

EVALUATION OF HIGH CRASH LOCATIONS (DARK CRITERIA) STUDY



LOCATION #9:
US 40 (Pulaski Highway)
MILEPOST 3.40 to 6.69
November 2012



Prepared for:
**Delaware Department of
Transportation**



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EXECUTIVE SUMMARY

The purpose of this study was to evaluate locations with the highest ratios of crashes occurring during dark conditions throughout the state of Delaware. The study included reviewing crash history and existing conditions of the locations, identifying specific sites where crashes are occurring and providing recommendations to improve conditions.

The Hazard Elimination Program (HEP) site selection process was used to determine ten (10) locations statewide with a dark crashes Critical Ratio greater than one and ten (10) or more crashes occurring in the three year study period within a one-mile roadway segment. US 40 (Pulaski Highway), from Milepost 3.40 to 6.69 in Bear, Delaware, was determined to be one of the ten locations with the highest dark crashes Critical Ratios statewide.

Police crash reports covering three years were analyzed to identify high crash sites along US 40, from Milepost 3.40 to 6.69. Crash clusters were identified at the following ten (10) sites:

- Site #1: US 40 @ SR 72 Intersection (M.P. 3.67)
- Site #2: US 40 @ Rickey Boulevard Intersection (M.P. 4.0)
- Site #3: US 40 @ Scotland Drive Intersection (M.P. 4.3)
- Site #4: US 40 @ Becks Wood Drive Intersection (M.P. 4.64)
- Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)
- Site #6: US 40 @ Glasgow Drive Intersection (M.P. 5.27)
- Site #7: US 40 @ Brookmont Drive Intersection (M.P. 5.44)
- Site #8: US 40 @ Wellington Drive / Church Road Intersection (M.P. 5.61)
- Site #9: US 40 @ Grand National Lane Intersection (M.P. 5.95)
- Site #10: US 40 @ Walther Road / Glendale Boulevard Intersection (M.P. 6.39)

The following sites feature partial roadway lighting and at least 30% of the crashes occurring in dark conditions:

- Site #1: US 40 @ SR 72 Intersection (M.P. 3.67)
- Site #3: US 40 @ Scotland Drive Intersection (M.P. 4.3)
- Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)
- Site #7: US 40 @ Brookmont Drive Intersection (M.P. 5.44)
- Site #8: US 40 @ Wellington Drive / Church Road Intersection (M.P. 5.61)
- Site #9: US 40 @ Grand National Lane Intersection (M.P. 5.95)
- Site #10: US 40 @ Walther Road / Glendale Boulevard Intersection (M.P. 6.39)

A photometric analysis of the existing lighting at each of these sites is recommended to determine if the existing lighting meets DelDOT standard lighting levels and develop possible lighting improvements.

At Site #2, a pedestrian study between SR 72 and Scotland Drive including a review of bus stop locations may be beneficial. This is due to the distance from the DART bus stop at this intersection to the nearest crosswalks crossing US 40.

At Site #3, it is recommended that the tree limbs overhanging the shoulder of the westbound approach, located approximately 800 to 1,300 feet east of the intersection, be trimmed to improve visibility of the intersection for westbound drivers.

Upon analysis of the crash history, Site #4 did not show a pattern of crashes that would benefit from lighting the intersection.

Worn roadway striping is recommended to be replaced at the following sites:

- Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)
- Site #6: US 40 @ Glasgow Drive Intersection (M.P. 5.27)

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1. INTRODUCTION

The purpose of this study was to evaluate locations with the highest ratios of crashes occurring during dark conditions throughout the state of Delaware. The study included reviewing crash history and existing conditions of the locations, identifying specific sites where crashes are occurring and providing recommendations to improve conditions.

The study included three parts:

Part 1: Location Selection – The Hazard Elimination Program (HEP) site selection process was used to determine ten (10) locations statewide with a dark crashes Critical Ratio greater than one and ten (10) or more crashes occurring in the three year study period within a one-mile roadway segment. Results from the location selection process were reviewed in coordination with DelDOT. Corridors that were already part of an ongoing HSIP or HEP project were not included in this study. The Critical Ratio methodology was used in the location selection process. The list of statewide 1.0 mile corridors ranked by Critical Ratio is included in Appendix D.

Part 2: Evaluation – After the list of the top ten locations was approved by DelDOT, an initial review was performed for each selected location. The evaluation included field visits to the sites; collecting information on existing roadway and traffic conditions; crash analysis; preliminary lighting evaluation; and this report. The report includes existing lighting analysis; concept lighting improvement alternatives; other signing, striping and signal recommendations in accordance with the Delaware Strategic Highway Safety Plan (SHSP), particularly related to dark crashes; potential design/implementation issues, and identification of the need for more detailed studies (Phase II studies).

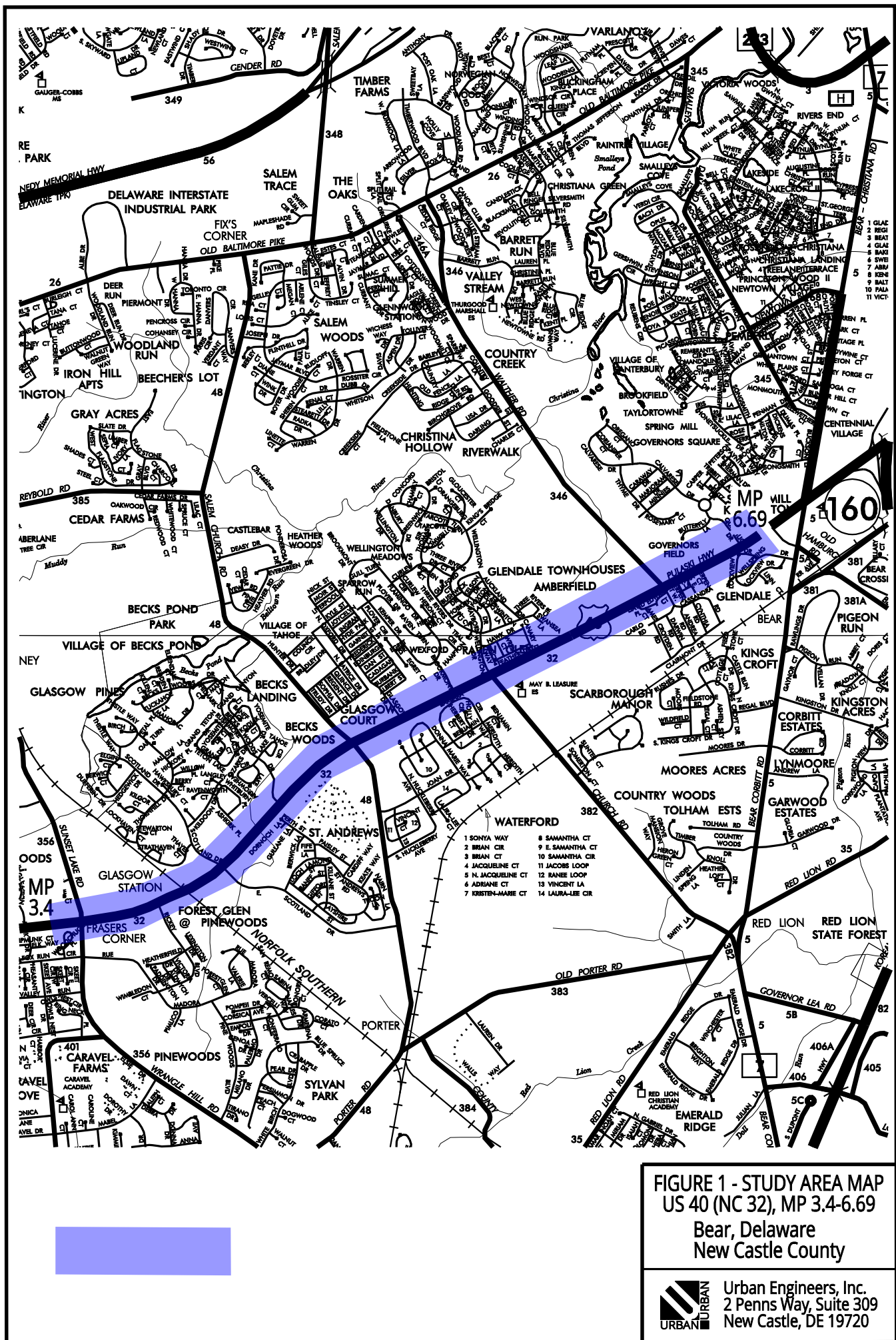
Part 3: Coordination – When possible, DelDOT-approved recommendations are coordinated for inclusion into the construction of ongoing DelDOT projects (HEP, Pavement & Rehabilitation, PD, etc.).

The location selection process resulted in a list of ten locations, including US 40 (Pulaski Highway) from milepost 3.40 to 6.69 in Bear, Delaware.

US 40 (Pulaski Highway)

The evaluation and recommendations for US 40 (Pulaski Highway), from milepost 3.40 to 6.69, are included in this report. The studied portion of US 40 is a 3.29-mile stretch of principal arterial roadway in suburban Bear, Delaware.

