:30 PM | | NB | R | No | Yes | | REDIRECTED INTO TRAFFIC | CAR | FO | FTC | PDO | | DRY | DAY | 1 | \$ 810.25 | YES | | |
| 038349184 | 09-0738-09 | 12/14/2003 | 24.20 | BUT | 11:15 AM | | NB | R | No | Yes | | REDIRECTED | CAR | FO | ILC | PDO | | WET | DAY | n/a | \$ 696.13 | NO | YES | Year 1 |
| HIT AND RUN | | 3/29/2004 | 24.20 | BUT | | | | | | Yes | | | | | | | | | | 3 | \$ 123.80 | YES | YES | Year 1 |
| 038209814 | 09-0412-09 | 7/30/2003 | 24.40 | BUT | 7:38 AM | AM PEAK | NB | R | No | Yes | | STOPPED IN CONTACT | SUV | SIDESWIPE | ILC | PDO | | DRY | DAY | 3 | \$ 1,131.60 | NO | | Year 1 |
| 048060754 | 09-0153-09 | 3/6/2004 | 24.40 | BUT | 2:13 AM | TUNTER | NB | R | No | Yes | | STOPPED IN CONTACT | CAR | FO | ILC | PDO | + + | DRY | DARK | 10 | \$ 360.23 | NO | | |
| | | | | | | | = | | | | | | | | | | o v | | | | | | | |
| 048181073 | 09-0425-09 | 6/29/2004 | 24.40 | BUT | 8:00 AM | AM PEAK | NB | R | No | Yes | | REDIRECTED | CAR | ANGLE | ILC | INJ NON-INCAPACITATING | G Yes | DRY | DAY | n/a | n/a | NO | YES | |
| 048031124 | 09-0093-09 | 2/5/2004 | 24.50 | BUT | 8:05 PM | | NB | R | No | Yes | | SPUN OUT | CAR | FO | FTC | PDO | | WET | DAY | 4 | \$ 260.34 | YES | YES | |
| HIT AND RUN | | 4/5/2004 | 24.70 | BUT | | | | | | Yes | | | | | | | | | | n/a | \$ 1,144.44 | NO | YES | Year 1 |
| HIT AND RUN | | 2/27/2004 | 24.80 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 965.62 | NO | YES | Year 1 |
| 038224814 | 09-0423-09 | 8/3/2003 | 24.90 | BUT | 11:07 AM | | NB | R | No | No | | STOPPED IN CONTACT | CAR | SIDESWIPE | ILC | PDO | | DRY | DARK | 4 | \$ 642.61 | NO | YES | Year 1 |
| HIT AND RUN | | 10/21/2003 | 24.90 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 464.02 | NO | YES | Year 1 |
| 038353028 | 09-0719-09 | 12/9/2003 | 25.00 | BUT | 6:25 PM | | NB | R | No | No | | STOPPED IN CONTACT | CAR | FO | DIA | PDO | | DRY | DARK | n/a | \$ 1,022,49 | NO | YES | |
| 038244205 | 09-0474-09 | 9/1/2003 | 25.20 | BUT | 5:46 PM | PM PEAK | SB | R | Yes | No | | STOPPED IN CONTACT | SUV | FO | FTC | PDO | | WET | DAY | 7 | \$ 711.44 | NO | YES | |
| | | | | | | | | | | | | | | | | | - | | | 7 | | | | |
| 048116205 | 09-0257-09 | 4/25/2004 | 25.20 | BUT | 8:43 AM | AM PEAK | SB | R | Yes | No | | STOPPED IN CONTACT | SUV | FO | FTC | PDO | | WET | DAY | 3 | SEE 25.2 | YES | | Year 1 |
| 038244206 | 09-0475-09 | 9/1/2003 | 25.30 | BUT | 7:15 PM | | SB | R | Yes | No | | SPUN OUT | CAR | FO | FTC | PDO | | WET | DUSK | n/a | SEE 25.2 | NO | YES | Year 1 |
| HIT AND RUN | | 1/13/2004 | 25.30 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 799.22 | YES | YES | Year 1 |
| 048089358 | 09-0188-09 | 3/29/2004 | 25.30 | BUT | 10:55 PM | | NB | R | No | No | 1 | SPUN OUT | CAR | FO | FTC | PDO | | WET | DARK | n/a | N/A | NO | YES | Year 1 |
| 038331430 | 09-0679-09 | 11/27/2003 | 25.40 | BUT | 8:45 AM | AM PEAK | SB | R | Yes | No | | SPUN OUT | CAR | FO | FTC | PDO | | WET | DAY | 6 | \$ 377.31 | YES | YES | Year 1 |
| HIT AND RUN | | 3/8/2004 | 25.40 | BUT | | İ | | | | No | 1 | | | | | | | | | 11 | \$ 1,067,67 | YES | | Year 1 |
| HIT AND RUN | | 3/22/2004 | 25.40 | BUT | | 1 | | | | No | | | | | | | | _ | | n/a | \$ 1,123,22 | NO | | Year 1 |
| | 09.0570.00 | 10/14/2003 | 25.50 | BUT | 10:40 AM | 1 | NB | R | Nc | No | | SPUN OUT | CAR | FO | FTC | PDO | | W/FT | DAY | | \$ 901.24 | NO | | |
| 038278754 | 09-0579-09 | | | | | | | | No | | | | | FO | | PDO | | WET | DAY | n/a | | | | |
| 038300550 | 09-0616-09 | 10/29/2003 | 25.50 | BUT | 6:57 PM | D14 05 11 | NB | R | No | No | | STOPPED IN CONTACT | CAR | SIDESWIPE | RD | PDO | | DRY | DARK | n/a | SEE 25.5 | NO | YES | |
| 048031127 | 09-0084-09 | 1/31/2004 | 25.50 | BUT | 4:16 PM | PM PEAK | NB | R | No | No | | STOPPED IN CONTACT | CAR | FO | RD | PDO | | DRY | DAY | 32 | \$ 2,468.09 | YES | | |
| HIT AND RUN | | 11/3/2003 | 25.60 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 321.36 | NO | YES | Year 1 |
| 038368705 | 03120361 | 12/14/2003 | 25.60 | BUT | 9:35 AM | | NB | R | No | No | 1 | STOPPED IN CONTACT | SUV | FO | FTC | PDO | | SNOW | DAY | n/a | SEE 25.4 | NO | YES | Year 1 |
| 048089356 | 06-0186-09 | 3/29/2004 | 25.60 | BUT | 8:56 AM | AM PEAK | NB | R | No | No | | SPUN OUT | VAN | FO | FTC | PDO | | WET | DARK | 5 | \$ 520.75 | YES | YES | |
| 048104345 | 09-0246-09 | 4/22/2004 | 25.60 | BUT | 7:00 PM | | SB | R | Yes | No | | STOPPED IN CONTACT | SUV | FO | FTC | PDO | | WET | DAY | n/a | SEE 25.6 | NO | YES | |
| 048006737 | 09-0002-09 | 1/1/2004 | 25.80 | BUT | 10:18 AM | | SB | I. | No | No | | SPUN OUT | CAR | FO | US | INJ NON-INCAPACITATING | C VES | WET | DARK | 4 | \$ 602.05 | YES | YES | |
| 010000101 | 0,0002 0, | | | | | | | L | | - | | | | | | | o ies | | | | | | | |
| 048116208 | 09-0272-09 | 5/2/2004 | 25.80 | BUT | 1:34 AM | | SB | L | No | No | | OVERTURNED OVER THE RAIL | CAR | FO | FTC | PDO | - | WET | DARK | n/a | \$ 836.44 | NO | | Year 1 |
| HIT AND RUN | | 8/7/2003 | 25.90 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 1,268.43 | NO | | Year 1 |
| HIT AND RUN | | 10/21/2003 | 25.90 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 592.68 | NO | | Year 1 |
| 048006941 | 09-0008-09 | 1/4/2004 | 26.00 | BUT | 8:22 AM | AM PEAK | NB | L | Yes | No | | STOPPED IN CONTACT | SUV | FO | FTC | PDO | | WET | DAY | ? | SEE 25.8 | NO | YES | Year 1 |
| 048033043 | 09-0060-09 | 1/28/2004 | 26.00 | BUT | 5:09 AM | | NB | L | Yes | No | | STOPPED IN CONTACT | MACK TRUCK | FO | ODE/ACDA | PDO | | WET | DARK | 6 | SEE 25.8 | YES | YES | Year 1 |
| HIT AND RUN | | 3/5/2004 | 26.00 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 696.22 | NO | YES | Year 1 |
| HIT AND RUN | | 4/26/2004 | 26.00 | BUT | | | | | | No | | | | | | | | | | n/a | \$ 238.37 | NO | | Year 1 |
| 038336221 | 09-0682-09 | | 26.10 | BUT | E-00 AM | | SB | L | No | No | | STOPPED IN CONTACT | CAR | FO | US | INJ POSSIBLE | YES | WET | DARK | 1 | \$ 901.74 | YES | | Year 1 |
| | 09-0662-09 | 11/28/2003 | | | 5:00 AM | | SD | L | INU | | | STOPPED IN CONTACT | CAR | FU | 03 | INJ PUSSIBLE | TES | VVEI | DAKK | , | | | | |
| HIT AND RUN | | 5/11/2004 | 26.10 | BUT | | | | | | No | | | | | | | _ | | | n/a | \$ 474.45 | NO | YES | |
| 038195664 | 09-0362-09 | 7/4/2003 | 26.60 | BUT | 4:28 AM | | NB | L | Yes | No | | STOPPED IN CONTACT | CAR | FO | FTC | PDO | | DRY | DARK | n/a | \$ 614.12 | NO | YES | |
| 048006938 | 09-0005-09 | 1/4/2004 | 26.60 | BUT | 7:10 AM | AM PEAK | SB | L | No | No | | REDIRECTED INTO TRAFFIC | CAR | FO | FTC | PDO | | WET | DARK | 7 | SEE 26.1 | NO | YES | Year 1 |
| 038300504 | 09-0622-09 | 11/1/2003 | 26.90 | BUT | 12:35 PM | | SB | L | No | Yes | | STOPPED IN CONTACT | CAR | ANGLE | FTC | PDO | | DRY | DAY | n/a | \$ 1,388.63 | NO | YES | Year 1 |
| HIT AND RUN | | 3/3/2004 | 26.90 | BUT | | | | | | Yes | | | | | | | | | | 3 | \$ 408.52 | YES | YES | Year 1 |
| 048127921 | 09-0297-09 | 5/12/2004 | 26.90 | BUT | 11:13 PM | | NB | 1 | Yes | Yes | | STOPPED IN CONTACT | CAR | FO | US/FTC | PDO | | DRY | DARK | n/a | \$ 95.50 | NO | YES | |
| 048006759 | 09-0009-09 | 1/4/2004 | 27.10 | BUT | 8:05 PM | | SB | | No | Yes | | SPUN OUT | CAR | FO | FTC | PDO | | WET | DARK | 7 | \$ 1,105,95 | YES | YES | |
| HIT AND RUN | 07 0007 07 | 12/3/2003 | 27.20 | BUT | 0.03110 | | 35 | L. | NO | Yes | | 31 614 661 | 0/11 | 10 | 110 | 150 | | VVL I | DAIR | n/a | \$ 209.53 | NO | | |
| | | | | BUT | | | | | | | | | | - | | | | | | | | | | |
| HIT AND RUN | | 4/28/2004 | 27.20 | | | | | | | Yes | | | | | | | | | | n/a | \$ 242.26 | YES | | |
| 048057525 | 09-0141-09 | 3/1/2004 | 27.30 | BUT | 3:15 AM | | SB | L | No | Yes | | UNDERRAN THE RAIL PARTIALLY | CAR | FO | FTC | PDO | | DRY | DARK | 11 | \$ 1,321.56 | YES | YES | |
| 048116204 | 09-0256-09 | 4/25/2004 | 27.30 | BUT | 8:07 AM | AM PEAK | SB | L | No | Yes | | STOPPED IN CONTACT | CAR | FO | ILC | PDO | | WET | DAY | 8 | \$ 870.16 | NO | YES | |
| 038253334 | 09-0495-09 | 9/11/2003 | 27.50 | BUT | 3:00 PM | | SB | L | No | Yes | | STOPPED IN CONTACT | SUV | FO | STA | PDO | | DRY | DAY | n/a | \$ 1,133.98 | NO | YES | Year 1 |
| HIT AND RUN | | 1/21/2004 | 27.50 | BUT | | | | | | Yes | | | | | | | | | | n/a | \$ 739.85 | YES | YES | Year 1 |
| HIT AND RUN | | 8/12/2003 | 27.70 | BUT | | | | | | Yes | | | | | | | | | | n/a | \$ 666.61 | NO | | Year 1 |
| HIT AND RUN | | 11/4/2003 | 27.80 | BUT | | 1 | | | i i | Yes | i i | | | | | | | | | n/a | \$ 2,249.03 | NO | | Year 1 |
| 048023464 | 09-0122-09 | 2/20/2004 | 28.10 | BUT | 7:17 PM | 1 | NB | | Yes | No | | REDIRECTED | CAR | FO | FTC | PDO | | WET | DARK | 7 | SEE 26.9 | YES | YES | |
| 038349181 | 09-0735-09 | | 28.20 | BUT | 5:52 AM | 1 | NB | | Yes | No | | STOPPED IN CONTACT | CAR | FO | US | PDO | | SNOW | DARK | n/a | SEE 28.2 | SEE 28.2 | YES | |
| | | | | | | DM DE AV | | - | | | | | | | | | | | | E E | | | | |
| 038364191 | 80-1339-83 | 12/19/2003 | 28.20 | BUT | 5:20 PM | PM PEAK | NB | L | Yes | No | | STOPPED IN CONTACT | CAR | FO | US | PDO | C VEC | SNOW | DAY | 5 | \$ 1,086.89 | YES | | Year 1 |
| 038349178 | 09-0732-09 | 12/12/2003 | 28.30 | BUT | 3:50 PM | | NB | L | Yes | No | | SPUN OUT AND ROLLED OVER | CAR | FO | ILC | INJ NON-INCAPACITATING | G YES | DRY | DAY | n/a | SEE 28.2 | YES | | Year 1 |
| 048014935 | 83-0173-09 | 1/26/2004 | 28.50 | BUT | 9:18 AM | | NB | R | No | Yes | | STOPPED IN CONTACT | PICKUP | SIDESWIPE | US | PDO | | SNOW | DAY | 2 | \$ 584.89 | YES | | |
| 048031026 | 09-0071-09 | 1/30/2004 | 28.50 | BUT | 12:05 AM | | NB | R | No | Yes | | STOPPED IN CONTACT | CAR | FO | US | PDO | | SNOW | DARK | ? | SEE 28.2 | NO | YES | |
| HIT AND RUN | | 5/18/2004 | 28.72 | BUT | | | | | | Yes | 1 | | | | | | | | | | \$ 518.35 | NO | YES | Year 1 |
| HIT AND RUN | | 9/8/2003 | 28.90 | WAR | | | | | | Yes | 1 | | | | | | | | | n/a | \$ 126.48 | | YES | Year 1 |
| 048089354 | 09-0183-83 | 3/27/2004 | 29.00 | WAR | 4:50 AM | 1 | SB | | No | Yes | 1 | STOPPED IN CONTACT | SUV | FO | ODF | PDO | | WFT | DARK | n/a | \$ 331.08 | NO | YES | Year 1 |
| 038373601 | 83-2171-83 | 12/30/2003 | 29.10 | WAR | 4:57 PM | PM PEAK | NB | - | Yes | Yes | | STOPPED IN CONTACT | PICKUP | FO | FTC | PDO | | DRY | DAY | n/a | n/a | NO | YES | Year 1 |
| | | | | | | | NB | - | | | | REDIRECTED | | | | | | WET | | F F | \$ 889.51 | | | |
| | 83-1376-83 | | 29.20 | | 5:10 PM | PIVI PEAK | 110 | L L | Yes | Yes | | REBIREOTEB | CAR | FO | | PDO | | | | 5 | \$ 001.01 | NO | YES | |
| | 83-1927-83 | | 29.20 | | 4:15 AM | | NB | L | Yes | Yes | | REDIRECTED | CAR | FO | FTC | PDO | | WEI | DARK | | | NO | YES | |
| HIT AND RUN | | 10/15/2003 | 29.30 | WAR | | | | | | Yes | | | | | | | | | | n/a | \$ 539.38 | NO | YES | |