A study area map is provided in Figure 1.



2. CRASH DATA SUMMARY

This evaluation was based on crash data during the three year period from May 16, 2008 to May 16, 2011.

A total of 615 crashes occurred on US 40 (Pulaski Highway) from milepost 3.40 to 6.69 during the evaluation period.

Three (3) crashes resulted in a fatality in the study area. All three fatal crashes occurred in dark conditions. The fatal crashes occurred at the intersections of US 40 @ Rickey Boulevard, US 40 @ Scotland Drive, and US 40 @ Wellington Drive / Church Road. Two (2) of these crashes involved pedestrians, and the other was a run off the road crash.

Of the 615 crashes, 394 of the crashes occurred during daylight (64%). Seventy-nine (79) of the crashes occurred during dark conditions (13%), 121 of the crashes occurred during dark, but lighted conditions (20%), and 21 of the crashes occurred during either dawn or dusk conditions (3%).

The highest number of crashes (84) at a single site occurred at the intersection of US 40 and Scotland Drive.

Crashes were grouped together into sites based on their location along US 40.

Site #1: US 40 @ SR 72 Intersection (M.P. 3.67)

There were 80 total crashes at the site during the evaluation period. Thirty-one (31) of the crashes (39%) occurred during dark hours. This site has existing roadway lighting.

This site was selected for evaluation based on the crash history.

Site #2: US 40 @ Rickey Boulevard Intersection (M.P. 4.0)

There were 26 total crashes at this site during the evaluation period. Five (5) of the crashes (19%) occurred during dark hours. One of the dark crashes resulted in a fatality. This site has existing partial roadway lighting.

This site was selected for evaluation based on the crash history and the presence of partial roadway lighting.

Site #3: US 40 @ Scotland Drive Intersection (M.P. 4.3)

There were 84 total crashes at the site during the evaluation period. Thirty-one (31) of the crashes (36%) occurred during dark hours. This site experienced a crash which resulted in a fatality. This site has existing partial roadway lighting.

This site was selected for evaluation based on the crash history and the presence of partial roadway lighting.

Site #4: US 40 @ Becks Wood Drive Intersection (M.P. 4.64)

There were 25 total crashes at the site during the evaluation period. Six (6) of the crashes (24%) occurred during dark hours. This site does not have roadway lighting.

This site was not selected for evaluation based on the crash history.

Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)

There were 67 total crashes at this site during the evaluation period. Twenty (20) of the crashes (30%) occurred during dark hours. This site has existing roadway lighting.

This site was selected for evaluation based on the crash history.

Site #6: US 40 @ Glasgow Drive Intersection (M.P. 5.27)

There were 34 total crashes at this site during the evaluation period. Ten (10) of the crashes (29%) occurred during dark hours. This site does not have roadway lighting.

This site was selected for evaluation based on the crash history.

Site #7: US 40 @ Brookmont Drive Intersection (M.P. 5.44)

There were 42 total crashes at this site during the evaluation period. Thirteen (13) of the crashes (31%) occurred during dark hours. This site has existing roadway lighting.

This site was selected for evaluation based on the crash history.

Site #8: US 40 @ Wellington Drive / Church Road Intersection (M.P. 5.61)

There were 58 total crashes at this site during the evaluation period. Twenty-four (24) of the crashes (41%) occurred during dark hours. This site experienced a crash which resulted in a fatality. This site has existing roadway lighting.

This site was selected for evaluation based on the crash history.

Site #9: US 40 @ Grand National Lane Intersection (M.P. 5.95)

There were 12 total crashes at this site during the evaluation period. Six (6) of the crashes (50%) occurred during dark hours. This site does not have roadway lighting.

This site was selected for evaluation based on the crash history.

Site #10: US 40 @ Walther Road / Glendale Boulevard Intersection (M.P. 6.39)

There were 80 total crashes at this site during the evaluation period. Twenty-six (26) of the crashes (33%) occurred during dark hours. This site has existing partial roadway lighting.

This site was selected for evaluation based on the crash history and the presence of partial roadway lighting.

3. ROADWAY AND SITE CHARACTERISTICS

US 40 (Pulaski Highway) is a four-lane principal arterial roadway to the west of Walther Road/Glendale Boulevard, and widens to six lanes from Walther Road/Glendale Boulevard extending past the eastern bounds of the study area. Shoulders are present in both directions throughout most of the study area.

In 2010, US 40 experienced Average Daily Traffic (ADT) of 35,489 vehicles towards the west side of the study area and 45,266 vehicles on the east side of the study area.

The posted speed limit for US 40 is 50 miles per hour throughout the study area.

There are seven signalized intersections, one railroad crossing, and five unsignalized crossovers in the study area.

Site #1: US 40 @ SR 72 Intersection (M.P. 3.67)

US 40 and SR 72 meet at a signalized intersection. The SR 72 northbound and southbound approaches both include two left turn lanes, one through lane and one channelized right turn lane. The US 40 eastbound and westbound approaches both include two left turn lanes, one through lane and one channelized right turn lane.

There are pedestrian crosswalks on all sides of the intersection.

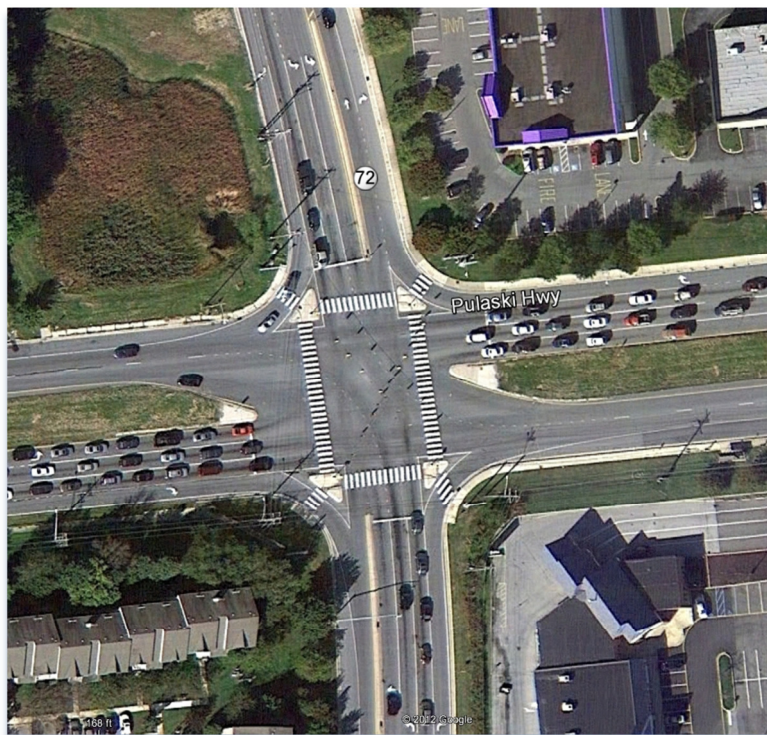


Photo 1: US 40 and SR 72 Intersection

Red light-running cameras are present for the northbound and southbound SR 72 approaches.

There are ten (10) existing 250 Watt, High Pressure Sodium (HPS) luminaires at and approaching the intersection. Nine (9) of the luminaires are cobraheads on utility poles, and one (1) of the luminaires is a Mongoose style luminaire on the northwest corner signal pole.

Site #2: US 40 @ Rickey Boulevard Intersection (M.P. 4.0)

Rickey Boulevard meets US 40 from the south at an unsignalized partial T-intersection. US 40 westbound approach has a left turn lane with a median cut through access to Rickey Boulevard. An entrance to a dry cleaning business parking lot is present on the north side of US 40 at the intersection. US 40 eastbound has a median cut through that provides access to the dry cleaning business parking lot entrance.

US 40 eastbound has one left/u-turn lane, two through lanes, and one right turn lane. US 40 westbound has one left turn lane and two through lanes. The Rickey Boulevard approach includes one right turn-only lane.

There is a DART bus stop present on the northwest side of the intersection, in front of the dry cleaning business. There are no crosswalks present at this intersection. The nearest crosswalks are approximately 1,600' to the west at SR 72 and 1,600' to the east at Scotland Drive.



Photo 2: US 40 and Rickey Boulevard Intersection

There is one utility pole-mounted 400 Watt, HPS cobrahead luminaire present on the southwest corner of the intersection.

Site #3: US 40 @ Scotland Drive Intersection (M.P. 4.3)

The eastbound and westbound US 40 approaches both include two left turn lanes, two through lanes and one channelized right turn lane. The northbound and southbound Scotland Drive approaches both include one left turn lane, one shared left/thru lane and one channelized right turn lane. All four approaches include grass medians.

Pedestrian crosswalks are present on the south and west sides of the intersection.