| | 00-419-83 | 6/26/2004 | 29.40 | WAR | 1:50 PM | | SB | L | No | Yes | | REDIRECTED | CAR | SIDESWIPE | ILC | PDO | | DRY | DAY | 1 | n/a | YES | YES | Year 1 |
| HIT AND RUN | | 10/20/2003 | 30.00 | WAR | | | | | | Yes | Socketed | | | | | | | | | n/a | \$ 304.48 | NO | YES | Year 1 |
| | 83-1405-83 | 9/2/2003 | 30.70 | WAR | 6:26 PM | 1 | NB | R | No | No | Socketed | REDIRECTED | PICKUP | FO | US | PDO | | WET | DAY | | \$ 282.83 | NO | YES | |
| | 83-0351-83 | | 30.80 | WAR | 3:33 PM | 1 | NB | R | No | No | Socketed | STOPPED IN CONTACT | CAR | SIDESWIPE | ODE | PDO | | DRY | DAY | n/a | | NO | YES | |
| 048060597 | | | 30.80 | WAR | 7:18 AM | | NB | | | | Socketed | STOPPED IN CONTACT | PICKUP | | | | + + | SNOW | DAWN | | | NO | YES | |
| | | | | | | AM PEAK | | R | No | No | | | | FO | US | PDO | + + | | | n/a | n/a | | | |
| 038298409 | | | 30.90 | WAR | 1:00 AM | | NB | R | No | No | Socketed | SPUN OUT | CAR | ANIMAL | NONE | PDO | | WET | DARK | n/a | \$ 629.05 | NO | YES | |
| 048004252 | 83-0052-83 | 1/8/2004 | 31.10 | WAR | 1:50 PM | | NB | R | No | No | Socketed | STOPPED IN CONTACT | SUV | FO | FTC | PDO | | SNOW | DAY | 6 | SEE 33.6 | YES | YES | |
| | 83-776-83 | | 31.40 | WAR | 4:40 AM | | NB | R | No | No | Socketed | STOPPED IN CONTACT | CAR | FO | US | INJ POSSIBLE | YES | WET | | 2 | \$ 219.59 | YES | YES | |
| 038269013 | 83-1500-83 | 9/22/2003 | 31.80 | WAR | 8:20 AM | AM PEAK | NB | R | No | No | Socketed | PENETRATION OF RAIL | CAR | FO | FTC | PDO | | WET | DAY | 6 | \$ 259.90 | NO | YES | Year 1 |
| HIT AND RUN | | 8/18/2003 | 32.00 | WAR | | 1 | | - | - | No | Socketed | | | - | | | | | | | \$ 293.43 | NO | YES | |
| 048166558 | 83-0853-83 | 5/27/2004 | 32.00 | WAR | 10:22 PM | 1 | NB | R | No | No | Socketed | SPUN OUT | CAR | FO | US | PDO | | WET | DAY | - | \$ 328.25 | YES | YES | |
| | | | | | | DMDEAK | | | | | JOUNCIEU | | CAR | | | | + + | | | - | | | | |
| | 09-0229-83 | | 32.30 | WAR | 5:08 PM | PM PEAK | NB | L | Yes | Yes | | SPUN OUT | | SIDESWIPE | ILC | PDO | + + | DRY | DAY | | \$ 277.55 | NO | YES | |
| 038362803 | 83-2090-83 | 12/19/2003 | 32.80 | WAR | 6:20 PM | | SB | n/a | No | Yes | | REDIRECTED INTO TRAFFIC | VAN | ANGLE | US | PDO | | ICE | DARK | 2 | \$ 528.18 | YES | YES | Year 1 |
| | | | | | | | | | | | | | | | | | | | | | | | | |

| 038364556 83-2104-83 12/19/2003 | 32.90 WAR | 5:50 PM | PM PEAK | NB | R | No | Yes | | STOPPED IN CONTACT | SUV | FO | US PI | PDO | | SNOW | DARK | ? | \$ 389.95 | YES | YES | Year 1 |
|---|--|---|--------------------|---|--|--|--|----------|---|---|---|--|---|------------------------|---|---|---|---|---|--|--|
| 048166569 83-0875-83 5/30/2004 | 32.90 WAR | 4:55 PM | PM PEAK | SB | R | Yes | Yes | | REDIRECTED | CAR | FO | | PDO | | WET | DAY | 2 | SEE 36.3 | YES | YES | Year 1 |
| 048166287 83-0952-83 6/10/2004 | 32.90 WAR | 2:25 PM | _ | NB | R | No | Yes | | STOPPED IN CONTACT | CAR | FO | | | NON-INCAPACITATING YES | DRY | DAY | n/a | n/a | NO | YES | Year 1 |
| 038244074 83-1395-83 9/2/2003 HIT AND RUN 10/15/2003 | 33.10 WAR 33.10 WAR | 1:35 AM | - | SB | R | Yes | Yes | ł | REDIRECTED | SUV | FO | FELL ASLEEP PI | PDO | | WET | DARK | n/a | \$ 347.15 \$ 388.53 | NO NO | YES | Year 1 Year 1 |
| HIT AND RUN 1/22/2004 | 33.10 WAR | | | | | | Yes | | | | | | | | | | 4 | \$ 513.94 | YES | YES | Year 1 |
| 038354127 03-0424 11/29/2003 | 33.33 WAR | 2:09 AM | | SB | R | Yes | Yes | | SPUN OUT | SUV | FO | 110 | PDO | | SNOW | DARK | n/a | \$ 275.31 | NO | YES | |
| 048004331 83-0024-83 1/4/2004 048014928 83-0165-83 1/25/2004 | 33.50 WAR 33.60 WAR | 2:30 PM 5:45 PM | PM PEAK | SB SB | R n/a | Yes No | Yes | | STOPPED IN CONTACT STOPPED IN CONTACT | CAR CAR | FO FO | | PDO PDO | | WET SNOW | DAY DUSK | n/a | SEE 33.6 SEE 33.6 | YES NO | YES | Year 1 Year 1 |
| 048014928 83-0153-83 172572004 | 33.60 WAR | 1:09 PM | PIVI PEAK | SB | n/a | No | Yes | | STOPPED IN CONTACT STOPPED IN CONTACT | CAR | FO | | PDO | | DRY | DUSK | 5 | \$ 647.97 | YES | YES | Year 1 |
| HIT AND RUN 11/21/2003 | 34.00 WAR | | | | | | No | | | | | | | | | | n/a | \$ 328.06 | NO | YES | Year 1 |
| 038373598 83-2174-83 12/31/2003 | 34.00 WAR | 5:15 AM | | NB | n/a | No | No | | STOPPED IN CONTACT | PICKUP | SIDESWIPE | | PDO | | DRY | DARK | 1 | SEE 36.98 | YES | YES | Year 1 |
| 038196144 83-1075-83 7/1/2003 048120359 83-0718-83 5/6/2004 | 34.20 WAR 34.20 WAR | 5:50 PM 7:43 PM | PM PEAK | SB NB | n/a n/a | No No | No No | | REDIRECTED REDIRECTED INTO TRAFFIC | CAR CAR | FO FO | | PDO PDO | | WET DRY | DAY DAY | n/a | \$ 326.23 \$ 677.10 | NO YES | YES | Year 1 Year 1 |
| 038198944 83-1174-83 7/20/2003 | 34.30 WAR | 7:04 AM | AM PEAK | SB | n/a | No | No | | REDIRECTED | CAR | FO | | PDO | | DRY | DAT | 2 | \$ 371.83 | NO | YES | Year 1 |
| 038230771 83-1286-83 8/13/2003 | 34.90 WAR | 11:58 AM | | SB | n/a | No | No | | PENETRATION OF RAIL | CAR | ANGLE | | | NON-INCAPACITATING YES | DRY | DAY | 2 | \$ 1,136.16 | NO | YES | Year 1 |
| 038219654 83-1197-83 7/25/2003 | 35.20 WAR | 5:42 PM | PM PEAK | SB | n/a | No | No | | STOPPED IN CONTACT | CAR | FO | FTC PI | PDO | | DRY | DAWN | | \$ 706.38 | NO | YES | Year 1 |
| HIT AND RUN 8/8/2003 HIT AND RUN 9/15/2003 | 35.30 WAR 35.50 WAR | | | | | | No No | | | | | | | | | | 4 n/a | \$ 346.91 \$ 512.94 | NO NO | YES | Year 1 Year 1 |
| HIT AND RUN 9/15/2003 038326417 83-1821-83 11/14/2003 | 35.50 WAR 35.60 WAR | 7:15 AM | AM PEAK | SB | n/a | No | No | | STOPPED IN CONTACT | CAR | FO | ILC PI | PDO | | WET | DAY | n/a | \$ 512.94 see 35.70 | NO | YES | Year 1 |
| 048004148 83-0053-63 1/8/2004 | 35.70 WAR | 12:30 PM | | SB | n/a | No | No | | SPUN OUT | CAR | FO | | PDO | | SNOW | DAY | 3 | \$ 593.15 | YES | YES | Year 1 |
| 048014931 83-0168-83 1/25/2004 | 35.80 WAR | 7:49 PM | | SB | n/a | No | No | | STOPPED IN CONTACT | CAR | FO | | PDO | | SNOW | DARK | SEE 35.7 | SEE 35.7 | YES | YES | Year 1 |
| 048161707 04-0187 6/11/2004 | 36.00 WAR | 4:47 PM | PM PEAK | NB | n/a | No | No | - | STOPPED IN CONTACT | CAR SUV | FO | | PDO | | DRY SNOW | DAY | n/a | \$ 379.22 SEE 36.98 | NO | YES | Year 1 |
| 038348918 09-0748-83 12/17/2003 048166257 83-0966-83 6/12/2004 | 36.30 WAR 36.30 WAR | 10:10 AM 7:28 AM | AM PEAK | SB SB | L | No No | Yes Yes | ł | STOPPED IN CONTACT STOPPED IN CONTACT | CAR | FO FO | | PDO INI | NON-INCAPACITATING YES | DRY | DAY | n/a 9 | \$ 1,033.91 | NO YES | YES YES | Year 1 Year 1 |
| 038244174 83-1345-83 8/24/2003 | 36.40 WAR | 5:25 PM | PM PEAK | NB | L | Yes | Yes | 1 | REDIRECTED | CAR | FO | | PDO | | DRY | DAY | 8 | \$ 451.64 | NO | YES | Year 1 |
| 038196330 83-1087-83 7/3/2003 | 36.50 WAR | 12:20 AM | | SB | L | No | Yes | | STOPPED IN CONTACT | CAR | SIDESWIPE | FTY PI | PDO | | DRY | DARK | n/a | n/a | NO | YES | Year 1 |
| 038274507 09-0486-83 9/9/2003 | 36.66 WAR | 3:50 PM | PM PEAK | NB SB | L | Yes | Yes | | BECAME ENTANGLED | CAR CAR | FO | | PDO | | DRY | DAY | n/a | \$ 152.68 | NO | | Year 1 |
| 038198909 83-1117-83 7/9/2003 038362802 83-2089-83 12/19/2003 | 36.80 WAR 36.98 WAR | 5:50 PM 5:45 PM | PM PEAK PM PEAK | NB | L n/a | No No | Yes | | STOPPED IN CONTACT STOPPED IN CONTACT | SUV | FO FO | | PDO INJ | POSSIBLE YES | DRY ICE | DAY | n/a 3 | see 36.66 \$ 2,723.96 | NO YES | YES YES | Year 1 Year 1 |
| HIT AND RUN 10/7/2003 | 37.00 WAR | | | | | | Yes | | | | | | | | | | n/a | \$ 301.72 | NO | YES | Year 1 |
| HIT AND RUN 12/8/2003 | 37.00 WAR | | | | | | Yes | | | | 010-011 | | | | | | n/a | \$ 382.36 | YES | YES | Year 1 |
| 048127552 83-0758-83 5/12/2004 048127555 83-0763-83 5/13/2004 | 37.10 WAR 37.10 WAR | 10:45 PM 4:00 PM | PM PEAK | NB NB | n/a n/a | No No | Yes | | STOPPED IN CONTACT SPUN OUT | CAR PICKUP | SIDESWIPE FO | | PDO PDO | | DRY WET | DARK DAY | 13 | \$ 1,599.76 \$ 543.93 | YES YES | YES YES | Year 1 Year 1 |
| 048127555 83-0763-83 5713/2004 048004244 83-0044-83 1/8/2004 | 37.10 WAR 37.30 WAR | 4:00 PM 12:30 PM | PIVI PEAK | SB | n/a n/a | No | Yes | | REDIRECTED INTO TRAFFIC | PICKUP | ANGLE | | PDO | | SNOW | DAY | 12 | \$ 543.93 SEE 37.3 | YES | YES | Year 1 Year 1 |
| 048027908 83-0205-83 1/30/2004 | 37.30 WAR | 6:04 AM | | SB | n/a | No | Yes | | REDIRECTED | SUV | FO | | PDO | | ICE | DARK | 5 | \$ 462.92 | YES | YES | Year 1 |
| 048030669 83-0040-83 1/8/2004 | 37.40 WAR | 12:20 PM | | NB | n/a | No | Yes | | SPUN OUT | SUV | FO | | PDO | | SNOW | DAY | SEE 37.3 | SEE 37.3 | SEE 37.3 | YES | Year 1 |
| 048127793 83-0768-83 5/14/2004 048020668 83 0030 82 1/9/2004 | 37.50 WAR | 12:55 PM | | NB | R | No | Yes | | STOPPED IN CONTACT STOPPED IN CONTACT | CAR | FO | | 2DO | | DRY | DAY | SEE 37.1 | SEE 37.1 | YES | YES | |
| 048030668 83-0039-83 1/8/2004 038278570 83-1433-83 9/7/2003 | 37.70 WAR 37.90 WAR | 12:20 PM 5:10 PM | PM PEAK | SB SB | R | Yes No | No No | <u> </u> | STOPPED IN CONTACT STOPPED IN CONTACT | PICKUP SUV | FO FO | | PDO PDO | | SNOW DRY | DAY DAY | SEE 37.3 n/a | SEE 37.3 SEE 37.3 | SEE 37.3 NO | YES YES | Year 1 Year 1 |
| 038353413 83-2011-83 12/10/2003 | 38.00 WAR | 11:00 AM | . m r crux | NB | L | Yes | No | 1 | | ICKUP W/ TRAILER | FO | | PDO | | WET | DAY | 4 | \$ 1,491.91 | YES | YES | Year 1 |
| 058133658 09-0169-09 4/10/2005 | 23.90 BUT | 11:59 PM | | NB | R | No | Yes | | STOPPED IN CONTACT | CAR | FO | US PI | PDO | | DRY | DARK | n/a | n/a | NO | YES | Year 2 |
| HIT AND RUN 9/20/2004 | 24.20 BUT | | | | | | Yes | | | | | | known | | | | 7 | \$ 873.67 | YES | YES | Year 2 |
| HIT AND RUN 12/15/2004 HIT AND RUN 8/3/2004 | 24.20 BUT 24.40 BUT | | | | | | Yes | | | | | | known known | | | | n/a n/a | \$ 67.52 \$ 1,148.72 | NO NO | YES YES | Year 2 Year 2 |
| 048295115 09-0706-09 11/2/2004 | 24.40 BUT | 8:55 AM | AM PEAK | NB | R | No | Yes | | REDIRECTED | CAR | FO | | PDO | | WET | DAY | 8 | \$ 874.89 | YES | YES | Year 2 |
| 048372306 09-0823-09 12/22/2004 | 24.60 BUT | 9:30 AM | | NB | R | No | Yes | | STOPPED IN CONTACT | CAR | FO | | PDO | | SNOW | DAY | 6 | n/a | NEED | YES | Year 2 |
| 058106637 09-0126-09 3/28/2005 | 24.80 BUT | 11:57 AM | | NB | R | No | No | | SPUN OUT | CAR | FO | | INJ | | WET | DAY | | \$ 622.60 | YES | YES | Year 2 |
| 048248951 09-0589-09 9/15/2004 058065422 09-0070-09 2/14/2005 | 24.90 BUT 25.00 BUT | 12:10 PM 10:25 AM | | SB NB | R | Yes No | No No | | REDIRECTED STOPPED IN CONTACT | CAR CAR | RE FO | | INJ PDO | POSSIBLE YES | DRY WET | DAY DAY | 8 | \$ 721.63 n/a | YES YES | YES YES | Year 2 Year 2 |
| 048277640 09-0645-09 10/12/2004 | 25.20 BUT | 8:45 PM | | | | | INO | | STOPPED IN CONTACT | CAR | FU | STA PI | | | | | / | II/d | | | |
| | | | | SB | R | Yes | No | | SPUN OUT | SUV | FO | US P | PDO | | WFT | DARK | 6 | \$ 791.61 | YES | YES | |