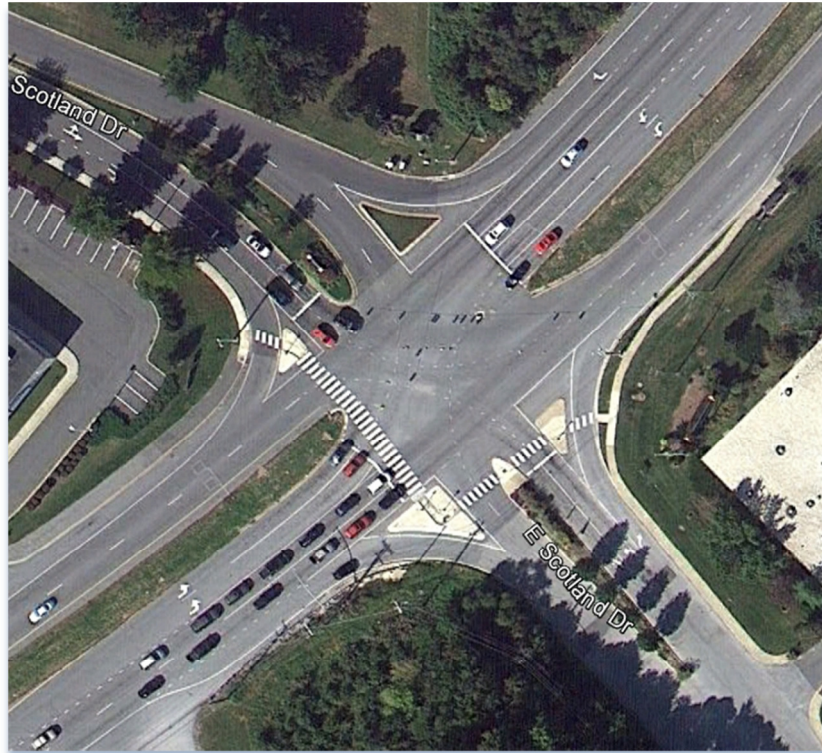


Photo 3: US 40 and Scotland Drive Intersection

Red light-running cameras are present for the eastbound US 40 approach.

Tree limbs overhang into the shoulder on the westbound approach to the intersection. The tree limbs can obscure the traffic signals for westbound drivers. These tree limbs are located approximately 800 to 1,300 feet east of the intersection.

There are three (3) existing 250 Watt, HPS Mongoose luminaires at the intersection. Two (2) of the luminaires are mounted on signal poles, and one (1) of the luminaires is mounted on a utility pole.

Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)

Salem Church Road meets US 40 from the north and Porter Road meets US 40 from the south at this signalized intersection. The eastbound and westbound US 40 approaches both include one left turn lane, two through lanes and one right turn lane. The northbound Porter Road approach includes one left turn lane, one thru lane and one channelized right turn lane. The southbound Salem Church Road approach includes two left turn lanes, one thru lane and one channelized right turn lane. Medians are present on all but the northbound approach.

Pedestrian crosswalks are present on all four sides of the intersection.



Photo 4: US 40 and Salem Church Road / Porter Road Intersection

There are four (4) existing 250 Watt, HPS luminaires at the intersection. Three (3) of the luminaires are cobrahead style and one (1) of the luminaires is Mongoose style. The luminaires are mounted on all four signal poles.

The stop bar striping on Salem Church Road Southbound approach was observed to be worn out in the field. The worn stop bar striping for the Salem Church Road Southbound approach is shown in Photo 5.



Photo 5: Salem Church Road Southbound Stop Bar at US 40

Site #6: US 40 @ Glasgow Drive Intersection (M.P. 5.27)

Glasgow Drive meets US 40 from the north at a signalized intersection. The entrance to a nursery/garden center is present on the south side of the intersection.

The eastbound and westbound US 40 approaches both include one left turn lane, two through lanes and one right turn lane. The southbound approach includes one left turn lane, one shared left/thru lane, and one right turn. The southbound and westbound right turns are channelized. The northbound approach includes one shared left/thru lane and one right turn lane.

Medians are present on all but the northbound approach.

Pedestrian crosswalks are present on all but the east side of the intersection.

There is no existing lighting at this site.



Photo 6: US 40 and Glasgow Drive Intersection

The stop bar striping on both US 40 Eastbound and Westbound approaches were observed to be worn out in the field. The worn stop bar striping for the US 40 Westbound approach is shown in Photo 7.



Photo 7: US 40 Westbound Stop Bar at Glasgow Drive

Site #7: US 40 @ Brookmont Drive Intersection (M.P. 5.44)

Brookmont Drive meets US 40 at a signalized T-intersection. Eastbound US 40 includes one left turn lane and two thru lanes. Westbound US 40 includes one left turn lane, two through lanes and one channelized right turn lane. Brookmont Drive includes one left turn lane and one channelized right turn lane.

A pedestrian crosswalk is present on the west side of the intersection.

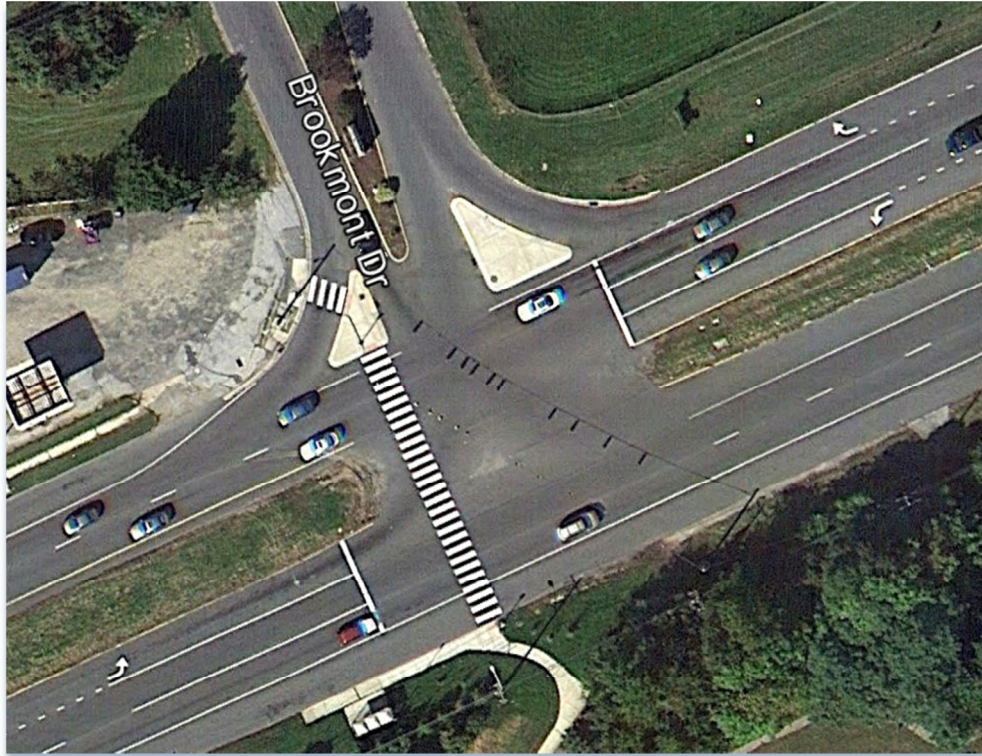


Photo 8: US 40 and Brookmont Drive Intersection

There are three (3) existing HPS cobrahead luminaires at the intersection. All of the luminaires are on the west side of the intersection. Two (2) of the luminaires are mounted on utility poles and one (1) of the luminaires is mounted on the northwest corner signal pole.

Site #8: US 40 @ Wellington Drive / Church Road Intersection (M.P. 5.61)

Wellington Drive meets US 40 from the north and Church Road meets US 40 from the south at this signalized intersection.

The eastbound and westbound US 40 approaches both include one left turn lane, two through lanes and one right turn lane. The southbound Wellington Drive approach includes one left turn lane, one shared left/thru lane, and one right turn lane. The northbound Church Road approach includes one shared left/thru lane and one right turn lane. Additionally, Wellington Drive and Church Road include bicycle lanes.

Pedestrian crosswalks are present on all sides but the west side of the intersection.