| 048308273 09-0722-09 11/7/2004 | 25.20 BUT | 6:17 PM | | SB NB | R R | Yes No | No No | | SPUN OUT STOPPED IN CONTACT | SUV CAR | FO SIDESWIPE | | PDO PDO | | WET DRY | DARK DARK | | \$ 791.61 see 25.2a | YES NO | YES YES | Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 | 25.20 BUT 25.20 BUT | 6:17 PM 12:50 AM | | NB SB | | No Yes | No No | | STOPPED IN CONTACT REDIRECTED | CAR CAR | SIDESWIPE FO | ILC PI FTC PI | PDO PDO | | DRY WET | DARK DARK | n/a 12 | see 25.2a \$ 690.08 | NO YES | YES YES | Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 | 25.20 BUT 25.20 BUT 25.20 BUT 25.20 BUT | 6:17 PM | | NB | | No | No No No | | STOPPED IN CONTACT | CAR | SIDESWIPE | ILC PI FTC PI RD PI | PDO PDO PDO | | DRY | DARK | n/a 12 30 | see 25.2a \$ 690.08 \$ 2,469.52 | NO YES YES | YES YES YES | Year 2 Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT | 6:17 PM 12:50 AM 6:50 AM | | NB SB NB | R | No Yes No | No No No No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT | CAR CAR PICK UP | SIDESWIPE FO FO | ILC PI FTC PI RD PI unki | PDO PDO PDO known | | DRY WET DRY | DARK DARK DAY | n/a 12 30 n/a | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 | NO YES YES NO | YES YES YES YES | Year 2 Year 2 Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 | 25.20 BUT 25.20 BUT 25.20 BUT 25.20 BUT | 6:17 PM 12:50 AM | | NB SB | R R R | No Yes | No No No | | STOPPED IN CONTACT REDIRECTED | CAR CAR | SIDESWIPE FO | ILC PI FTC PI RD PI unki FTC PI | PDO PDO PDO | | DRY WET | DARK DARK | n/a 12 30 n/a n/a | see 25.2a \$ 690.08 \$ 2,469.52 | NO YES YES | YES YES YES | Year 2 Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 058024571 09-0037-09 12/1/2005 048348034 09-0791-09 12/7/2004 058015179 09-0010-09 1/5/2005 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.40 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM | | NB SB NB SB NB SB | R R R R R R R | No Yes No Yes No Yes | No No No No No No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL | CAR CAR PICK UP CAR CAR CAR | SIDESWIPE FO FO FO FO FO FO | ILC PI FTC PI RD PI unki FTC PI FTC PI US I | PDO PDO PDO known PDO PDO PDO INJ | NON-INCAPACITATING YES | DRY WET DRY SNOW WET WET | DARK DARK DAY DARK DARK DARK | n/a 12 30 n/a n/a n/a 8 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ 455.51 \$ 1,367.55 | NO YES NO NO NO YES | YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 058024571 09-0037-09 1/21/2005 048338034 09-0791-09 12/1/2005 048338034 09-0791-09 1/5/2005 048333891 09-0747-09 11/19/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM | | NB SB NB SB NB | R R R R | No Yes No Yes No | No No No No No No No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT | CAR CAR PICK UP CAR CAR | SIDESWIPE FO FO FO FO FO | ILC PI FTC PI RD PI FTC PI FTC PI US I FTC PI | PDO PDO PDO PDO known PDO PDO PDO INJ PDO | NON-INCAPACITATING YES | DRY WET DRY SNOW WET | DARK DARK DAY DARK DARK | n/a 12 30 n/a n/a 8 6 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ 455.51 \$ 1,367.55 \$ 400.87 | NO YES YES NO NO NO YES YES | YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 058024571 09-0037-09 1/21/2005 048348034 09-0791-09 12/7/2004 058015179 09-0010-09 15/2(2005) 048333891 09-0747-09 11/19/2004 HIT AND RUN 12/15/2004 12/15/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT 25.60 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM | | NB SB NB SB NB SB SB SB | R R R R R R R | No Yes No Yes Yes Yes | No No No No No No No No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED | CAR CAR PICK UP CAR CAR CAR CAR CAR | SIDESWIPE FO FO FO FO FO FO | ILC PI FTC PI RD PI unkk FTC PI FTC PI US I FTC PI FTC PI unki | PDO PDO PDO known PDO PDO PDO INJ PDO known | NON-INCAPACITATING YES | DRY WET DRY SNOW WET WET WET | DARK DARK DAY DARK DARK DARK DARK | n/a 12 30 n/a n/a 8 6 n/a | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ 455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 | NO YES YES NO NO NO YES YES NO | YES YES YES YES YES YES YES YES | Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 058024571 09-0037-09 1/21/2005 048338034 09-0791-09 12/1/2005 048338034 09-0791-09 1/5/2005 048333891 09-0747-09 11/19/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM | | NB SB NB SB NB SB | R R R R R R R | No Yes No Yes No Yes | No No No No No No No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL | CAR CAR PICK UP CAR CAR CAR CAR CAR CAR SUV | SIDESWIPE FO FO FO FO FO FO | ILC PI FTC PI RD PI FTC PI FTC PI FTC PI US I FTC PI FTC PI US PI | PDO PDO PDO PDO known PDO PDO PDO INJ PDO | NON-INCAPACITATING YES | DRY WET DRY SNOW WET WET | DARK DARK DAY DARK DARK DARK | n/a 12 30 n/a n/a 8 6 n/a | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ 455.51 \$ 1,367.55 \$ 400.87 | NO YES YES NO NO NO YES YES | YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 058024571 09-0037-09 11/8/2004 058024571 09-0037-09 1/21/2005 048348034 09-0791-09 12/7/2004 058015179 09-0010-09 1/5/2005 048333891 09-0747-09 11/19/2004 HIT AND RUN 12/15/2004 058106635 09-0124-09 3/28/2005 058106641 09-130-09 4/2/2005 048290276 09-055-09 10/18/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 5:22 AM | | NB SB NB SB SB SB SB SB SB SB NB | R R R R R R R R R R R | No Yes No Yes Yes Yes Yes Yes Yes | No No No No No No No No No No No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED SPUN OUT | CAR CAR PICK UP CAR CAR CAR CAR CAR | SIDESWIPE FO FO FO FO FO FO FO FO | ILC PI FTC PI RD PI Unki Unki FTC PI US I US PI FTC PI | PDO | NON-INCAPACITATING YES | DRY WET DRY SNOW WET WET WET | DARK DARK DAY DARK DARK DARK DARK DARK | n/a 12 30 n/a n/a 8 6 n/a 5 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ 455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 620.00 \$ 285.51 \$ 1,36.07 | NO YES NO NO YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 058024571 058024571 09-0037-09 12/17/2004 058024571 09-0010-09 12/17/2004 058015179 09-010-09 15/2/2005 04833891 09-0747-09 11/19/2004 HIT AND RUN 12/15/2004 058106635 058106635 09-0124-09 3/28/2005 058106641 09-130-09 4/2/2005 048290276 09-0659-09 10/18/2004 HIT AND RUN 1/10/2005 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.70 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 5:22 AM 5:39 AM 11:30 AM | | NB SB NB SB | R R R R R R R R R R R | No Yes No Yes Yes Yes Yes Yes No | No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT PENETRATION OF RAIL | CAR CAR PICK UP CAR CAR CAR CAR CAR CAR SUV CAR | SIDESWIPE FO | ILC PI FTC PI RD PP Unki FTC FTC PI US I FTC PI US I US PI UN PI | PDO PDO PDO PDO PDO PDO INJ PDO Rnown PDO PDO PDO PDO PDO PDO PDO Rnown | | DRY WET DRY SNOW WET WET WET WET WET | DARK DAY DARK DARK DARK DARK DARK DARK DAY | n/a 12 30 n/a n/a 8 6 n/a 5 4 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 \$ 455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 620.00 \$ 285.51 \$ 1,316.07 \$ 318.68 | NO YES NO NO NO YES YES NO YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/8/2004 058024571 09-0037-09 11/8/2004 058024571 09-0037-09 1/21/2005 048348034 09-0791-09 12/7/2004 058015179 09-0010-09 1/5/2005 048333891 09-0747-09 11/19/2004 HIT AND RUN 12/15/2004 058106635 09-0124-09 3/28/2005 058106641 09-130-09 4/2/2005 048290276 09-055-09 10/18/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 5:22 AM 5:39 AM | | NB SB NB SB SB SB SB SB SB SB NB | R R R R R R R R R R R | No Yes No Yes Yes Yes Yes Yes Yes | No No No No No No No No No No No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT REDIRECTED SPUN OUT STOPPED IN CONTACT | CAR CAR PICK UP CAR CAR CAR CAR CAR CAR SUV | SIDESWIPE FO FO FO FO FO FO FO FO FO | ILC PI FTC PI RD PI Unki FTC FTC PI US I FTC PI US VI | PDO PDO PDO PDO PDO PDO INJ PDO Rnown PDO PDO PDO PDO PDO PDO PDO Rnown | NON-INCAPACITATING YES | DRY WET DRY SNOW WET WET WET WET | DARK DARK DAY DARK DARK DARK DARK DARK | n/a 12 30 n/a n/a 8 6 n/a 5 5 4 17 17 2 3 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ 455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 620.00 \$ 285.51 \$ 1,36.07 | NO YES NO NO YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 HIT AND RUN 11/18/2004 058024571 09-0037-09 1/18/2004 058024571 09-0037-09 1/2/1/2005 048348034 09-0791-09 12/1/2005 048348034 09-0701-09 12/1/2005 04833891 09-0747-09 11/19/2004 HIT AND RUN 12/15/2004 12/15/2004 HIT AND RUN 09-0124-09 3/28/2005 058106641 09-130-09 4/2/2005 048290276 09-0059-09 10/18/2004 HIT AND RUN 1/10/2005 058015180 09-0007-09 15/2005 058105180 09-0007-09 15/2005 048290276 08/2/2004 HIT AND RUN 8/2/2004 HIT AND RUN 8/2/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.40 BUT 25.40 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.70 BUT 25.70 BUT 25.80 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 5:22 AM 5:39 AM 11:30 AM 12:05 AM | | NB SB NB SB | R R R R R R R R R R R | No Yes No Yes Yes Yes Yes Yes Yes No | No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT PENETRATION OF RAIL | CAR CAR PICK UP CAR CAR CAR CAR CAR SUV CAR CAR | SIDESWIPE FO | ILC PI FTC PI RD PI FTC PI FTC PI US I FTC PI US VI US I US I US I US I | PDO PDO PDO PDO PDO PDO PDO PDO PDO PDO | | DRY WET DRY SNOW WET WET WET WET WET | DARK DAY DARK DARK DARK DARK DARK DARK DAY | n/a 12 30 n/a n/a 8 6 n/a 5 5 4 17 17 2 3 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 \$ 1,367.55 \$ 400.87 \$ 465.44 \$ 465.42 \$ 462.00 \$ 285.51 \$ 1,367.55 \$ 400.87 \$ 465.24 \$ 362.51 \$ 1,316.07 \$ 1,866.00 | NO YES NO NO NO YES YES NO YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 |
| 048337349 09-0746.09 11/19/2004 058149555 09-0198-09 5/22/2005 0HT AND RUN 11/8/2004 058024571 09-0037-09 1/21/2005 048348034 09-0791-09 12/1/2005 048348034 09-0791-09 12/1/2005 04833891 09-0747-09 11/19/2004 HIT AND RUN 12/15/2004 HIT AND RUN 12/15/2004 058106641 09-1024-09 3/28/2005 058106641 09-103-09 4/2/2005 048290276 09-0659-09 10/18/2004 HIT AND RUN 11/10/2005 058015180 09-0007-09 15/2005 HIT AND RUN 8/2/2004 HIT AND RUN 1/10/2005 058090160 2005030483 3/19/2005 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.70 BUT 25.70 BUT 25.80 BUT 25.90 BUT 25.90 BUT | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 5:22 AM 5:39 AM 11:30 AM | | NB SB NB SB | R R R R R R R R R R R | No Yes No Yes Yes Yes Yes Yes No No No | No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT PENETRATION OF RAIL | CAR CAR PICK UP CAR CAR CAR CAR CAR CAR SUV CAR | SIDESWIPE FO | ILC PI FTC PI RD PI Unk PI FTC PI FTC PI US I FTC PI US PI US PI FTC PI US PI FTC Unk US I US I FTC UNK US I FTC UNK UNK UNK US I | PDO PDO PDO PDO PDO PDO PDO PDO PDO PDO | | DRY WET DRY SNOW WET WET WET WET WET | DARK DARK DAY DARK DARK DARK DARK DARK DARK DARK | n/a 12 30 n/a n/a 8 6 n/a 5 4 17 2 3 1 1 5 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 620.00 \$ 285.51 \$ 1,316.07 \$ 1,866.00 \$ 1,866.00 \$ 1,866.00 \$ 54.87 \$ 617.77 n/a | NO YES NO NO YES NO | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 Yea Yea Yea Yea Yea Yea Yea Yea Yea Yea |