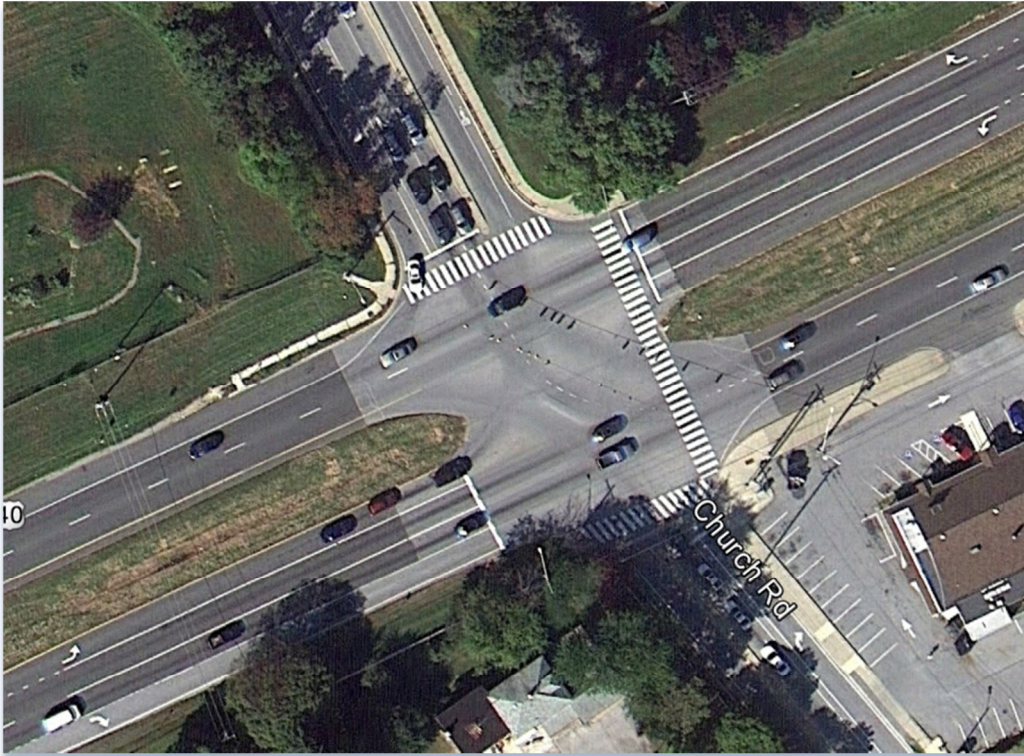


Photo 9: US 40 and Wellington Drive / Church Road Intersection

There are five (5) existing HPS cobrahead luminaires at the intersection. There is one luminaire on each of the intersection's four corners, and one luminaire on the east side of Season's Pizza access driveway on the southeast corner of the intersection. Four (4) of the luminaires are mounted on utility poles and one (1) luminaire is mounted on the northwest corner signal pole.

Site #9: US 40 @ Grand National Lane Intersection (M.P. 5.95)

Grand National Lane meets US 40 at an unsignalized T-intersection.

The eastbound US 40 approach includes one u-turn lane, two through lanes and one channelized right turn lane. The westbound US 40 approach includes one left turn lane and two through lanes. The northbound Grand National Lane approach includes one channelized right turn-only lane.

A pedestrian crosswalk is present on the south side of the intersection.

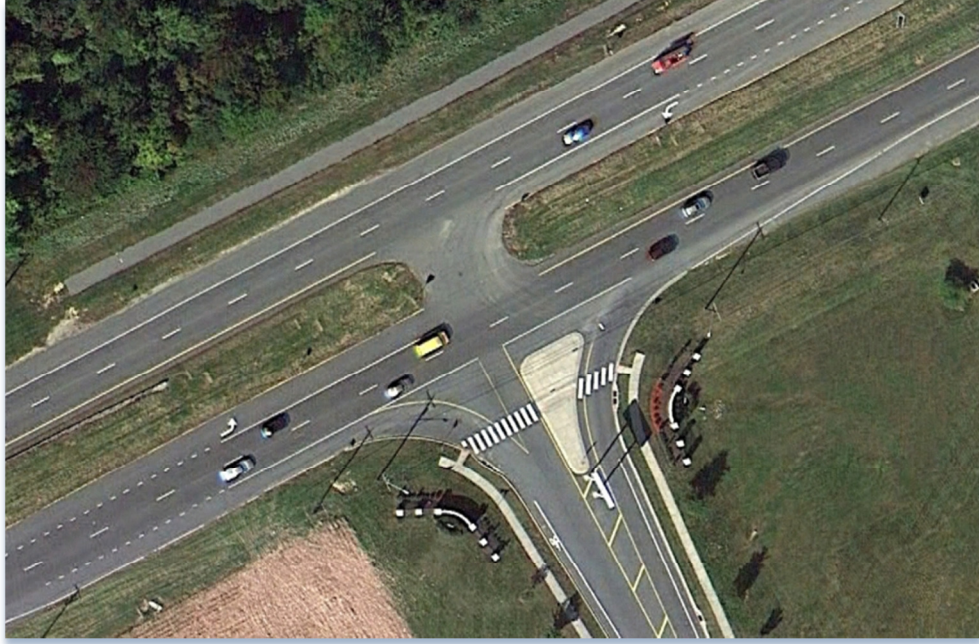


Photo 10: US 40 and Grand National Lane Intersection

There are two (2) existing 150 Watt, HPS cobrahead luminaires at the intersection. Both luminaires are mounted on utility poles on the south side of US 40, and are directed away from US 40, towards the Rockwood Apartments entrance signage.

Site #10: US 40 @ Walther Road / Glendale Boulevard Intersection (M.P. 6.39)

Walther Road meets US 40 from the north at a signalized intersection. Glendale Boulevard meets US 40 from the south.

The eastbound and westbound US 40 approaches both include one left turn lane, three through lanes and one right turn lane. The southbound Walther Road approach includes one left turn lane, one shared left/thru lane, and one right turn lane. The northbound Glendale Boulevard approach includes one shared left/thru lane and one right turn lane.

Pedestrian crosswalks are present on the west and south sides of the intersection.



Photo 11: US 40 and Walther Road / Glendale Boulevard Intersection

There are five (5) existing HPS luminaires at the intersection. All of the luminaires are mounted on utility poles. There are luminaires on all corners of the intersection, except for the northeast corner.

4. LIGHTING WARRANT EVALUATION

The DeIDOT Lighting Guidelines contain the conditions for determining if lighting is warranted at a given site. A warrant analysis is included below for each site that was chosen for evaluation.

Section 2.3, *Lighting Warrants*, of the DeIDOT Lighting Guidelines states that lighting *should* be installed at “locations where crash patterns indicate that lighting may reduce crashes and where the percentage of nighttime accidents is 40 percent or greater.” Section 2.3 also states that lighting *may* be installed at “locations where crash patterns indicate that lighting may reduce crashes and where the percentage of nighttime accidents is 35 percent or greater.”

Site #1: US 40 @ SR 72 Intersection (M.P. 3.67)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were 80 total crashes near this intersection during the three year evaluation period. Thirty-one (31) of these crashes occurred during dark conditions.

The manner of impact of the thirty-one (31) dark crashes was as follows:

- 14 Angle (5 WB/EB LT, 1 EB/WB LT, 3 SB/NB LT, 3 SB LT/NB, 1 SB LT/NB RT, 1 SB RT/NB LT)
- 11 Rear end (4 EB, 1 EB LT, 2 WB, 1 WB LT, 1 NB, 1 NB RT, 1 SB)
- 5 Sideswipe (3 WB, 2 EB)
- 1 Ran off the road (WB LT)

Percentage of Nighttime Crashes

Thirty-nine percent (31 out of 80) of the crashes at the site were during dark conditions according to the crash reports.

Lighting Warrant Results

Because the intersection has existing lighting at the intersection, the crash history is skewed compared to an unlit intersection. Therefore, the crash history cannot be relied upon in this circumstance for use in lighting warrant analysis.

Site #2: US 40 @ Rickey Boulevard Intersection (M.P. 4.0)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were 26 total crashes near this intersection during the three year evaluation period. Five (5) of these crashes occurred during

dark conditions. One of the crashes resulted in a pedestrian fatality. The fatal crash was the result of a pedestrian who left the area north of the intersection near the dry cleaners and attempted to cross westbound US 40 towards the center grass median.

The manner of impact of the five (5) dark crashes was as follows:

- 2 Pedestrian-Vehicle (Both involving WB vehicles)
- 1 Angle
- 1 Sideswipe
- 1 Rear end

Percentage of Nighttime Crashes

Nineteen percent (5 out of 26) of the crashes that occurred at the site were during dark conditions according to the crash reports.

Lighting Warrant Results

This site has only 19% of crashes occurring during dark conditions; therefore it does not meet the warrant for a site where roadway lighting *may* be installed.

Site #3: US 40 @ Scotland Drive Intersection (M.P. 4.3)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were 84 total crashes near this intersection during the three year evaluation period. Thirty-one (31) of these crashes occurred during dark conditions. One of the crashes resulted in a fatality.

The manner of impact of the thirty-one (31) dark crashes was as follows:

- 22 Rear end (13 WB, 7 EB, 2 SB)
- 3 Ran off the road (2 WB, 1 EB)
- 3 Deer (2 WB, 1 EB)
- 2 Angle (1 SB/WB, 1 EB RT/WB LT)
- 1 Sideswipe (EB)

The crash history shows a pattern of rear end crashes at the intersection, especially for westbound traffic. These crash patterns may benefit from the roadway lighting, which would improve visibility and therefore improve driver awareness.

Percentage of Nighttime Crashes

Thirty-seven percent (31 out of 84) of the crashes that occurred at the site were during dark conditions. The crash history at this intersection meets the conditions for a location where lighting “may be installed,” as per Section 2.3 of the DeIDOT Lighting Guidelines.

Lighting Warrant Results

Because the intersection has existing lighting at the intersection, the crash history is skewed compared to an unlit intersection. Therefore, the crash history cannot be relied upon in this circumstance for use in lighting warrant analysis.

Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were sixty-seven (67) total crashes near this intersection during the three year evaluation period. Twenty (20) of these crashes occurred during dark conditions.

The manner of impact of the twenty (20) dark crashes was as follows:

- 11 Rear end (5 EB, 4 WB, 1 NB, 1 SB)
- 4 Sideswipe (2 WB, 1 EB, 1 NB)
- 4 Angle (2 SB/EB, 1 SB LT/NB RT, 1 NB RT/WB Pedacyclist)
- 1 Ran off the road (EB LT)

Percentage of Nighttime Crashes

Thirty percent (20 out of 67) of the crashes that occurred at the site were during dark conditions. The crash history at this intersection does not meet the conditions for a location where lighting “may be installed,” as per Section 2.3 of the DeIDOT Lighting Guidelines.

Lighting Warrant Results

Because the intersection has existing lighting at the intersection, the crash history is skewed compared to an unlit intersection. Therefore, the crash history cannot be relied upon in this circumstance for use in lighting warrant analysis.

Site #6: US 40 @ Glasgow Drive Intersection (M.P. 5.27)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were thirty-four (34) total crashes near this intersection during the three year evaluation period. Ten (10) of these crashes occurred during dark conditions.

The manner of impact of the ten (10) dark crashes was as follows:

- 4 Rear end (2 SB, 1 EB, 1 WB)
- 3 Ran off the road (2 WB, 1 SB)
- 2 Angle (1 SB LT/WB, 1 WB/EB U-turn)
- 1 Sideswipe (WB)

Percentage of Nighttime Crashes

Twenty-nine percent (10 out of 34) of the crashes that occurred at the site were during dark, dusk or dawn conditions. The crash history at this intersection does not meet the conditions for a location where lighting “may be installed,” as per Section 2.3 of the DeIDOT Lighting Guidelines.

Lighting Warrant Results

This site has only 29% of crashes occurring during dark conditions; therefore it does not meet the warrant for a site where roadway lighting *may* be installed.

Site #7: US 40 @ Brookmont Drive Intersection (M.P. 5.44)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were forty-two (42) total crashes near this intersection during the three year evaluation period. Thirteen (13) of these crashes occurred during dark conditions.

The manner of impact of the thirteen (13) dark crashes was as follows:

- 9 Rear end (5 WB, 3 EB, 1 SB)
- 4 Ran off the road (3 WB, 1 EB)

Percentage of Nighttime Crashes

Thirty-one percent (13 out of 42) of the crashes that occurred at the site were during dark conditions. The crash history at this intersection does not meet the conditions for a location where lighting “may be installed,” as per Section 2.3 of the DeIDOT Lighting Guidelines.

Lighting Warrant Results

Because the intersection has existing lighting at the intersection, the crash history is skewed compared to an unlit intersection. Therefore, the crash history cannot be relied upon in this circumstance for use in lighting warrant analysis.

Site #8: US 40 @ Wellington Drive / Church Road Intersection (M.P. 5.61)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were fifty-eight (58) total crashes near this intersection during the three year evaluation period. Twenty-two (22) of these crashes occurred during dark conditions.

The manner of impact of the twenty-two (22) dark crashes was as follows:

- 9 Rear end (5 WB, 3 EB, 1 EB LT)
- 3 Angle (1 WB/SB, 1 WB/SB RT, 1 WB LT/EB)
- 3 Sideswipe (2 EB, 1 WB)
- 3 Ran off the road (1 WB, 1 EB, 1 SB RT)
- 2 Vehicle-Pedestrian (2 WB)
- 2 Exiting Seasons Pizza (2 WB)

Percentage of Nighttime Crashes

Thirty-eight percent (22 out of 58) of the crashes in this area occurred at the site were during dark conditions. The crash history at this intersection meets the conditions for a location where lighting “may be installed,” as per Section 2.3 of the DelDOT Lighting Guidelines.

Lighting Warrant Results

Because the intersection has existing lighting at the intersection, the crash history is skewed compared to an unlit intersection. Therefore, the crash history cannot be relied upon in this circumstance for use in lighting warrant analysis.

Site #9: US 40 @ Grand National Lane Intersection (M.P. 5.95)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were twelve (12) total crashes near this intersection during the three year evaluation period. Six (6) of these crashes occurred during dark, dawn or dusk conditions.

The manner of impact of the six (6) dark crashes was as follows:

- 3 Angle (1 EB/NB RT, 1 EB/WB LT, 1 EB/WB U-turn)
- 1 Rear end (WB)
- 1 Ran off the road (WB)
- 1 Sideswipe (EB)

Percentage of Nighttime Crashes

Fifty percent (6 out of 12) of the crashes that occurred at the site were during dark conditions. The crash history at this intersection meets the conditions for a location where lighting “should be installed,” as per Section 2.3 of the DelDOT Lighting Guidelines.

Lighting Warrant Results

This site has greater than 40% of crashes occurring during dark conditions, therefore meeting the warrant for a site where roadway lighting *should* be installed.

Site #10: US 40 @ Walther Road / Glendale Boulevard Intersection (M.P. 6.39)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were eighty (80) total crashes near this intersection during the three year evaluation period. Twenty-eight (28) of these crashes occurred during dark conditions.

The manner of impact of the twenty-eight (28) dark crashes was as follows:

- 17 Rear end (8 WB, 7 EB, 1 EB LT, 1 WB LT)
- 8 Angle (6 WB/EB LT, 2 EB/WB LT)
- 2 Sideswipe (2 WB)
- 1 Vehicle-Deer (EB)

Percentage of Nighttime Crashes

Thirty-five percent (28 out of 80) of the crashes in this area occurred at the site were during dark conditions. The crash history at this intersection meets the conditions for a location where lighting “may be installed,” as per Section 2.3 of the DelDOT Lighting Guidelines.

Lighting Warrant Results

Because the intersection has existing lighting at the intersection, the crash history is skewed compared to an unlit intersection. Therefore, the crash history cannot be relied upon in this circumstance for use in lighting warrant analysis.

5. RECOMMENDATIONS

Recommendations are included below, and recommended improvements are summarized in the following table.

Site #1: US 40 @ SR 72 Intersection (M.P. 3.67)

Roadway Lighting

Due to the high percentage of crashes during dark conditions, photometric calculations would be beneficial to evaluate the existing lighting. The lighting levels may benefit from increasing the wattage of some of the existing luminaires from 250 Watts to 400 Watts.

Site #2: US 40 @ Rickey Boulevard Intersection (M.P. 4.0)

Due to the distance from the DART bus stop at this intersection to the nearest crosswalks crossing US 40, a pedestrian study between SR 72 and Scotland Drive including a review of bus stop locations may be beneficial.

Site #3: US 40 @ Scotland Drive Intersection (M.P. 4.3)

The high rear end-to-angle dark crashes ratio (22:2) at this intersection may be a result of the red light running cameras. Other potential improvements to reduce rear end crashes were considered including Signal Ahead signage, which is already present, and clearance intervals were evaluated and found to be reasonable for this intersection (US 40 EB and WB has 5 seconds yellow time, 2 seconds red time).

It is recommended that the tree limbs overhanging the shoulder of the westbound approach, located approximately 800 to 1,300 feet east of the intersection, be trimmed to improve visibility of the intersection for westbound drivers.

Roadway Lighting

Because the intersection features luminaires that appear to only cover part of the intersection, photometric calculations would be beneficial to evaluate the existing lighting.

The intersection should be evaluated for complex intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines. Complex intersection lighting typically includes two (2) lights on the approaches to the intersection, and one (1) luminaire after the intersection.

At a minimum, an additional luminaire on the northeast corner of the intersection would improve lighting levels. Also, the lighting levels may benefit from increasing the wattage of some of the existing luminaires from 250 Watts to 400 Watts.

Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)

Worn stop bar striping on Salem Church Road Southbound approach should be repainted.

Roadway Lighting

The intersection features luminaires at the intersection area (between the four stop bars), but does not have approach lighting. Photometric calculations would be beneficial to evaluate the existing lighting in the intersection.

The intersection should be evaluated for possible complex intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines. Complex intersection lighting typically includes two (2) lights on the approaches to the intersection, and one (1) luminaire after the intersection.

The lighting levels may benefit from increasing the wattage of some of the existing luminaires from 250 Watts to 400 Watts.

Ongoing Projects

The eastbound left turn lane will be extended to provide additional storage as part of an upcoming Pave & Rehab project.

Site #6: US 40 @ Glasgow Drive Intersection (M.P. 5.27)

Worn stop bar striping on US 40 Eastbound and US 40 Westbound approaches should be repainted.

Site #7: US 40 @ Brookmont Drive Intersection (M.P. 5.44)

Roadway Lighting

Because the intersection features luminaires only on the west side of the intersection, photometric calculations would be beneficial to evaluate the existing lighting.

The intersection should be evaluated for simple intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines. Simple intersection lighting typically includes lighting for the areas between the stop bars at the intersection.

Ongoing Projects

Commercial development, including a Royal Farms gas station, is proposed for the northeast corner of the intersection. With the new development coming, intersection lighting may provide additional safety and security benefits.

Site #8: US 40 @ Wellington Drive / Church Road Intersection (M.P. 5.61)

Roadway Lighting

Because the percentage of crashes occurring during dark conditions is high, photometric calculations would be beneficial to evaluate the existing lighting.