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DRY DRY UCE DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY</td><td>DARK DARK DARK DARK DARK DARK DARK DARK</td><td>n/a n/a 12 30 n/a n/a n/a n/a 8 6 6 n/a 5 4 17 2 3 1 1 5 1 3 n/a 3 n/a 7 n/a 3 n/a n/a n/a n/a n/a n/a n/a n/a n/a 1 2 4 n/a n/a n/a 1 2 4 n/a n/a n/a n/a n/a n/a n/a n/a n/a n/a</td><td>see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ \$ 4455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 66.24 \$ 620.00 \$ 28.64 \$ 620.00 \$ 28.64 \$ 1,38.68 \$ 1,866.00 \$ 54.87 \$ 328.64 \$ 328.64 \$ 328.64 \$ 328.64 \$ 1,787.74 \$ 328.64 \$ 941.78 \$ 619.47 \$ 1,787.74 \$ 1,787.74 \$ 1,787.8 \$ 907.41 \$ 907.41 \$ 907.41 \$ 406.73 \$ 387.72</td><td>NO YES NO NO NO YES NO NO SEE 25.7 YES NO NO YES NO YES NO NO NO NO YES NO NO YES NO NO YES NO YES NO NO YES NO NO NO NO NO NO NO NO NO NO</td><td>YES YES YES YES YES YES YES YES YES YES</td><td>Year 2 Year 2 Ye</td></td> | PDO Rhown PDO PDO PDO PDO Rhown PDO PDO PDO PDO Rhown PDO Rhown PDO Rhown PDO PDO Rhown PDO Rhown PDO PDO PDO 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n/a 12 30 n/a n/a n/a n/a 6 6 n/a 5 4 17 2 3 1 17 2 3 1 1 5 5 1 1 3 n/a 3 n/a 1 7 8 1 3 n/a n/a n/a 1 n/a 3 1 n/a 1 7 8 1 3 n/a n/a n/a 1 n/a 3 1 n/a 1 1 2 5 6 n/a n/a 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td>see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ \$ 1,367.55 \$ 435.51 \$ 1,367.55 \$ 66.24 \$ 66.24 \$ 66.24 \$ 66.23 \$ 1,316.07 \$ 1,386.00 \$ 28.64 \$ 1,386.00 \$ 318.68 \$ 1,366.00 \$ 28.51 \$ 328.64 \$ 1,367.77 n/a \$ \$ 1,37.77 \$ 941.78 \$ 136.32 \$ 268.00 \$ 177.01 \$ 136.32 \$ 268.00 \$ 17.97 \$ 13.632 \$ 268.00 \$ 17.37 <</td><td>NO YES NO NO NO YES NO YES NO NO SEE 25.7 YES NO NO NO</td><td>YES YES YES YES YES YES YES YES YES YES</td><td>Year 2 Year 2 Ye</td></tr<> | PDO | NON-INCAPACITATING YES | DRY WET DRY WET WET WET WET WET DRY DRY URT DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY | DARK DARK DARK DARK DARK DARK DARK DARK | n/a n/a 12 30 n/a n/a n/a n/a 6 6 n/a 5 4 17 2 3 1 17 2 3 1 1 5 5 1 1 3 n/a 3 n/a 1 7 8 1 3 n/a n/a n/a 1 n/a 3 1 n/a 1 7 8 1 3 n/a n/a n/a 1 n/a 3 1 n/a 1 1 2 5 6 n/a n/a 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ \$ 1,367.55 \$ 435.51 \$ 1,367.55 \$ 66.24 \$ 66.24 \$ 66.24 \$ 66.23 \$ 1,316.07 \$ 1,386.00 \$ 28.64 \$ 1,386.00 \$ 318.68 \$ 1,366.00 \$ 28.51 \$ 328.64 \$ 1,367.77 n/a \$ \$ 1,37.77 \$ 941.78 \$ 136.32 \$ 268.00 \$ 177.01 \$ 136.32 \$ 268.00 \$ 17.97 \$ 13.632 \$ 268.00 \$ 17.37 < | NO YES NO NO NO YES NO YES NO NO SEE 25.7 YES NO NO | YES YES YES YES YES YES YES YES YES YES | Year 2 Ye |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 058149555 09-0198-09 5/22/2005 058024571 09-0037-09 1/21/2005 048348034 09-0791-09 12/17/2004 058024571 09-0010-09 12/17/2004 058015179 09-0010-09 12/15/2004 058015179 09-0124-09 3/28/2005 058106635 09-0124-09 3/28/2005 058106641 09-130-09 4/27/2005 048290276 09-0050-09 10/18/2004 HIT AND RUN 1/10/2005 058015180 09-0007-09 1/5/2005 058015180 09-0007-09 10/18/2004 HIT AND RUN 1/10/2005 048290278 09-0661-09 10/18/2004 HIT AND RUN 1/24/2005 048290278 09-0661-09 10/18/2004 HIT AND RUN 1/24/2005 048367580 09-0793-09 12/8/2004 HIT AND RUN 1/24/2005 048367580 09-0798-09 12/8/2004 HIT AND RUN 1/2/2/2004 | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.70 BUT 25.90 BUT 25.90 BUT 25.90 BUT 25.90 BUT 26.00 BUT 26.10 BUT 26.40 BUT 26.40 BUT 26.40 BUT 27.00 BUT 27.00 BUT 27.00 BUT 27.30 BUT 27.30 BUT 27.80 BUT 27.80 BUT 28.20 BUT 28.30 BUT 28.30 BUT 28.40 </td <td>6:17 PM 12:50 AM 6:50 AM 12:45 AM 9:00 PM 4:40 AM 5:22 AM 11:30 AM 11:30 AM 12:05 AM 12:05 AM 12:05 AM 12:05 AM 12:30 PM 6:50 AM 12:33 AM 11:28 PM 4:29 AM 11:28 PM 4:29 AM 7:34 AM 7:35 AM 7:35 AM 7:40 AM 10:00 PM 4:35 AM 7:35 AM 7:36 AM 7:36 AM 7:36 AM 7:37 AM 7:38 AM 7:38 AM 7:38 AM 7:38 AM 7:38 AM 7:38 AM 7:39 AM</td> <td>AM PEAK</td> <td>NB SB SB</td> <td>R R R R R R R R R L L L L L L L L L L L</td> <td>No Yes No Yes Yes Yes Yes Yes Yes Yes Yes No No No No Yes Yes No No No No Yes No No No Yes No No No Yes No No No No Yes No /td> <td>No No Yes Yes</td> <td></td> <td>STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT STOPPED IN CONTACT</td> <td>CAR CAR PICK UP CAR CAR CAR CAR CAR CAR CAR CAR CAR CAR</td> <td>SIDESWIPE FO ANIMAL FO FO SIDESWIPE FO FO <td>ILC PI FTC PI RD PI Unk PI FTC PI FTC PI US I FTC PI US PI US PI US PI US II FTC PI US II FTC PI UNK Unk FTC PI Unk Unk FTC PI Unk Unk FTC PI Unk Unk FTC PI ANIMAL PI ANIMAL PI ANIMAL PI ANIMAL PI ANIMAL PI UNK Unk US PI ACDA PI US PI ACDA PI US PI</td><td>PDO PDO PDO</td><td>NON-INCAPACITATING YES</td><td>DRY WET DRY WET WET WET WET WET DRY DRY DRY DRY UCE DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET</td><td>DARK DARK DARK DARK DARK DARK DARK DARK</td><td>n/a n/a 12 30 n/a n/a n/a 8 6 n/a 5 4 17 2 3 1 1 5 1 1 5 1 1 5 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 1 5 1 1 1 1 5 1</td><td>see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A 445.51 \$ 1,367.55 \$ 4455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 620.00 \$ 2,849.52 \$ 1,38.68 \$ 1,866.00 \$ 318.68 \$ 1,866.00 \$ 328.64 \$ 328.64 \$ 328.64 \$ 941.78 \$ 619.47 \$ 328.64 \$ 941.78 \$ 616.43 \$ 619.47 \$ 136.32 \$ 268.00 \$ 197.01 \$ 606.04 \$ 1,37.87 \$ 400.73 \$ 907.41 \$ 907.41</td><td>NO YES NO NO NO YES NO NO YES NO YES NO YES NO NO NO YES NO NO YES NO NO YES NO NO NO YES<td>YES YES YES YES YES YES YES YES YES YES</td><td>Year 2 Year 2 Ye</td></td></td> | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 9:00 PM 4:40 AM 5:22 AM 11:30 AM 11:30 AM 12:05 AM 12:05 AM 12:05 AM 12:05 AM 12:30 PM 6:50 AM 12:33 AM 11:28 PM 4:29 AM 11:28 PM 4:29 AM 7:34 AM 7:35 AM 7:35 AM 7:40 AM 10:00 PM 4:35 AM 7:35 AM 7:36 AM 7:36 AM 7:36 AM 7:37 AM 7:38 AM 7:38 AM 7:38 AM 7:38 AM 7:38 AM 7:38 AM 7:39 AM | AM PEAK | NB SB | R R R R R R R R R L L L L L L L L L L L | No Yes No Yes Yes Yes Yes Yes Yes Yes Yes No No No No Yes Yes No No No No Yes No No No Yes No No No Yes No No No No Yes No | No Yes Yes | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT STOPPED IN CONTACT | CAR CAR PICK UP CAR CAR CAR CAR CAR CAR CAR CAR CAR CAR | SIDESWIPE FO ANIMAL FO FO SIDESWIPE FO FO <td>ILC PI FTC PI RD PI Unk PI FTC PI FTC PI US I FTC PI US PI US PI US PI US II FTC PI US II FTC PI UNK Unk FTC PI Unk Unk FTC PI Unk Unk FTC PI Unk Unk FTC PI ANIMAL PI ANIMAL PI ANIMAL PI ANIMAL PI ANIMAL PI UNK Unk US PI ACDA PI US PI ACDA PI US PI</td> <td>PDO PDO PDO</td> <td>NON-INCAPACITATING YES</td> <td>DRY WET DRY WET WET WET WET WET DRY DRY DRY DRY UCE DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET</td> <td>DARK DARK DARK DARK DARK DARK DARK DARK</td> <td>n/a n/a 12 30 n/a n/a n/a 8 6 n/a 5 4 17 2 3 1 1 5 1 1 5 1 1 5 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 1 5 1 1 1 1 5 1</td> <td>see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A 445.51 \$ 1,367.55 \$ 4455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 620.00 \$ 2,849.52 \$ 1,38.68 \$ 1,866.00 \$ 318.68 \$ 1,866.00 \$ 328.64 \$ 328.64 \$ 328.64 \$ 941.78 \$ 619.47 \$ 328.64 \$ 941.78 \$ 616.43 \$ 619.47 \$ 136.32 \$ 268.00 \$ 197.01 \$ 606.04 \$ 1,37.87 \$ 400.73 \$ 907.41 \$ 907.41</td> <td>NO YES NO NO NO YES NO NO YES NO YES NO YES NO NO NO YES NO NO YES NO NO YES NO NO NO YES<td>YES YES YES YES YES YES YES YES YES YES</td><td>Year 2 Year 2 Ye</td></td> | ILC PI FTC PI RD PI Unk PI FTC PI FTC PI US I FTC PI US PI US PI US PI US II FTC PI US II FTC PI UNK Unk FTC PI Unk Unk FTC PI Unk Unk FTC PI Unk Unk FTC PI ANIMAL PI ANIMAL PI ANIMAL PI ANIMAL PI ANIMAL PI UNK Unk US PI ACDA PI US PI ACDA PI US PI | PDO | NON-INCAPACITATING YES | DRY WET DRY WET WET WET WET WET DRY DRY DRY DRY UCE DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET | DARK DARK DARK DARK DARK DARK DARK DARK | n/a n/a 12 30 n/a n/a n/a 8 6 n/a 5 4 17 2 3 1 1 5 1 1 5 1 1 5 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 5 1 1 1 1 5 1 1 1 1 5 1 | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A 445.51 \$ 1,367.55 \$ 4455.51 \$ 1,367.55 \$ 400.87 \$ 66.24 \$ 620.00 \$ 2,849.52 \$ 1,38.68 \$ 1,866.00 \$ 318.68 \$ 1,866.00 \$ 328.64 \$ 328.64 \$ 328.64 \$ 941.78 \$ 619.47 \$ 328.64 \$ 941.78 \$ 616.43 \$ 619.47 \$ 136.32 \$ 268.00 \$ 197.01 \$ 606.04 \$ 1,37.87 \$ 400.73 \$ 907.41 \$ 907.41 | NO YES NO NO NO YES NO NO YES NO YES NO YES NO NO NO YES NO NO YES NO NO YES NO NO NO YES <td>YES YES YES YES YES YES YES YES YES YES</td> <td>Year 2 Year 2 Ye</td> | YES YES YES YES YES YES YES YES YES YES | Year 2 Ye |
| 048337349 09-0746-09 11/19/2004 058149555 09-0198-09 5/22/2005 048348054 09-0037-09 1/2/1/2004 058024571 09-0037-09 1/2/1/2005 048348034 09-0791-09 12/1/2005 048348034 09-071-09 11/19/2004 058024571 09-0010-09 12/15/2005 04833891 09-074-09 11/19/2004 058106635 09-0124-09 3/28/2005 058106641 09-130-09 4/2/2005 04820276 09-00659-09 10/18/2004 HIT AND RUN 1/10/2005 05809160 2005030483 3/19/2005 048200278 09-0661-09 10/18/2004 HIT AND RUN 4/27/2005 048200278 09-0793-09 12/15/2004 HIT AND RUN 1/2/25/2004 HIT AND RUN 1/2/3/2004 HIT AND RUN 1/2/2/2005 048267580 09-0793-09 12/16/2004 HIT AND RUN 12/15/2004 HIT AND RUN 12/15/2004 HIT AND RUN 12/15/2004 11/12/205 </td <td>25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.40 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.70 BUT 25.80 BUT 25.90 BUT 25.90 BUT 25.90 BUT 26.00 BUT 26.10 BUT 26.40 BUT 26.40 BUT 26.40 BUT 26.40 BUT 27.00 BUT 27.00 BUT 27.10 BUT 27.30 BUT 27.40 BUT 27.80 BUT 27.80 BUT 27.80 BUT 28.20 BUT 28.30 BUT 28.40<!--</td--><td>6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 12:37 AM 11:30 AM 11:30 AM 11:30 AM 12:05 AM 12:30 PM 6:50 AM 12:33 AM 11:28 PM 4:29 AM 11:28 PM 4:29 AM 11:28 PM 4:40 AM</td><td>AM PEAK</td><td>NB SB SB</td><td>R R R R R R R R R L L L L L L L L L L L</td><td>No Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes Yes No Yes Yes Yes Yes No No No Yes Yes Yes No /td><td>No No No</td><td></td><td>STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT STOPPED IN CONTACT</td><td>CAR CAR CAR CAR CAR CAR CAR CAR CAR CAR</td><td>SIDESWIPE FO FO</td><td>ILC PI FTC PI RD PI RD PI FTC PI FTC PI US I FTC PI US II US II US III US III US III US III UNK UNK FTC PI Unk UNK STA II Gradual PI GUS PI GUS PI US PI ACDA PI ACDA PI US PI ACDA PI US PI</td><td>PDO PDO PDO</td><td>NON-INCAPACITATING YES</td><td>DRY WET DRY WET WET WET WET WET DRY DRY UET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY</td><td>DARK DARK DARK DARK DARK DARK DARK DARK</td><td>n/a n/a 12 30 n/a n/a n/a n/a 8 6 6 n/a 5 4 17 2 3 17 2 3 17 2 3 17 5 n/a 3 n/a 3 n/a n/a n/a n/a n/a n/a n/a n/a n/a n/a</td><td>see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ \$ 1,367.55 \$ 435.51 \$ 1,367.55 \$ 66.24 \$ 66.24 \$ 66.24 \$ 66.23 \$ 1,316.07 \$ 1,386.00 \$ 28.64 \$ 1,386.00 \$ 318.68 \$ 1,366.00 \$ 28.51 \$ 328.64 \$ 1,367.77 n/a \$ \$ 1,37.77 \$ 941.78 \$ 136.32 \$ 268.00 \$ 177.01 \$ 136.32 \$ 268.00 \$ 17.97 \$ 13.632 \$ 268.00 \$ 17.37 <</td><td>NO YES NO NO NO YES NO SEE 25.7 YES NO YES NO YES NO NO YES NO NO YES NO YES YES NO NO NO YES NO NO<td>YES YES YES YES YES YES YES YES YES YES</td><td>Year 2 Year 2 Ye</td></td></td> | 25.20 BUT 25.20 BUT 25.20 BUT 25.30 BUT 25.30 BUT 25.40 BUT 25.40 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.60 BUT 25.70 BUT 25.80 BUT 25.90 BUT 25.90 BUT 25.90 BUT 26.00 BUT 26.10 BUT 26.40 BUT 26.40 BUT 26.40 BUT 26.40 BUT 27.00 BUT 27.00 BUT 27.10 BUT 27.30 BUT 27.40 BUT 27.80 BUT 27.80 BUT 27.80 BUT 28.20 BUT 28.30 BUT 28.40 </td <td>6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 12:37 AM 11:30 AM 11:30 AM 11:30 AM 12:05 AM 12:30 PM 6:50 AM 12:33 AM 11:28 PM 4:29 AM 11:28 PM 4:29 AM 11:28 PM 4:40 AM</td> <td>AM PEAK</td> <td>NB SB SB</td> <td>R R R R R R R R R L L L L L L L L L L L</td> <td>No Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes Yes No Yes Yes Yes Yes No No No Yes Yes Yes No /td> <td>No No No</td> <td></td> <td>STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT STOPPED IN CONTACT</td> <td>CAR CAR CAR CAR CAR CAR CAR CAR CAR CAR</td> <td>SIDESWIPE FO FO</td> <td>ILC PI FTC PI RD PI RD PI FTC PI FTC PI US I FTC PI US II US II US III US III US III US III UNK UNK FTC PI Unk UNK STA II Gradual PI GUS PI GUS PI US PI ACDA PI ACDA PI US PI ACDA PI US PI</td> <td>PDO PDO PDO</td> <td>NON-INCAPACITATING YES</td> <td>DRY WET DRY WET WET WET WET WET DRY DRY UET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY</td> <td>DARK DARK DARK DARK DARK DARK DARK DARK</td> <td>n/a n/a 12 30 n/a n/a n/a n/a 8 6 6 n/a 5 4 17 2 3 17 2 3 17 2 3 17 5 n/a 3 n/a 3 n/a n/a n/a n/a n/a n/a n/a n/a n/a n/a</td> <td>see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ \$ 1,367.55 \$ 435.51 \$ 1,367.55 \$ 66.24 \$ 66.24 \$ 66.24 \$ 66.23 \$ 1,316.07 \$ 1,386.00 \$ 28.64 \$ 1,386.00 \$ 318.68 \$ 1,366.00 \$ 28.51 \$ 328.64 \$ 1,367.77 n/a \$ \$ 1,37.77 \$ 941.78 \$ 136.32 \$ 268.00 \$ 177.01 \$ 136.32 \$ 268.00 \$ 17.97 \$ 13.632 \$ 268.00 \$ 17.37 <</td> <td>NO YES NO NO NO YES NO SEE 25.7 YES NO YES NO YES NO NO YES NO NO YES NO YES YES NO NO NO YES NO NO<td>YES YES YES YES YES YES YES YES YES YES</td><td>Year 2 Year 2 Ye</td></td> | 6:17 PM 12:50 AM 6:50 AM 12:45 AM 6:45 AM 9:00 PM 4:40 AM 12:37 AM 11:30 AM 11:30 AM 11:30 AM 12:05 AM 12:30 PM 6:50 AM 12:33 AM 11:28 PM 4:29 AM 11:28 PM 4:29 AM 11:28 PM 4:40 AM | AM PEAK | NB SB | R R R R R R R R R L L L L L L L L L L L | No Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes Yes No Yes Yes Yes Yes No No No Yes Yes Yes No | No | | STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT PENETRATION OF RAIL REDIRECTED SPUN OUT STOPPED IN CONTACT STOPPED IN CONTACT | CAR CAR CAR CAR CAR CAR CAR CAR CAR CAR | SIDESWIPE FO | ILC PI FTC PI RD PI RD PI FTC PI FTC PI US I FTC PI US II US II US III US III US III US III UNK UNK FTC PI Unk UNK STA II Gradual PI GUS PI GUS PI US PI ACDA PI ACDA PI US PI ACDA PI US PI | PDO | NON-INCAPACITATING YES | DRY WET DRY WET WET WET WET WET DRY DRY UET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY WET DRY | DARK DARK DARK DARK DARK DARK DARK DARK | n/a n/a 12 30 n/a n/a n/a n/a 8 6 6 n/a 5 4 17 2 3 17 2 3 17 2 3 17 5 n/a 3 n/a 3 n/a | see 25.2a \$ 690.08 \$ 2,469.52 \$ 566.77 SEE 25.3A \$ \$ 1,367.55 \$ 435.51 \$ 1,367.55 \$ 66.24 \$ 66.24 \$ 66.24 \$ 66.23 \$ 1,316.07 \$ 1,386.00 \$ 28.64 \$ 1,386.00 \$ 318.68 \$ 1,366.00 \$ 28.51 \$ 328.64 \$ 1,367.77 n/a \$ \$ 1,37.77 \$ 941.78 \$ 136.32 \$ 268.00 \$ 177.01 \$ 136.32 \$ 268.00 \$ 17.97 \$ 13.632 \$ 268.00 \$ 17.37 < | NO YES NO NO NO YES NO SEE 25.7 YES NO YES NO YES NO NO YES NO NO YES NO YES YES NO NO NO YES NO NO <td>YES YES YES YES YES YES YES YES YES YES</td> <td>Year 2 Year 2 Ye</td> | YES YES YES YES YES YES YES YES YES YES | Year 2 Ye |

| 058024242 83-0120-83 | 1/20/2005 | 30.10 | WAR | 5:30 PM | PM PFAK | N | R | | Yes | Yes | Socketed | STOPPED IN CONTACT | SUV | FO | US | PDO | | ICE | DUSK | 2 | \$ 381.05 | NO | VES | Year 2 |
|---|--|--|--|---|----------|--|---|---|---|--|----------------------|---|---|---|--|---|---|--|---|---|--|---|---|--|
| 058023962 83-0146-83 | 1/22/2005 | 30.10 | WAR | 9:00 AM | FIVIFEAN | S | B | L | No | Yes | Socketed | STOPPED IN CONTACT | CAR | FO | | PDO | | ICE | DUSK | 2 see 30.1d | see 30.1d | YES | YES | Year 2 |
| 058041510 83-0193-83 | | 30.10 | WAR | 3:00 PM | | N | B | L | Yes | Yes | Socketed | STOPPED IN CONTACT | CAR | FO | | PDO | | ICE | DAY | see 30.1d | see 30.1d | NO | YES | Year 2 |
| 058041514 83-0201-83 | 1/30/2005 | 30.10 | WAR | 4:30 AM | | S | В | L | No | Yes | Socketed | REDIRECTED | SUV | FO | | PDO | | WET | DARK | see 30.1d | see 30.1d | NO | YES | Year 2 |
| 058013471 83-0021-83 | 1/4/2005 | 30.20 | WAR | 11:15 PM | | N | B | L | Yes | Yes | Socketed | STOPPED IN CONTACT | CAR | FO | | PDO | | WET | DARK | see 30.1d | see 30.1d | see 30.1d | | Year 2 |
| HIT AND RUN 048381223 83-2153-83 | 4/4/2005 12/22/2004 | 30.20 30.30 | WAR | 12:52 PM | | N | 0 | L | Yes No | Yes No | Socketed Socketed | SPUN OUT | CAR | FO | | nknown PDO | | SNOW | DAY | 2 | \$ 200.01 \$ 254.06 | NO YES | YES YES | Year 2 Year 2 |
| 058143750 83-0732-83 | 5/17/2005 | 30.40 | WAR | 1:50 PM | | N | | L | Yes | No | Socketed | REDIRECTED | SUV | FO | | PDO | | WET | DAT | 11 | \$ 362.34 | YES | | Year 2 |
| 048289376 83-1692-83 | 10/18/2004 | 30.46 | WAR | 3:45 PM | | N | B | R | No | No | Socketed | SPUN OUT | CAR | FO | | PDO | | WET | DAY | 1 | \$ 90.17 | YES | YES | Year 2 |
| 058166963 09-0235-83 | 6/17/2005 | 30.80 | WAR | 2:50 AM | | N | В | R | No | No | Socketed | STOPPED IN CONTACT | CAR | FO | DF | PDO | | DRY | DARK | 9 | \$ 300.68 | YES | YES | Year 2 |
| HIT AND RUN | 12/29/2004 | 31.40 | WAR | | | | | | | No | Socketed | | | | | nknown | | | | 10 | \$ 635.88 | YES | YES | Year 2 |
| HIT AND RUN | 9/9/2004 | 31.50 | WAR | 0.00.004 | | N | | 5 | | No | Socketed | | 045 | 50 | | nknown | | MET | DADK. | n/a | \$ 140.35 | NO | | Year 2 |
| 058097730 83-0512-83 058024239 83-0117-83 | | 31.50 | WAR WAR | 2:20 AM 3:40 PM | - | N | D | R | No | No No | Socketed Socketed | BECAME ENTANGLED | CAR SUV | FO FO | | PDO | | WET SNOW | DARK DAY | 15 4 | \$ 617.78 \$ 182.65 | YES YES | YES | Year 2 |
| 058024239 83-0117-83 | 1/20/2005 | 31.60 31.70 | WAR | 3:40 PM 3:15 PM | | N | 0 | R | No No | NO | Socketed | STOPPED IN CONTACT STOPPED IN CONTACT | CAR | FO | | PDO PDO | | SNOW | DAY | 4 SEE 31.6 | \$ 182.65 see 31.6 | see 31.6 | | Year 2 Year 2 |
| 048385868 83-2223-83 | 12/30/2004 | 31.80 | WAR | 5:30 PM | PM PEAK | N | 0 | R | No | No | Socketed | STOPPED IN CONTACT | CAR | FO | | PDO | | WET | DARK | 10 | \$ 342.62 | see 32.8 | | Year 2 |
| 058093374 83-0496-83 | 3/24/2005 | 32.10 | WAR | 3:20 PM | | N | B | R | No | No | Socketed | STOPPED IN CONTACT | CAR | SIDESWIPE | | PDO | | DRY | DAY | n/a | n/a | NO | YES | Year 2 |
| 048381221 83-2149-83 | 12/22/2004 | 32.13 | WAR | 11:15 AM | | N | В | R | No | Yes | Socketed | STOPPED IN CONTACT | CAR | ANGLE | FTC | PDO | | SNOW | DAY | 3 | \$ 178.83 | YES | YES | Year 2 |
| 058082282 09-0098-83 | 3/9/2005 | 32.30 | WAR | 4:40 PM | PM PEAK | N | - | L | Yes | Yes | | REDIRECTED IN MEDIAN | TRUCK | FO | | PDO | | DRY | DAY | n/a | \$ 100.72 | NO | YES | Year 2 |
| 048340232 83-1996-83 | 12/1/2004 | 32.50 | WAR | 6:30 AM | | N | 0 | L | Yes | Yes | | SPUN OUT | CAR | SIDESWIPE | | PDO | | WET | DARK | n/a | \$ 262.27 | NO | YES | Year 2 |
| HIT AND RUN 058038954 83-0109-83 | 12/29/2004 1/20/2005 | 32.90 33.00 | WAR | 12:11 PM | | N | D | R | No No | Yes | | STOPPED IN CONTACT | CAR | FO | | nknown PDO | | SNOW | DAY | 10 | \$ 121.09 \$ 1.495.85 | YES YES | YES YES | Year 2 Year 2 |
| 058024247 83-0125-83 | | 33.10 | WAR | 7:30 PM | | N | 5 | R | No | Yes | | STOPPED IN CONTACT | SUV | FO | | PDO | | SNOW | | see 33.0 | see 33.0 | see 33.0 | | Year 2 |
| 058075786 83-0414-83 | | 33.20 | WAR | 2:50 AM | | S | B | R | Yes | Yes | | SPUN OUT | CAR | FO | | PDO | | DRY | DARK | n/a | see 33.b | NO | YES | Year 2 |
| 058024237 83-0115-83 | 1/20/2005 | 33.30 | WAR | 2:45 PM | | S | В | R | Yes | Yes | | REDIRECTED | SUV | ANGLE | ILC | INJ | NON-INCAPACITATING YES | ICE | DAY | 3 | \$ 428.66 | YES | YES | Year 2 |
| 058023958 83-0142-83 | 1/22/2005 | 33.30 | WAR | 7:25 AM | AM PEAK | N | | R | No | Yes | | STOPPED IN CONTACT | CAR | FO | | PDO | | ICE | DAY | see 33.3b | see 33.3b | YES | YES | Year 2 |
| 048381216 83-2143-83 | 12/22/2004 | 33.50 | WAR | 9:05 AM | | S | | R | Yes | Yes | ┥───┤ | STOPPED IN CONTACT | SUV | FO | | PDO | | SNOW | DAY DARK | 4 | \$ 332.81 | YES | | Year 2 |
| 048322160 83-1883-83 HIT AND RUN | 11/13/2004 2/2/2005 | 33.80 33.80 | WAR | 12:30 AM | | N | 0 | n/a n/a | No No | No No | ┥───┤ | STOPPED IN CONTACT | CAR | FO | | PDO nknown | | DRY | DARK | 1 | \$ 136.35 \$ 344.69 | YES YES | YES YES | Year 2 Year 2 |
| 048287687 83-1696-83 | 10/18/2004 | 33.80 | WAR | 4:00 PM | PM PEAK | N S | 5 | n/a n/a | NO | NO | + | SPUN OUT | CAR | FO | | PDO | | WET | DAY | 6 | \$ 344.69 \$ 660.62 | YES | YES | Year 2 Year 2 |
| 058023945 83-0127-83 | | 33.90 | WAR | 8:10 PM | | S | - | n/a | No | No | 1 1 | STOPPED IN CONTACT | CAR | FO | | PDO | | SNOW | DARK | 9 | \$ 998.02 | YES | YES | Year 2 |
| 83-2103-83 83-2103-83 | 12/18/2004 | 34.10 | WAR | 1:00 AM | | S | В | n/a | No | No | | REDIRECTED | CAR | FO | DIA | INJ | POSSIBLE YES | | DARK | SEE 34.2 | SEE 34.2 | SEE 34.2 | YES | Year 2 |
| HIT AND RUN | 11/17/2004 | 34.20 | WAR | | | | | | | No | | | | | | nknown | | | | n/a | \$ 217.30 | NO | | Year 2 |
| 83-2095-83 83-2095-83 | 12/16/2004 | 34.20 | WAR | 11:38 AM | | S | - | n/a | No | No | ┥ ┥ | STOPPED IN CONTACT | CAR | FO | | nknown | | DRY | DAY | 14 | \$ 1,205.53 | YES | YES | Year 2 |
| 058097732 83-0514-83 HIT AND RUN | 3/28/2005 12/29/2004 | 34.30 34.50 | WAR | 7:15 AM | AM PEAK | SI | - | n/a n/a | No No | No No | ┥───┤ | REDIRECTED | CAR | FO | | PDO nknown | | WET | DAY | 4 | \$ 437.35 \$ 336.98 | YES YES | YES YES | Year 2 Year 2 |
| 048309891 83-1854-83 | 11/9/2004 | 34.64 | WAR | 9:02 AM | | S | - | n/a | No | No | | SPUN OUT | CAR | FO | | PDO | | DRY | DAY | 13 | \$ 330.96 \$ 958.17 | YES | | Year 2 |
| HIT AND RUN | 11/17/2004 | 34.70 | WAR | | | | | | | No | | | | | | nknown | | | | n/a | \$ 162.37 | NO | | Year 2 |