Site #9: US 40 @ Grand National Lane Intersection (M.P. 5.95)

Roadway Lighting

Because the intersection features luminaires only on the south side of the intersection, which are directed away from the intersection, photometric calculations would be beneficial to evaluate the existing lighting.

The intersection should be evaluated for simple intersection lighting as per Section 4.3.2 of the DelDOT Lighting Design Guidelines. Simple intersection lighting typically includes lighting for the areas between the stop bars at the intersection.

Site #10: US 40 @ Walther Road / Glendale Boulevard Intersection (M.P. 6.39)

Roadway Lighting

Because the intersection does not have a luminaire on the northeast corner of the intersection, photometric calculations would be beneficial to evaluate the existing lighting.

The lighting levels may benefit from the addition of a luminaire on the northeast corner of the intersection.

Recommended Improvements

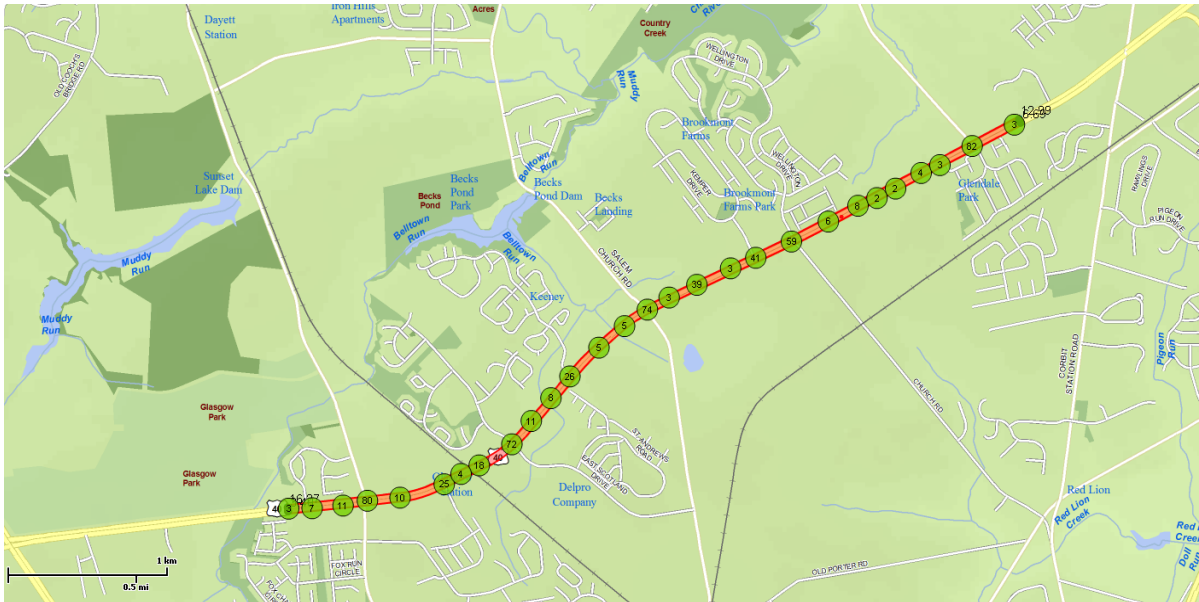
Site	Recommended Improvement
#1. US 40 @ SR 72 Intersection (MP 3.67)	Evaluate the existing lighting with photometric calculations. The lighting levels may benefit from increasing the wattage of some of the existing luminaires from 250 Watts to 400 Watts.
#2. US 40 @ Rickey Boulevard Intersection (MP 4.0)	Possible ped study of the bus stop and nearest crosswalks.
#3. US 40 @ Scotland Drive Intersection (MP 4.3)	Evaluate for complex intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines.
	It is recommended that the tree limbs overhanging the shoulder of the westbound approach, located approximately 800 to 1,300 feet east of the intersection, be trimmed to improve visibility of the intersection for westbound drivers.
#5. US 40 @ Salem Church Rd / Porter Rd Intersection (MP 5.05)	Repaint worn stop bar striping on Salem Church Road southbound approach.
	Evaluate intersection for possible complex intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines.
#6. US 40 @ Glasgow Dr Intersection (MP 5.27)	Repaint worn stop bar striping on US 40 eastbound and US 40 westbound approaches.
#7. US 40 @ Brookmont Dr Intersection (MP 5.44)	Evaluate for simple intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines.
#8. US 40 @ Wellington Dr / Church Rd Intersection (MP 5.61)	Evaluate the existing lighting with photometric calculations.
#9. US 40 @ Grand National Lane Intersection (MP 5.95)	Evaluate for simple intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines
#10. US 40 @ Waither Rd / Glendale Blvd Intersection (MP 6.39)	Evaluate the existing lighting with photometric calculations. The lighting levels may benefit from the addition of a luminaire on the northeast corner of the intersection.

APPENDIX A: Crash Data Summary

Delaware Crash Analysis Reporting System (CARS)

Crash Study Time Period: Study Period from 05-16-2008 to 05-16-2011
Query Type: dualHwyBuffer
Description: N32 US 40 Pulaski Highway
MP 3.40-6.69

Study Requested By: LD
Study Generated By: tdtsswn
Number of Crashes: 615
Includes Non-Reportable Crashes: N
Study Code:



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State of Delaware Crash Study Summary

Study Period from 05-16-2008 to 05-16-2011

Summary		Classification			Manner Of Impact		
	# of Crashes		# of Crashes	% of Total Crashes		# of Crashes	% of Total Crashes
Total Crashes	615	Non-Reportable	0	0.00%	Front to rear	382	62.11%
Fatal Crashes	3				Front to front	18	2.93%
Total Alcohol-Related Crashes	40		464	75.45%	Angle	113	18.37%
Total Non Alcohol-Related Crashes	573		148	24.07%	Sideswipe, same direction	51	8.29%
Total Fatalities	3		3	0.49%	Sideswipe, opposite direction	5	0.81%
Total Pedestrian Fatalities	2	Total			615		
Total Pedestrian Injuries	7				Rear to side	0	0.00%
Total Pedestrian Crashes	7				Rear to rear	4	0.65%
Total Motorcycle Crashes	3				Other	14	2.28%
Total Pedalcyclist Crashes	2				Unknown	4	0.65%
					Not a collision between two vehicles	24	3.90%
					Total	615	

Alcohol Related Crashes by Classification					
	Non-reportable	Reportable	Personal Injury	Fatality	Total
Alcohol Related	0	26	12	2	40
Non-Alcohol Related	0	437	135	1	573
Total	0	463	147	3	613

Manner of Impact By Classification					
	Non-Reportable	Reportable	Personal Injury	Fatality	Total
Front to rear	0	297	85	0	382
Front to front	0	16	2	0	18
Angle	0	67	46	0	113
Sideswipe, same direction	0	47	4	0	51
Sideswipe, opposite direction	0	5	0	0	5
Rear to side	0	0	0	0	0
Rear to rear	0	4	0	0	4
Other	0	11	3	0	14
Unknown	0	2	2	0	4
Not a collision between two vehicles	0	15	6	3	24
Total	0	464	148	3	615

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Day Of Week		
	# of Crashes	% of Total Crashes
Sunday	63	10.24%
Monday	83	13.50%
Tuesday	95	15.45%
Wednesday	96	15.61%
Thursday	82	13.33%
Friday	106	17.24%
Saturday	90	14.63%
Total	615	

Time Of Day (AM)		
	# of Crashes	% of Total Crashes
00:00 - 00:59	20	3.25%
01:00 - 01:59	6	0.98%
02:00 - 02:59	5	0.81%
03:00 - 03:59	1	0.16%
04:00 - 04:59	2	0.33%
05:00 - 05:59	8	1.30%
06:00 - 06:59	9	1.46%
07:00 - 07:59	17	2.76%
08:00 - 08:59	27	4.39%
09:00 - 09:59	15	2.44%
10:00 - 10:59	20	3.25%
11:00 - 11:59	26	4.23%
Total	156	

Time Of Day (PM)		
	# of Crashes	% of Total Crashes
12:00 - 12:59	42	6.83%
13:00 - 13:59	34	5.53%
14:00 - 14:59	44	7.15%
15:00 - 15:59	51	8.29%
16:00 - 16:59	52	8.46%
17:00 - 17:59	61	9.92%
18:00 - 18:59	54	8.78%
19:00 - 19:59	31	5.04%
20:00 - 20:59	26	4.23%
21:00 - 21:59	31	5.04%
22:00 - 22:59	21	3.41%
23:00 - 23:59	12	1.95%
Total	459	
Unknown Time	0	

Surface Conditions		
	# of Crashes	% of Total Crashes
Dry	508	82.60%
Wet	99	16.10%
Snow	4	0.65%
Ice/Frost	4	0.65%
Sand	0	0.00%
Water (standing,mo'	0	0.00%
Slush	0	0.00%
Oil	0	0.00%
Mud, Dirt, Gravel	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	615	

Lighting Conditions		
	# of Crashes	% of Total Crashes
Daylight	394	64.07%
Dawn	6	0.98%
Dusk	15	2.44%
Dark-Lighted	121	19.67%
Dark-Not Lighted	79	12.85%
Dark-Unknown Lighting	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	615	