| HIT AND RUN | 12/29/2004 | 34.70 | WAR | | | N | 0 | n/a | No | No | | | | | | nknown | | | | 2 | \$ 242.86 | YES | YES | Year 2 |
| 058074208 83-0395-83 | | 35.10 | WAR | 6:45 AM | | S | 0 | n/a | No | No | | SPUN OUT | CAR | FO | | INJ | POSSIBLE YES | | DAWN | 7 | \$ 418.01 | YES | YES | Year 2 |
| 048381217 83-2145-83 | | 35.20 | WAR | 10:15 AM | - | S | 0 | n/a | No | No | | SPUN OUT | PICK UP | FO | | PDO | | SNOW | DAY | 2 | \$ 289.28 | YES | YES | Year 2 |
| HIT AND RUN N/A 83-2158-83 | 12/29/2004 12/22/2004 | 35.50 35.60 | WAR | 8:38 PM | | N | B | n/a n/a | No No | No No | | STOPPED IN CONTACT | CAR | FO | | nknown PDO | | SNOW | DARK | 1 | \$ 516.48 n/a | YES YES | YES YES | Year 2 Year 2 |
| 048210547 83-1264-83 | 8/4/2004 | 35.70 | WAR | 1:05 PM | | N | B | n/a | No | No | | REDIRECTED INTO TRAFFIC | SUV | FO | | PDO | | WET | DAKK | n/a | \$ 504.33 | YES | YES | Year 2 |
| 058017430 83-0056-83 | 1/12/2005 | 35.70 | WAR | 4:50 AM | | N | B | n/a | No | No | | REDIRECTED | CAR | FO | | PDO | | WET | DARK | see 35.9 | see 35.9 | YES | YES | Year 2 |
| HIT AND RUN | 4/12/2005 | 35.70 | WAR | | | | | | | No | | | | | | nknown | | | | n/a | \$ 122.30 | NO | YES | Year 2 |
| 058017390 83-0070-83 | 1/16/2005 | 35.90 | WAR | 7:15 AM | AM PEAK | N | | n/a | No | No | | STOPPED IN CONTACT | CAR | FO | | PDO | | SNOW | DARK | 16 | \$ 1,115.70 | see 35.7 | | Year 2 |
| 048381215 83-2141-83 048381224 83-2154-83 | | 36.50 36.50 | WAR WAR | 7:40 AM 3:23 PM | AM PEAK | S | В | L | No No | Yes | | STOPPED IN CONTACT STOPPED IN CONTACT | CAR CAR | FO FO | | PDO PDO | | SNOW SNOW | DAY DARK | 2 | 440.74 \$ 601.83 | YES YES | YES YES | Year 2 Year 2 |
| 046361224 83-2154-83 | 1/25/2004 | 36.60 | WAR | 12:55 PM | | S | D B | L | No | Yes | | STOPPED IN CONTACT | CAR | RE | | PDO | | DRY | DARK | 2 | \$ 208.67 | NO | YES | Year 2 |
| 058097938 83-0517-83 | | 00.00 | | | | 0 | 0 | | | | | | | | | | | | | | | | 120 | |
| | 3/28/2005 | 36.60 | WAR | 6:45 AM | | S | В | L | | | | | CAR | FO | US | | | | DARK | 2 | \$ 209.15 | YES | YES | Year 2 |
| 058075781 83-0408-83 | 3/28/2005 3/7/2005 | 36.60 36.90 | WAR WAR | 6:45 AM 5:13 PM | PM PEAK | SI N | - | L | No Yes | Yes | | STOPPED IN CONTACT SPUN OUT | CAR CAR | FO FO | | PDO PDO | | WET | DARK DAY | 2 3 | \$ 209.15 n/a | YES YES | YES YES | Year 2 Year 2 |
| 05807578183-0408-8304833422983-1946-83 | 3/7/2005 11/23/2004 | 36.90 37.20 | WAR WAR | | PM PEAK | N | B B | L L n/a | No Yes No | Yes Yes Yes | | STOPPED IN CONTACT | | | US ILC | PDO PDO PDO | | WET | | 2 3 7 | n/a \$ 490.91 | YES YES | YES YES | Year 2 Year 2 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN | 3/7/2005 11/23/2004 1/10/2005 | 36.90 37.20 37.30 | WAR WAR WAR | 5:13 PM 11:21 AM | PM PEAK | N N N | B B B | n/a | No Yes No No | Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT | CAR CAR | FO SIDESWIPE | US ILC u | PDO PDO PDO nknown | | WET WET DRY | DAY DAY | 2 3 7 n/a | n/a \$ 490.91 \$ 155.07 | YES YES NO | YES YES YES | Year 2 Year 2 Year 2 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 058023949 83-0133-83 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 | 36.90 37.20 37.30 37.40 | WAR WAR WAR WAR | 5:13 PM 11:21 AM 9:35 AM | PM PEAK | N N N N | B B B B | | No Yes No No No | Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT | CAR CAR SUV | FO SIDESWIPE FO | US ILC US | PDO PDO PDO nknown INJ | POSSIBLE YES | WET WET DRY WET | DAY DAY DAY | 2 3 7 n/a 4 | n/a \$ 490.91 \$ 155.07 \$ 923.77 | YES YES NO YES | YES YES YES YES | Year 2 Year 2 Year 2 Year 2 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 058160969 83-0133-83 058160969 83-0898-83 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 | 36.90 37.20 37.30 37.40 37.90 | WAR WAR WAR WAR WAR | 5:13 PM 11:21 AM | PM PEAK | N N N | B B B B | n/a | No Yes No No | Yes Yes Yes Yes Yes No | | STOPPED IN CONTACT SPUN OUT SPUN OUT | CAR CAR | FO SIDESWIPE | US ILC US ILC | PDO PDO PDO nknown INJ INJ | POSSIBLE YES NON-INCAPACITATING YES | WET WET DRY WET | DAY DAY | | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 | YES YES NO YES YES | YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 83-0133-83 058160969 83-0898-83 HIT AND RUN | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 12/21/2005 | 36.90 37.20 37.30 37.40 37.90 24.00 | WAR WAR WAR WAR WAR BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM | PM PEAK | N N N N | B B B B B | n/a | No Yes No No No No | Yes Yes Yes Yes No Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED | CAR CAR SUV CAR | FO SIDESWIPE FO SIDESWIPE | US ILC US ILC u | PDO PDO PDO nknown INJ INJ nknown | | WET WET DRY WET DRY | DAY DAY DAY DAY | | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 | YES YES NO YES YES NO | YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 Year 3 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 058160969 83-0133-83 058160969 83-0898-83 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 | 36.90 37.20 37.30 37.40 37.90 | WAR WAR WAR WAR WAR | 5:13 PM 11:21 AM 9:35 AM | PM PEAK | N N N N S | B B B B B B B | n/a n/a L | No Yes No No No | Yes Yes Yes Yes Yes No | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT | CAR CAR SUV | FO SIDESWIPE FO | US ILC US ILC ULC ILC | PDO PDO PDO nknown INJ INJ nknown PDO | | WET WET DRY WET DRY DRY | DAY DAY DAY | 4 6 ? 8 | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 | YES YES NO YES YES | YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 2 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 83-0133-83 058160969 83-0898-83 HIT AND RUN 068089149 09-0139-09 05820853 09-0131-09 HIT AND RUN 09-0131-09 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 12/21/2005 4/13/2006 8/8/2005 6/1/2006 | 36.90 37.20 37.30 37.40 37.90 24.00 24.10 24.20 24.20 | WAR WAR WAR WAR BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 10:59 PM 2:25 PM | PM PEAK | N N N SI N N | B B B B B B B B B B | n/a n/a L R | No Yes No No No No No | Yes Yes Yes Yes No Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT REDIRECTED | CAR CAR SUV CAR CAR CAR | FO SIDESWIPE FO SIDESWIPE SIDESWIPE FO | US ILC US ILC ILC ILC U | PDO PDO Nknown INJ INJ Nknown PDO INJ Nknown | NON-INCAPACITATING YES | WET WET DRY WET DRY DRY | DAY DAY DAY DAY DAY DARK | 4 6 ? 8 | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 | YES YES NO YES YES NO YES YES NO | YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 3 Year 3 Year 3 Year 3 Year 3 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 058160969 83-0898-83 HIT AND RUN 068089149 068089149 09-0139-09 058200853 09-0311-09 HIT AND RUN 058187428 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 12/21/2005 4/13/2006 8/8/2005 6/1/2006 7/17/2005 | 36.90 37.20 37.30 37.40 37.90 24.00 24.10 24.20 24.20 24.20 24.40 | WAR WAR WAR WAR BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 10:59 PM | PM PEAK | N N N S N | B B B B B B B B B B | n/a n/a L R | No Yes No No No No No | Yes Yes Yes Yes No Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT | CAR CAR SUV CAR CAR | FO SIDESWIPE FO SIDESWIPE SIDESWIPE | US ILC US ILC ILC ILC STA | PDO PDO Nknown INJ INJ Nknown PDO INJ Nknown PDO | NON-INCAPACITATING YES | WET WET DRY WET DRY DRY | DAY DAY DAY DAY DAY DARK | 4 6 ? 8 6 ? ? | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A | YES YES NO YES NO YES YES NO NO | YES YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 83-0133-83 058160969 83-0898-83 HIT AND RUN 068089149 09-0139-09 05820853 09-0311-09 HIT AND RUN 058187428 09-0284-09 HIT AND RUN 058187428 09-0284-09 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 12/21/2005 6/10/2005 6/1/2005 6/1/2005 7/17/2005 1/24/2006 | 36.90 37.20 37.30 37.40 37.90 24.00 24.10 24.20 24.20 24.20 24.40 24.50 | WAR WAR WAR WAR BUT BUT BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 10:59 PM 2:25 PM 8:15 PM | PM PEAK | N N N N N N N | B B B B B B B B B B | n/a n/a L R R R | No Yes No No No No No No No | Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT | CAR CAR SUV CAR CAR CAR SUV | FO SIDESWIPE FO SIDESWIPE SIDESWIPE FO FO | US ILC US ILC ILC ILC ILC U U STA | PDO PDO Nknown INJ INJ Nknown PDO INJ Nknown PDO nknown | NON-INCAPACITATING YES | WET WET DRY WET DRY DRY DRY WET | DAY DAY DAY DAY DAY DARK DAY DAY | 4 6 ? 8 | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 842.79 | YES YES NO YES YES NO YES YES NO NO YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 83-0133-83 058106969 83-0898-83 HIT AND RUN 068089149 09-0139-09 058020853 09-0139-09 05802853 09-0311-09 HIT AND RUN 058187428 09-0284-09 HIT AND RUN 05818529 09-0274-09 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 12/21/2005 4/13/2006 8/8/2005 6/1/2006 7/11/2006 7/11/2006 | 36.90 37.20 37.30 37.40 37.40 24.00 24.10 24.20 24.20 24.20 24.20 24.40 24.50 24.60 | WAR WAR WAR WAR BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 10:59 PM 2:25 PM | PM PEAK | N N N SI N N | B B B B B B B B B B | n/a n/a L R | No Yes No No No No No Yes | Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT REDIRECTED | CAR CAR SUV CAR CAR CAR | FO SIDESWIPE FO SIDESWIPE SIDESWIPE FO | US ILC US ILC ILC ILC US STA U ILC U | PDO PDO Nknown INJ INJ Nknown PDO INJ Nknown PDO | NON-INCAPACITATING YES | WET WET DRY WET DRY DRY DRY | DAY DAY DAY DAY DAY DARK DAY | 4 6 ? 8 6 ? ? | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 842.79 \$ 472.40 | YES YES NO YES YES YES YES NO NO YES YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 83-0133-83 058160969 83-0898-83 HIT AND RUN 068089149 09-0139-09 05820853 09-0311-09 HIT AND RUN 058187428 09-0284-09 HIT AND RUN 058187428 09-0284-09 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 12/21/2005 6/10/2005 6/1/2005 6/1/2005 7/17/2005 1/24/2006 | 36.90 37.20 37.30 37.40 37.90 24.00 24.10 24.20 24.20 24.20 24.40 24.50 | WAR WAR WAR WAR BUT BUT BUT BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 10:59 PM 2:25 PM 8:15 PM | PM PEAK | N N N N N N N | B B B B B B B B B B B B B B B B | n/a n/a L R R R | No Yes No No No No No No No | Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT | CAR CAR SUV CAR CAR CAR SUV | FO SIDESWIPE FO SIDESWIPE SIDESWIPE FO FO | US ILC US ILC ILC US ILC U STA U ILC U U U U U U U U U U U U U U U U U U U | PDO PDO PDO Nknown INJ INJ Nknown PDO Nknown PDO Nknown PDO | NON-INCAPACITATING YES | WET WET DRY WET DRY DRY DRY WET | DAY DAY DAY DAY DAY DARK DAY DAY | 4 6 ? 8 6 ? ? | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 842.79 | YES YES NO YES YES NO YES YES NO NO YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 Year 3 |
| 058075781 83-0408-83 048334229 83-1946-83 HIT AND RUN 058023949 83-0133-83 058106969 83-0898-83 HIT AND RUN 068089149 09-0139-09 058020853 09-0311-09 HIT AND RUN 058185428 09-0284-09 HIT AND RUN 05818529 09-0274-09 HIT AND RUN 068054191 2006030220 | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 6/1/2005 6/1/2005 6/1/2005 6/1/2005 1/24/2005 8/10/2005 3/8/2006 3/8/2006 | 36.90 37.20 37.30 37.40 37.90 24.00 24.20 24.20 24.20 24.20 24.50 24.60 24.60 24.60 24.80 24.90 | WAR WAR WAR BUT BUT BUT BUT BUT BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 10:59 PM 2:25 PM 2:55 PM 2:55 PM 2:00 PM 1:30 PM | PM PEAK | N N N Si N N N N Si Si Si Si | B B B B B B B B B B B B B B B B B B B | n/a n/a L R R R R R | No Yes No No No No No No Yes Yes Yes No No | Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT SPUN OUT IN MEDIAN | CAR CAR SUV CAR CAR CAR CAR CAR CAR CAR | FO SIDESWIPE FO SIDESWIPE SIDESWIPE FO SIDESWIPE FO SIDESWIPE FO | US ILC US ILC ILC US ILC US STA U STA U STA FTC | PDO PDO Nknown INJ INJ PDO INJ Nknown PDO Nknown PDO Nknown INJ INJ | NON-INCAPACITATING YES | WET WET DRY WET DRY DRY WET DRY | DAY DAY DAY DAY DAY DARK DAY DAY DAY DAY DAY | 4 6 ? 8 6 ? ? 4 5 8 | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 442.79 \$ 696.11 \$ 696.11 \$ 596.27.40 \$ 696.11 \$ 1,026.21 | YES YES NO YES YES YES YES NO YES YES YES NO YES | YES YES YES YES YES YES YES YES YES YES | Year 2 Year 2 Year 2 Year 2 Year 2 Year 3 Year 3 |
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YES NO NO YES NO NO YES NO NO YES NO NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO</td><td>YES YES YES</td><td>Year 2 Year 2 Year 2 Year 2 Year 2 Year 3 Ye</td></td<></td> | WAR WAR WAR WAR BUT BUT BUT BUT BUT BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 10:59 PM 2:25 PM 2:25 PM 2:55 PM 2:55 PM 2:55 PM 4:52 AM 4:52 AM 4:40 AM 11:05 PM 5:08 AM 9:52 AM 6:00 PM 6:02 PM 6:14 AM 10:25 AM 10:25 AM 10:25 AM | | N N N N N N N N N N N N N N N N N N N | B B B B B B B B B B B B B B B B B B B | n/a n/a L R R R R R R R R R R R R R R R R R R | No | Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT REDIRECTED IN MEDIAN STOPPED IN CONTACT STOPPED IN CONTACT REDIRECTED REDIRECTED IN MEDIAN | CAR CAR SUV CAR CAR CAR CAR CAR CAR CAR 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24.40 24.40 24.60 24.60 24.60 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.20 25.30 25.30 25.50 25.50 25.50 25.60 25.70 25.70 25.70 25.70 25.70 25.70 25.70 25.70 25.70 </td <td>WAR WAR WAR WAR BUT BUT BUT BUT BUT BUT BUT BUT BUT BUT</td> <td>5:13 PM 11:21 AM 9:35 AM 6:00 PM 2:25 PM 2:25 PM 2:55 PM 2:55 PM 2:55 PM 2:00 PM 1:30 PM 4:40 AM 11:05 PM 5:08 AM 5:08 AM 5:08 PM 6:14 AM 10:25 AM 12:30 PM 7:10 PM 2:40 PM 1:05 AM 1:05 PM 6:00 PM 9:52 AM</td> <td>PM PEAK</td> <td>N N N N N N N N N N N N N N N N N N N</td> <td>B B B B B B B B B B B B B B B B B B B</td> <td>n/a n/a L R R R R R R R R R R R R R R R R R R</td> <td>No No No No No No No No No No Yes No Yes No Yes No No</td> <td>Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes</td> <td></td> <td>STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT REDIRECTED IN MEDIAN 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YES YES NO NO YES YES YES YES YES NO NO YES YES YES YES NO NO YES YES YES NO NO YES YES YES NO NO YES YES NO NO YES YES NO NO YES YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO NO NO NO NO NO NO NO NO NO NO NO</td><td>YES YES YES</td><td>Year 2 Year 2 Year 2 Year 3 Ye</td></td></td<></td> | WAR WAR WAR WAR BUT BUT BUT BUT BUT BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 2:25 PM 2:25 PM 2:55 PM 2:55 PM 2:55 PM 2:00 PM 1:30 PM 4:40 AM 11:05 PM 5:08 AM 5:08 AM 5:08 PM 6:14 AM 10:25 AM 12:30 PM 7:10 PM 2:40 PM 1:05 AM 1:05 PM 6:00 PM 9:52 AM | PM PEAK | N N N N N N N N N N N N N N N N N N N | B B B B B B B B B B B B B B B B B B B | n/a n/a L R R R R R R R R R R R R R R R R R R | No Yes No Yes No Yes No | Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes | | STOPPED IN CONTACT SPUN OUT SPUN OUT STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT REDIRECTED STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT STOPPED IN CONTACT REDIRECTED IN MEDIAN STOPPED IN 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YES YES YES NO NO YES YES YES YES NO NO YES YES YES NO NO YES YES YES NO NO YES YES NO NO YES YES NO NO YES YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO YES NO NO NO NO NO NO NO NO NO NO NO NO NO</td><td>YES YES YES</td><td>Year 2 Year 2 Year 2 Year 3 Ye</td></td></td<> | US ILC ILC IL IL IL IL IL IL IL IL IL US IL US <td>PDO PDO PDO PDO nknown INJ INJ nknown PDO nknown PDO nknown PDO nknown PDO nknown PDO PDO PDO nknown NKnown PDO PDO PDO PDO Nknown PDO PDO</td> <td>NON-INCAPACITATING YES NON-INCAPACITATING YES NON-INCAPACITATING YES NON-INCAPACITATING YES</td> <td>WET WET DRY DRY DRY DRY WET WET WET WET WET WET WET WET WET WET</td> <td>DAY DAY DAY DAY DAY DAY DAY DAY DAY DAY</td> <td>4 6 7 8 6 7 4 5 8 8 7 5 5 6 8 7 5 5 5 5 4 10 7 7 2 9 2 2 7 8 8 7 7 4 5 5 5 5 7 4 10 7 7 7 7 8 8 7 7 7 8 8 7 7 7 8 8 7 7 7 7 8 8 7 7 7 7 8 8 7 7 7 7 7 8 8 7 7 7 7 7 7 7 7 7 7 7 7 7</td> <td>n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 842.79 \$ 696.11 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YES NO NO NO NO NO NO NO NO NO NO NO NO NO</td> <td>YES YES YES</td> <td>Year 2 Year 2 Year 2 Year 3 Ye</td> | PDO PDO PDO PDO nknown INJ INJ nknown PDO nknown PDO nknown PDO nknown PDO nknown PDO PDO PDO nknown NKnown PDO PDO PDO PDO Nknown PDO | NON-INCAPACITATING YES NON-INCAPACITATING YES NON-INCAPACITATING YES NON-INCAPACITATING YES | WET WET DRY DRY DRY DRY WET WET WET WET WET WET WET WET WET WET | DAY DAY DAY DAY DAY DAY DAY DAY DAY DAY | 4 6 7 8 6 7 4 5 8 8 7 5 5 6 8 7 5 5 5 5 4 10 7 7 2 9 2 2 7 8 8 7 7 4 5 5 5 5 7 4 10 7 7 7 7 8 8 7 7 7 8 8 7 7 7 8 8 7 7 7 7 8 8 7 7 7 7 8 8 7 7 7 7 7 8 8 7 7 7 7 7 7 7 7 7 7 7 7 7 | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 842.79 \$ 696.11 \$ 642.79 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 2,025 \$ 361.48 \$ 241.67 \$ 798.71 \$ 379.04 \$ 26.05 \$ 97.01 \$ 739.01 \$ 526.05 \$ 652.55 \$ 596.78 \$ 592.35 \$ 596.78 \$ 371.71 \$ 371.71 \$ 371.71 \$ 373.01 \$ 592.35 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YES YES YES YES YES YES YES</td><td>YES YES YES</td><td>Year 2 Year 2 Year 2 Year 2 Year 3 Ye</td></td<></td> | 3/7/2005 11/23/2004 1/10/2005 1/21/2005 6/10/2005 6/10/2005 12/21/2005 12/21/2005 12/21/2005 1/24/2006 7/11/2005 1/24/2006 8/10/2005 1/22/2006 1/22/2006 1/22/2006 1/22/2006 1/21/2005 1/27/2005 1/11/2005 1/27/2005 1/11/2005 1/27/2005 1/11/200 | 36.90 37.20 37.30 37.40 37.40 24.00 24.10 24.20 24.20 24.20 24.40 24.40 24.50 24.60 24.60 24.60 24.60 25.20 25.20 25.20 25.20 25.20 25.20 25.30 25.30 25.50 | WAR WAR WAR WAR BUT BUT BUT BUT BUT BUT BUT BUT BUT BUT | 5:13 PM 11:21 AM 9:35 AM 6:00 PM 2:25 PM 2:25 PM 2:55 PM 2:55 PM 2:55 PM 2:55 PM 2:50 PM 4:52 AM 4:40 AM 11:05 PM 5:08 AM 9:52 AM 6:14 AM 10:25 AM 10:25 AM 10:25 AM 10:25 AM 10:35 AM 11:00 PM 3:00 PM 3:00 PM 4:45 AM 4:40 AM | PM PEAK | N N N N N N N N N N N N N N N N N N N | B B | n/a n/a R R R R R R R R R R R R R | No Yes No Yes No Yes No Yes No Yes No Yes No | Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes | | STOPPED IN CONTACT 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\$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 842.79 \$ 472.40 \$ 696.11 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 241.67 \$ 273.20 \$ 26.05 \$ 97.01 \$ 273.20 \$ 652.65 \$ 592.35 \$ 596.78 \$ 592.35 \$ 596.78 \$ 371.11 n/a \$ 682.69 \$ 371.11 n/a \$ 682.69 \$ 1,03.97 \$ 371.71 \$ 371.11 \$ 37</td><td>YES NO YES YES YES YES YES YES YES YES YES YES</td><td>YES YES YES</td><td>Year 2 Year 2 Year 2 Year 2 Year 3 Ye</td></td<> | NON-INCAPACITATING YES NON-INCAPACITATING YES NON-INCAPACITATING YES NON-INCAPACITATING YES | WET WET DRY DRY DRY DRY WET WET WET WET WET WET WET WET WET WET | DAY DAY DAY DAY DAY DAY DAY DAY DAY DAY | 4 6 7 8 6 7 4 5 5 5 5 5 5 5 5 5 5 5 5 7 7 7 7 7 7 7 7 7 7 1 4 7 7 7 7 1 7 7 7 7 7 7 7 7 7 7 7 7 7 | n/a \$ 490.91 \$ 155.07 \$ 923.77 \$ 653.82 \$ 301.94 \$ 1,723.25 \$ 814.20 \$ 514.38 N/A \$ 842.79 \$ 472.40 \$ 696.11 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 1,026.21 \$ 241.67 \$ 273.20 \$ 26.05 \$ 97.01 \$ 273.20 \$ 652.65 \$ 592.35 \$ 596.78 \$ 592.35 \$ 596.78 \$ 371.11 n/a \$ 682.69 \$ 371.11 n/a \$ 682.69 \$ 1,03.97 \$ 371.71 \$ 371.11 \$ 37 | YES NO YES YES YES YES YES YES YES YES YES YES | YES YES | Year 2 Year 2 Year 2 Year 2 Year 3 Ye |

| 058185236 09-0281-09 | 7/16/2005 | 27.00 | BUT | 6:45 PM | 1 | NB | L | Yes | Yes | 1 1 | SPUN OUT IN MEDIAN | SUV | FO | US IN. | POSSIBLE | YES | WET | DAY | 6 | \$ 601.71 | YES | YES Year | ır 3 |
|--|--------------------------|----------------|------------|----------------------|--------------------|----------|------------|------------|------------|----------------------|--|------------|-----------------|--------------------|-------------------|--------|-------------|--------------|----------|--------------------------|------------|----------------------|------|
| HIT AND RUN | 10/21/2005 | 27.00 | BUT | | | SB | L | No | Yes | | | | | unkno | | | | | 12 | \$ 778.98 | YES | YES Year | |
| 058295724 09-0453-09 | 11/10/2005 | 27.20 | BUT | 7:35 AM | AM PEAK | SB | L | No | Yes | | PENETRATION OF RAIL | CAR | SIDESWIPE | ILC PDO | | | DRY | DAY | 4 | \$ 174.90 | YES | YES Year | |
| HIT AND RUN HIT AND RUN | 4/19/2006 6/20/2006 | 27.20 27.20 | BUT BUT | | | NB | L | Yes | Yes Yes | | | | | unkno | | | | | 10 | \$ 854.14 \$ 663.29 | YES NO | YES Year YES Year | |
| 068152410 09-0246-09 | 6/30/2006 | 27.20 | BUT | 6:42 PM | | SB | L | No | Yes | | STOPPED IN CONTACT | CAR | RE | ACDA PD0 | | | DRY | DAY | ? | n/a | NO | YES Year | |
| HIT AND RUN | 3/14/2006 | 27.30 | BUT | | | | | | Yes | | | | | unkno | | | | | 9 | \$ 612.23 | YES | YES Year | |
| 058341943 09-0481-09 | 11/23/2005 | 27.40 | BUT | 12:05 AM | | SB | L | No | Yes | | STOPPED IN CONTACT | CAR | RE | DIA PDO | | | DRY | DARK | 5 | \$ 592.31 | YES | YES Year | |
| 058329041 09-0516-09 | 12/8/2005 | 27.40 | BUT | 4:43 PM | PM PEAK | SB | L | No | Yes | | STOPPED IN CONTACT | SUV | FO | US PDC | | | SNOW | DAY | 8 | \$ 1,571.44 | YES | YES Year | |
| 058338662 09-0527-09 058174841 09-0264-09 | 12/13/2005 7/1/2005 | 27.50 27.60 | BUT BUT | 1:16 AM 2:20 AM | | SB NB | L | No Yes | Yes | | STOPPED IN CONTACT Redirected | CAR CAR | FO FO | FTC PDC ILC IN. | | YES | DRY WET | DARK DARK | 14 5 | SEE 27.4B \$ 505.23 | YES YES | YES Year YES Year | |
| HIT AND RUN | 7/5/2005 | 27.70 | BUT | 2.20 AW | | NB | | Yes | Yes | | Redirected | CAR | 10 | unkno | | 165 | VVLI | DAIKK | 5 | \$ 639.62 | NO | YES Year | |
| 058311426 09-0476-09 | 11/22/2005 | 28.50 | BUT | 7:15 AM | AM PEAK | NB | R | No | Yes | | STOPPED IN CONTACT | CAR | FO | ILC PD0 | | | DRY | DAY | 9 | \$ 1,012.79 | YES | YES Year | |