Weather Conditions		
	# of Crashes	% of Total Crashes
Clear	450	73.17%
Cloudy	94	15.28%
Fog, Smog, Smoke	3	0.49%
Rain	60	9.76%
Sleet, Hail (freezing rain or drizzle)	3	0.49%
Snow	6	0.98%
Blowing Snow	1	0.16%
Severe Crosswinds	0	0.00%
Blowing Sand, Soil, Dirt	0	0.00%
Other	1	0.16%
Unknown	1	0.16%
Total	619	

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First Harmful Event		
	# of Crashes	% of Total Crashes
Overturn/Rollover, Non-Collision	2	0.33%
Fire/Explosion, Non-Collision	0	0.00%
Immersion, Non-Collision	0	0.00%
Jackknife, Non-Collision	0	0.00%
Cargo/Equipment Loss or Shift, Non-Collision	0	0.00%
Fell/Jumped From Motor Vehicle, Non-Collision	0	0.00%
Thrown or Falling Object, Non-Collision	0	0.00%
Other Non-Collision, Non-Collision	1	0.16%
Pedestrian, Collision With Person, Motor Vehicle, or Non-Fixed Object	8	1.30%
Pedalcycle, Collision With Person, Motor Vehicle, or Non-Fixed Object	2	0.33%
Railway Vehicle (train, engine), Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Animal, Collision With Person, Motor Vehicle, or Non-Fixed Object	7	1.14%
Motor Vehicle in Transport, Collision With Person, Motor Vehicle, or Non-Fixed Object	554	90.08%
Legally Parked Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	8	1.30%
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Work Zone / Maintenance Equipment, Collision With Person, Motor Vehicle, or Non-Fixed Object	1	0.16%
Other Non-Fixed Object, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Impact Attenuator/Crash Cushion, Collision With Fixed Object	0	0.00%
Bridge Overhead Structure, Collision With Fixed Object	0	0.00%
Bridge Pier or Support, Collision With Fixed Object	0	0.00%
Bridge Rail, Collision With Fixed Object	0	0.00%
Cable Barrier, Collision With Fixed Object	0	0.00%
Culvert, Collision With Fixed Object	0	0.00%
Curb, Collision With Fixed Object	1	0.16%
Ditch, Collision With Fixed Object	3	0.49%
Embankment, Collision With Fixed Object	4	0.65%

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Guardrail Face, Collision With Fixed Object	1	0.16%
Guardrail End, Collision With Fixed Object	0	0.00%
Concrete Traffic Barrier, Collision With Fixed Object	0	0.00%
Other Traffic Barrier, Collision With Fixed Object	1	0.16%
Tree (standing), Collision With Fixed Object	2	0.33%
Utility Pole, Collision With Fixed Object	1	0.16%
Light Support, Collision With Fixed Object	0	0.00%
Traffic Sign Support, Collision With Fixed Object	1	0.16%
Overhead Sign Support, Collision With Fixed Object	0	0.00%
Traffic Signal Support, Collision With Fixed Object	0	0.00%
Fence, Collision With Fixed Object	0	0.00%
Mailbox, Collision With Fixed Object	1	0.16%
Other Post, Pole or Support, Collision With Fixed Object	3	0.49%
Other Fixed Object (wall, building, tunnel, etc.), Collision With Fixed Object	9	1.46%
Illegally Parked Motor Vehicle, Collision with person, vehicle, or object not fixed	0	0.00%
Stopped Motor Vehicle, Collision with person, vehicle, or object not fixed	0	0.00%
Unknown, Collision With Fixed Object	1	0.16%
Total	611	

Primary Contributing Circumstance		
	# of Crashes	% of Total Crashes
Speeding	5	0.81%
Failed to yield right of way	17	2.76%
Passed Stop Sign	0	0.00%
Disregard Traffic Signal	21	3.41%
Wrong side or wrong way	1	0.16%
Improper passing	4	0.65%
Improper lane change	18	2.93%
Following too close	87	14.15%
Made improper turn	0	0.00%
Driving under the influence	11	1.79%
Driver inattention, distraction, or fatigue	89	14.47%
Driving in a careless or reckless manner	21	3.41%
Driving in an aggressive manner	0	0.00%
Improper backing	3	0.49%
Other improper driving	7	1.14%
Mechanical defects	3	0.49%
Animal in Roadway - Deer	4	0.65%
Animal in Roadway - Other Animal	0	0.00%
Other environmental circumstances - weather, glare	3	0.49%
Roadway circumstances - debris, holes, work zone	0	0.00%
Other	10	1.63%
Unknown	32	5.20%
Total	336	

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Driver Contributing Circumstance		
	# of Drivers	% of Total Drivers
No Contributing Action		1.49%
Failed to yield right of way		5.06%
Ran Red Light		0.00%
Ran Stop Sign		6.25%
Disregard other traffic sign		0.30%
Disregard other road markings		1.19%
Exceeded authorized speed limit		5.36%
Driving too fast for conditions		25.89%
Made an improper turn		0.00%
Improper backing		3.27%
Wrong side or wrong way		26.49%
Followed too closely		6.25%
Failure to keep in proper lane		0.00%
Ran off roadway		0.89%
Operating vehicle in erratic, reckless, careless, negligent or aggressive manner		2.08%
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.		0.89%
Over-correcting/over-steering		1.19%
Improper Passing		0.00%
Other Contributing Action		0.89%
Unknown		9.52%
Total		