| 058338656 09-0517-09 | 12/8/2005 | 28.50 | BUT | 7:32 PM | | SB | R | Yes | Yes | | STOPPED IN CONTACT | CAR | FO | FTC IN. | | YES | SNOW | DARK | 1 | \$ 298.34 | YES | YES Year | |
| HIT AND RUN | 8/9/2005 | 28.70 | BUT | | | | | | Yes | | | | | unkno | | | | | ? | \$ 74.30 | NO | YES Year | |
| HIT AND RUN HIT AND RUN | 10/19/2005 12/22/2005 | 28.70 28.70 | BUT BUT | | | | | + | Yes | | | | + | unkno | | | | | ? | \$ 95.64 \$ 381.80 | NO NO | YES Year YES Year | |
| HIT AND RUN | 2/27/2005 | 28.70 | BUT | | | | | | Yes | | | | | unkno | | | | | ? | \$ 117.46 | NO | YES Year | |
| 058197249 09-0296-09 | 7/29/2005 | 28.90 | WAR | 4:24 PM | PM PEAK | NB | L | Yes | Yes | | STOPPED IN CONTACT | TRUCK | FO | FTC PDC | | | DRY | DAY | ? | n/a | NO | YES Year | r 3 |
| N/A 09-306-83 | 8/6/2005 | 29.10 | WAR | 9:50 AM | | NB | L | Yes | Yes | | STOPPED IN CONTACT | CAR | FO | US IN. | | NG YES | WET | DAY | 1 | \$ 220.42 | YES | YES Year | |
| 058255759 09-0357-83 | 9/15/2005 | 29.30 | WAR | 8:00 AM | AM PEAK | NB | L | Yes | Yes | | SPUN OUT IN MEDIAN | PICK UP | FO | ODE PDO | | | DRY | DAPK | 12 | \$ 646.37 | YES | YES Year | |
| 068015290 83-0106-83 058206378 83-1166-83 | 1/23/2006 7/29/2005 | 29.40 29.70 | WAR | 4:15 AM 11:25 PM | | NB NB | R | Yes No | Yes Yes | | SPUN OUT IN MEDIAN STOPPED IN CONTACT | SUV CAR | FO FO | US PDO DIA PDO | | | WET DRY | DARK | 5 10 | \$ 767.26 \$ 1,013.84 | YES YES | YES Year YES Year | |
| 068078542 83-0471-83 | 4/2/2006 | 30.10 | WAR | 11:53 PM | | SB | L | No | Yes | Socketed | REDIRECTED IN MEDIAN | PICK UP | FO | DUI PDO | | | WET | DARK | ? | \$ 940.92 | NO | YES Year | |
| 058241768 83-1408-83 | 9/15/2005 | 30.20 | WAR | 5:10 PM | PM PEAK | NB | L | Yes | Yes | Socketed | STOPPED IN CONTACT | CAR | FO | ODE PD0 | | | DRY | DAY | ? | \$ 96.63 | NO | YES Year | ar 3 |
| 068059101 83-0357-83 | 3/12/2006 | 30.20 | WAR | 6:50 AM | | SB | L | No | Yes | Socketed | SPUN OUT IN MEDIAN | CAR | FO | US PDO | | | WET | DARK | ? | \$ 587.02 | NO | YES Year | |
| HIT AND RUN 058279985 83-1630-83 | 7/20/2005 10/21/2005 | 30.50 30.80 | WAR | 12:25 PM | | NB SB | R | No Yes | No No | Socketed Socketed | STOPPED IN CONTACT | CAR | FO | ACDA PD0 | | | WET | DAY | 4 | \$ 221.10 \$ 168.44 | NO NO | YES Year YES Year | |
| 058279985 83-1830-83 | 6/7/2005 | 30.80 | WAR | 8:45 PM | | NB | R | No | No | Socketed | STOPPED IN CONTACT | CAR | FO | US PDO | | | WET | DUSK | 1 | \$ 454.96 | YES | YES Year | |
| 058206117 83-1198-83 | 8/6/2005 | 30.90 | WAR | 9:25 AM | | NB | R | No | No | Socketed | STOPPED IN CONTACT | CAR | FO | FTC PDC | | | WET | DAY | ? | \$ 383.67 | NO | YES Year | |
| 068005887 83-0042-83 | 1/11/2006 | 30.90 | WAR | 10:05 AM | | NB | R | No | No | Socketed | STOPPED IN CONTACT | CAR | FO | ODE PDO | | | DRY | DAY | 1 | \$ 241.95 | YES | YES Year | |
| 058241605 83-1409-83 | 9/16/2005 | 31.20 | WAR | 12:50 AM | DNA DE AK | NB | R | No | No | Socketed | STOPPED IN CONTACT | PICK UP | FO | US PDC | | | WET | DARK | 4 | \$ 139.45 | YES | YES Year | |
| 058241766 83-1422-83 HIT AND RUN | 9/17/2005 12/21/2005 | 31.20 31.30 | WAR | 4:13 PM | PM PEAK | NB NB | R | No No | No No | Socketed Socketed | STOPPED IN CONTACT | CAR | FO | ODE PD0 unkno | | | DRY | DAY | ? 1 | SEE 30.2A \$ 114.91 | NO YES | YES Year YES Year | |
| HIT AND RUN | 9/1/2005 | 32.10 | WAR | | | ND | K | NO | No | Socketed | | | | unkno | | | | | ? | \$ 2,299.61 | NO | YES Year | |
| 068037987 09-0055-83 | 2/12/2006 | 32.10 | WAR | 4:35 AM | | NB | R | No | No | Socketed | REDIRECTED IN MEDIAN | CAR | FO | US PD0 | | | SNOW | DARK | ? | \$ 264.50 | NO | YES Year | |
| HIT AND RUN | 3/22/2006 | 32.10 | WAR | | | | | | No | Socketed | | | | unkno | | | | | 1 | \$ 112.40 | NO | YES Year | |
| 058196338 83-1121-83 | 7/21/2005 | 32.70 | WAR | 8:40 PM 3:45 PM | | SB NB | n/a R | No | Yes | | STOPPED IN CONTACT SPUN OUT IN MEDIAN | CAR CAR | FO | ILC PDO | | VEC | DRY | DAY | ? | n/a | NO | YES Year | - |
| 058225824 83-1368-83 HIT AND RUN | 9/5/2005 3/22/2006 | 33.00 33.00 | WAR | 3:45 PW | | NB | R | No No | Yes Yes | | SPON OUT IN MEDIAN | CAR | FO | ACDA IN. unkno | | YES | DRY | DAY | 5 | SEE 33.2 \$ 818.56 | NO YES | YES Year YES Year | |
| 058216770 83-1340-83 | 8/31/2005 | 33.10 | WAR | 1:35 PM | | NB | R | No | Yes | | STOPPED IN CONTACT | SUV | FO | FTC PDC | | | DRY | DAY | 7 | \$ 650.49 | YES | YES Year | |
| 058273999 83-1576-83 | 10/14/2005 | 33.10 | WAR | 2:25 PM | | NB | R | No | Yes | | STOPPED IN CONTACT | PICK UP | FO | ACDA PD0 | | | DRY | DAY | 5 | \$ 525.82 | YES | YES Year | |
| 058225469 83-1354-83 | 9/3/2005 | 33.20 | WAR | 3:55 AM | | NB | R | No | Yes | | SPUN OUT IN MEDIAN | CAR | FO | FTC PDC | | | DRY | DARK | 5 | SEE 33.2 | YES | YES Year | |
| 068000912 83-0011-83 058331965 83-1950-83 | 1/3/2006 12/8/2005 | 33.20 33.40 | WAR | 5:10 PM 4:28 PM | PM PEAK PM PEAK | NB NB | R | No No | Yes Yes | | STOPPED IN CONTACT STOPPED IN CONTACT | CAR CAR | FO SIDESWIPE | FTC PDC US IN. | | NG YES | DRY SNOW | DAY DAY | 2 | \$ 739.13 \$ 107.40 | NO NO | YES Year YES Year | |
| 058329535 83-1952-83 | 12/8/2005 | 33.50 | WAR | 6:55 PM | FIVIFEAK | SB | R | Yes | Yes | | STOPPED IN CONTACT | CAR | FO | STA PDO | | NG TES | SNOW | DARK | see 33.4 | see 33.4 | NO | YES Year | |
| 058266048 09-0399-83 | 10/11/2005 | 33.70 | WAR | 9:25 AM | | NB | n/a | No | Yes | | SPUN OUT IN MEDIAN | PICK UP | FO | FTC PDC | | | DRY | DAY | ? | \$ 339.48 | NO | YES Year | |
| 058179802 83-1028-83 | 7/6/2005 | 33.90 | WAR | 7:30 AM | AM PEAK | SB | n/a | No | No | | REDIRECTED IN MEDIAN | CAR | SIDESWIPE | ILC IN. | NON-INCAPACITATIN | NG YES | DRY | DAY | 12 | \$ 1,430.95 | YES | YES Year | r 3 |
| HIT AND RUN | 7/12/2005 | 34.00 | WAR | | | SB | n/a | No | No | | | | | unkno | | | | | 10 | \$ 137.49 | NO | YES Year | |
| HIT AND RUN HIT AND RUN | 12/14/2005 3/22/2006 | 34.00 34.00 | WAR | | | SB SB | n/a n/a | No No | No | | | | | unkno | | | | | 5 | \$ 201.52 \$ 185.83 | YES YES | YES Year YES Year | |
| 058241609 83-1394-83 | 9/11/2005 | 34.20 | WAR | 10:30 AM | | NB | n/a | No | No | | STOPPED IN CONTACT | CAR | SIDESWIPE | | NON-INCAPACITATIN | NG YES | DRY | DAY | ? | \$ 293.75 | NO | YES Year | |
| 068150649 83-0946-83 | 6/30/2006 | 34.70 | WAR | 2:17 PM | | NB | n/a | No | No | | STOPPED IN CONTACT | VAN | FO | FTC PDC | | | DRY | DAY | ? | n/a | NO | YES Year | r 3 |
| 068132787 83-0773-83 | 6/1/2006 | 34.90 | WAR | 3:15 AM | | SB | n/a | No | No | | STOPPED IN CONTACT | PICK UP | RE | | NON-INCAPACITATIN | NG YES | DRY | DARK | ? | n/a | NO | YES Year | |
| HIT AND RUN 058206110 83-1191-83 | 3/22/2006 8/5/2005 | 35.40 35.70 | WAR | 3:05 PM | | SB NB | n/a n/a | No No | No No | | SPUN OUT IN MEDIAN | CAR | SIDESWIPE | STA PD0 | | | DRY | DAY | 2 | \$ 245.65 \$ 120.41 | YES NO | YES Year YES Year | |
| 058206110 83-1191-83 | 7/16/2005 | 35.90 | WAR | 6:40 AM | | NB | n/a | No | No | | REDIRECTED | VAN | FO | ODE PDO | | | DRY | DAY | 5 | \$ 345.15 | YES | YES Year | |
| 058206068 83-1235-83 | 8/13/2005 | 35.90 | WAR | 2:14 PM | | SB | n/a | No | No | | POSSIBLE ROLLED OVER CABLE | SUV | SIDESWIPE | | NON-INCAPACITATIN | NG YES | DRY | DAY | 5 | see 36.2 | YES | YES Year | |
| HIT AND RUN | 6/1/2006 | 35.90 | WAR | | | | | | No | | | | | unkno | | | | | ? | \$ 392.81 | NO | YES Year | |
| 058277437 51775 | 10/29/2005 | 36.00 | WAR | 3:35 PM | | SB SB | n/a | No | No | | SPUN OUT IN MEDIAN | CAR | FO | FTC PDC | | | DRY | DAY | ? | ? | NO | YES Year | |
| HIT AND RUN 058206111 83-1192-83 | 8/10/2005 8/5/2005 | 36.10 36.20 | WAR WAR | 5:17 PM | PM PEAK | SB SB | n/a | No No | Yes Yes | | STOPPED IN CONTACT | CAR | FO | STA PD0 | | - | DRY | DAY | 1 | \$ 125.18 \$ 249.09 | NO YES | YES Year YES Year | |
| 068015284 83-0099-83 | 1/20/2006 | 36.20 | WAR | 8:39 AM | AM PEAK | NB | L | Yes | Yes | | REDIRECTED IN MEDIAN | SUV | FO | ILC PDC | | | DRY | DAY | 2 | \$ 494.31 | YES | YES Year | |
| 068023932 83-0175-83 | 2/2/2006 | 36.20 | WAR | 5:20 PM | PM PEAK | NB | L | Yes | Yes | | STOPPED IN CONTACT | PICK UP | FO | uS PD0 | | | DRY | day | ? | see 36.2b | NO | YES Year | ar 3 |
| 058270531 05-306 | 9/16/2005 | 36.50 | WAR | 1:08 AM | | NB | L | Yes | Yes | | STOPPED IN CONTACT | CAR | FO | FTC PDC | | | WET | DARK | ? | n/a | NO | YES Year | |
| 058340089 83-2002-83 | 12/15/2005 | 36.70 | WAR | 7:25 AM | AM PEAK | NB NB | L | Yes | Yes | | STOPPED IN CONTACT | CAR CAR | ANGLE | ILC PDO | | | SNOW | | see 36.8 | see 36.8 | NO | YES Year | |
| N/A 83-0523-83 058340091 83-2004-83 | | 36.70 36.80 | WAR | 11:03 PM 10:45 AM | | NB | | Yes Yes | Yes Yes | | SPUN OUT IN MEDIAN REDIRECTED IN MEDIAN | CAR | FO FO | US PDO ILC IN. | | YES | WET WET | DARK DAY | 4 | \$ 1,550.36 \$ 774.83 | NO YES | YES Year YES Year | |
| 058196355 83-1143-83 | 7/26/2005 | 37.10 | WAR | 5:50 PM | PM PEAK | NB | n/a | No | Yes | 1 | STOPPED IN CONTACT | CAR | FO | ILC PDC | | | DRY | DAY | ? | n/a | NO | YES Year | |
| 058241767 83-1419-83 | 9/17/2005 | 37.20 | WAR | 4:25 AM | | NB | n/a | No | Yes | | STOPPED IN CONTACT | CAR | FO | DIA PDO | | | DRY | DARK | | \$ 982.50 | YES | YES Year | |
| N/A 83-0129-83 | 1/26/2006 | 37.40 | WAR | | PM PEAK | SB | n/a | No | Yes | | REDIRECTED IN MEDIAN | CAR | SIDESWIPE | ILC IN. | | 10 | DRY | DAY | 6 | | | YES Year | |
| 068132783 83-0768-83 068005905 83-0001-83 | 5/31/2006 1/1/2006 | 37.50 37.70 | WAR | 2:15 PM 3:20 PM | | NB NB | R | No No | Yes | | STOPPED IN CONTACT SPUN OUT IN MEDIAN | CAR SUV | FO FO | ILC IN. | NON-INCAPACITATIN | NG YES | DRY DRY | DAY DAY | 6 | \$ 402.92 \$ 2,161.71 | YES YES | YES Year YES Year | |
| 068005905 83-0001-83 | 1/1/2006 | 37.70 | WAR | 3:20 PM 11:30 AM | | NB | R | No | NO | | STOPPED IN CONTACT | CAR | FO | ILC PDC | | | WET | DAY | | \$ 2,161.71 see 37.7a | NO | YES Year | |
| HIT AND RUN | 6/5/2006 | 37.80 | WAR | 11.50 / 10 | | | | | No | 1 | | 0/11 | | unkno | | | VVC I | Drucix | ? | | | | |
| 058282406 05-368 | 10/31/2005 | 38.00 | WAR | 2:29 PM | | SB | L | No | No | | STOPPED IN CONTACT | CAR | FO | STA PDO | | | DRY | DAY | 5 | \$ 294.35 | YES | YES Year | ar 3 |
| 058340087 83-1998-83 | 12/14/2005 | 38.00 | WAR | 4:54 PM | PM PEAK | SB | L | No | No | | STOPPED IN CONTACT | FIRE TRUCK | FO | ODE PDO | | | DRY | DAY | | \$ 834.34 | YES | YES Year | |
| 068105518 13322 | 4/19/2006 | 38.00 | WAR | 8:05 PM | | SB | L | No | No | | PENETRATION OF RAIL | CAR | SIDESWIPE | ILC PDO | | | DRY | DUSK | | \$ 838.37 | YES | | |
| 058216774 83-1331-83 | 8/30/2005 | 38.10 | WAR | 3:35 PM | | SB | | No | No | | REDIRECTED IN MEDIAN | CAR | FO | US PD0 | | | WET | DAY | 9 | \$ 496.40 | YES | YES Year | 13 |