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2008																		
N	32	4.76	14.6	4	0208059628	7/1/08	1511	3	0	0	N	01	01	01	13		02	01
N	140150	0	0	5	0208065730	7/18/08	1236	6	0	0	N	01	01	01	13		02	01
N	32	6.46	6.46	3	0208071811	8/3/08	1950	1	0	0	N	01	01	01	13		03	01
N	32	4.33	14.17	4	0208079483	8/25/08	1909	2	0	0	N	01	01	01	13		03	01
N	32	3.61	13.45	4	0208053944	6/15/08	0233	1	0	0	N	05	01	01	13		02	01
N	32	4.33	14.17	4	0208059708	7/1/08	1817	3	0	0	N	01	01	01	13		03	01
N	32	6.47	6.47	3	0208056960	6/24/08	0918	3	0	0	N	01	01	01	13		03	01
N	32	6.48	6.48	3	0208076371	8/16/08	2046	7	0	0	N	05	01	01	13		02	03
N	32	3.72	3.72	3	0208044483	5/19/08	1442	2	0	0	N	01	02	01	13		02	01
N	140150	0	0	5	0208068606	7/25/08	1526	6	0	0	N	01	01	01	13		02	01
N	32	4.57	14.41	4	0208056825	6/23/08	1938	2	0	0	N	01	01	01	13	08	02	01
N	32	5.57	5.57	3	0208047629	5/28/08	1813	4	0	0	N	01	01	01	13		03	01
N	32	5.02	5.02	3	0208071682	8/3/08	1314	1	0	0	N	01	02	01	13		03	01
N	32	4.73	14.57	4	0208058479	6/28/08	1154	7	0	0	N	01	01	01	13		02	01
N	48	1.97	1.97	5	0208050592	6/14/08	2348	7	0	0	N	05	01	01	13		02	03
N	32	5.52	5.52	3	0208049126	6/1/08	1941	1	0	0	N	01	01	01	13		02	01
N	32	4.11	13.95	4	0208045620	5/22/08	2348	5	0	0	Y	05	01	01	13		02	04
N	140150	0	0	5	0208046248	5/24/08	1631	7	0	0	N	01	01	01	13		03	03
N	32	6.47	6.47	3	0208069519	7/28/08	0812	2	0	0	N	01	01	01	13		02	01
N	32	6.03	15.87	4	0208067454	7/22/08	1924	3	0	0	N	01	01	01	13		02	04
N	32	5.32	15.16	4	0208054847	6/17/08	2250	3	0	0	N	05	01	01	13		03	01
N	356	5.35	14.5	5	0208069742	7/28/08	2103	2	0	0	N	04	01	01	13		03	03
N	48	1.98	1.98	5	0208043470	5/16/08	1714	6	0	0	N	01	04	02	13	11	03	01
N	32	4.28	14.12	4	0208066421	7/20/08	0205	1	0	0	Y	05	01	01	13		02	01
N	32	5.84	5.84	3	0208068738	7/25/08	2110	6	0	0	N	05	01	01	13		03	03
N	32	3.69	3.69	3	0208084954	9/11/08	1007	5	0	0	N	01	01	01	13		02	01
N	32	4.78	14.62	4	0208046138	5/25/08	1123	1	0	0	Y	01	01	01	26		02	00
N	32	3.38	13.22	4	0208050543	6/5/08	2111	5	0	0	N	05	02	01	13		02	07
N	32	3.38	13.22	4	0208053295	6/13/08	1247	6	0	0	N	01	02	01	13		03	01
N	32	5.04	5.04	3	0208074049	8/10/08	0202	1	0	0	Y	04	01	01	13		03	01
N	32	3.48	3.48	3	0208060142	7/2/08	2001	4	0	0	Y	04	01	01	13		02	04
N	138480	0	0	5	0208048397	5/30/08	1647	6	0	0	N	01	02	01	13		02	01
N	32	3.96	13.8	4	0208083707	9/7/08	1239	1	0	0	N	01	01	01	13		02	01
N	32	5.69	5.69	3	0208080885	8/30/08	2355	7	0	0	N	05	01	02	13		02	04
N	32	3.38	13.22	4	0208074833	8/12/08	1453	3	0	0	N	01	01	01	13		03	01
N	32	4.78	14.62	4	0208065643	7/18/08	0820	6	0	0	N	01	01	01	13		02	01
N	32	3.61	3.61	3	0208047938	5/29/08	1623	5	0	0	N	01	01	01	13		02	01
N	32	4.42	14.26	4	0208084844	9/10/08	2139	4	0	0	N	05	01	01	13		02	01
N	32	4.29	4.29	3	0208053039	6/12/08	1730	5	0	0	N	01	01	01	13		02	01
N	32	3.68	3.68	3	0208080368	8/28/08	1550	5	0	0	N	01	02	01	13		03	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2008																		
N	32	4.36	14.2	4	0208050183	6/4/08	1828	4	0	0	N	01	02	02	40		02	00
N	32	6.11	15.95	4	0208102594	11/3/08	1818	2	0	0	N	03	01	01	13		02	01
N	32	3.38	13.22	4	0208080862	8/29/08	2257	6	0	0	N	04	01	01	13		02	03
N	32	5.71	5.71	3	0208085504	9/12/08	2119	6	0	0	N	05	04	02	13		03	01
N	32	3.41	3.41	3	0208051111	6/7/08	1227	7	0	0	N	01	01	01	13		02	01
N	32	5.06	5.06	3	0208059933	7/2/08	1139	4	0	0	N	01	01	01	14		02	04
N	32	6.12	15.96	4	0208075457	8/14/08	1207	5	0	0	N	01	01	01	13		02	04
N	32	6.43	6.43	3	0208069614	7/28/08	1350	2	0	0	N	01	01	01	13		02	01
N	32	5.67	5.67	3	0208083228	9/5/08	2111	6	0	0	Y	04	02	01	13		03	01
N	32	4.33	4.33	3	0208073440	8/8/08	1417	6	0	0	N	01	02	01	13		03	03
N	32	4.79	14.63	4	0208062528	7/9/08	1612	4	0	0	N	01	01	01	13		02	01
N	32	5.68	5.68	3	0208079422	8/25/08	1607	2	0	0	N	01	01	01	13		02	01
N	32	4.32	4.32	3	0208010105	10/29/08	2228	4	0	0	N	04	01	01	12		02	00
N	32	4.32	14.16	4	0208101708	10/31/08	2017	6	0	0	N	04	01	01	13		03	01
N	32	3.75	3.75	3	0208099333	10/24/08	1841	6	0	0	Y	03	01	01	13		02	03
N	32	4.16	4.16	3	0208072062	8/4/08	1617	2	0	0	N	01	01	01	13		02	03
N	32	5.62	15.46	4	0208097278	10/17/08	2241	6	0	0	N	05	01	01	13		02	01
N	32	3.51	3.51	3	0208102372	11/3/08	0145	2	0	0	N	05	01	01	12		02	00
N	32	4.18	14.02	4	0208058152	6/27/08	1610	6	0	0	N	01	02	01	13		02	01
N	32	4.99	4.99	3	0208101866	11/1/08	1127	7	0	0	N	01		01	13		02	01
N	32	4.51	14.35	4	0208110763	11/29/08	1530	7	0	0	N	01	01	01	13		02	04
N	32	3.69	3.69	3	0208119854	12/27/08	2234	7	0	0	N	04	02	02	13		02	03
N	32	6.11	15.95	4	0208112992	12/6/08	2021	7	0	0	N	04	06	02	13		03	03
N	48	1.98	1.98	5	0208114333	12/11/08	0706	5	0	0	N	01	04	02	13	11	02	01
N	32	5.81	15.65	4	0208078406	8/22/08	1643	6	0	0	N	01	01	01	13		02	01
N	32	5.51	15.35	4	0208093832	10/7/08	1449	3	0	0	N	01	01	01	13		02	03
N	32	5.44	15.28	4	0208111699	12/2/08	1751	3	0	0	N	05	01	01	13		02	01
N	48	1.99	1.99	5	3208127997	10/15/08	1110	4	0	0	N	01	01	01	13		02	03
N	32	6.2	6.2	3	0208081166	8/30/08	2054	7	0	0	N	05	01	01	13		02	03
N	32	3.7	3.7	3	0208115398	12/14/08	0941	1	0	0	N	01	01	01	13		02	01
N	32	3.38	13.22	4	0208097400	10/18/08	0800	7	0	0	N	01	01	01	13		02	01
N	32	4.25	4.25	3	0208118978	12/24/08	1837	4	0	0	Y	05	02	02	13		02	01
N	32	5.68	15.52	4	0208090231	9/26/08	1320	6	0	0	N	01	02	01	13		02	01
N	32	4.1	13.94	4	0208110488	11/28/08	1710	6	0	0	N	04	01	01	13		03	01
N	32	6.45	6.45	3	0208107497	11/19/08	0657	4	0	0	N	02	01	01	13		02	01
N	32	4.61	14.45	4	0208118870	12/24/08	1407	4	0	0	N	01	02	02	13	08	02	01
N	140037	0	0	2	3208154024	12/16/08	2215	3	0	0	N	04	04	02	26		02	00
N	32	4.31	14.15	4	0208083740	9/7/08	1504	1	0	0	N	01	01	01	13		02	01
N	32	5.76	15.6	4	0208093791	10/7/08	1258	3	0	0	N	01	01	01	13		02	03
N	32	5.41	15.25	4	0208118858	12/24/08	1341	4	0	0	N	01	02	02	13		02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
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2008

N	382	1.53	1.53	5	0208105342	11/12/08	1249	4	0	0	N	01	01	01	13		03	01
N	32	3.64	3.64	3	0208105128	11/11/08	1755	3	0	0	N	03	01	01	13		02	01
N	32	5.41	15.25	4	0208102287	11/2/08	1735	1	0	0	N	05	01	01	13		03	01
N	32	3.83	3.83	3	0208101557	10/31/08	1324	6	0	0	N	01	02	01	13		02	03
N	32	4.7	4.7	3	3208138800	11/10/08	2226	2	0	0		05	01	01	13		03	04
N	32	3.78	3.78	3	0208095989	10/14/08	0556	3	0	0	N	04	01	01	27		02	04
N	32	5.51	15.35	4	0208116164	12/16/08	1810	3	0	0	N	04	04	02	13		02	01
N	32	4.32	14.16	4	0208093575	10/6/08	1733	2	0	0	N	01	01	01	13		03	03
N	32	4.09	13.93	4	0208094577	10/10/08	0043	6	0	0	N	04	01	01	13		02	01
N	346	0	0	5	3208128037	10/15/08	1300	4	0	0	N	01	01	01	08		02	00
N	32	4.33	4.33	3	0208090971	9/28/08	1756	1	0	0	N	01	04	02	13		02	03
N	32	4.78	14.62	4	0208092568	10/3/08	1622	6	0	0	N	01	01	01	13		03	01
N	32	4.32	14.16	4	0208091387	9/30/08	0735	3	0	0	N	01	02	01	13		02	01
N	32	5.46	15.3	4	0208089584	9/24/08	1447	4	0	0	N	01	01	01	13		02	01
N	32	6.12	15.96	4	0208110768	11/29/08	1606	7	0	0	N	01	01	01	13		02	03
N	32	6.07	15.91	4	0208079709	8/26/08	1459	3	0	0	N	01	01	01	13		02	04
N	32	5.69	5.69	3	0208094692	10/10/08	1139	6	0	0	N	01	01	01	13		03	01
N	32	5.65	5.65	3	0208114865	12/12/08	1713	6	0	0	N	05	01	01	13		02	01
N	346	0	0	5	3208157509	12/26/08	0416	6	0	0	Y	04	01	01	01		03	00
N	32	6.3	6.3	3	0208112567	12/5/08	1709	6	0	0	N	05	01	01	13		02	01
N	32	3.62	3.62	3	0208086547	9/15/08	1826	2	0	0	N	01	01	01	13		02	01
N	32	3.68	3.68	3	0208107068	11/17/08	1739	2	0	0	N	04	02	01	13		02	04
N	32	5.65	5.65	3	0208101885	11/1/08	1244	7	0	0	N	01	01	01	13		02	01
N	32	6.57	6.57	3	0208103894	11/7/08	1840	6	0	0	N	04	01	01	13		03	01
N	32	3.65	3.65	3	0208106114	11/14/08	1730	6	0	0	N	05	02	02	13		02	01
N	32	3.4	13.24	4	0208104444	11/9/08	1252	1	0	0	N	01	01	01	13		02	01
N	140150	0	0	5	0208098969	10/23/08	1658	5	0	0	N	01	01	01	13		03	03
N	138860	0	0	5	3208133263	10/28/08	0648	3	0	0	N	02	04	02	13		02	04
N	32	6.36	16.2	4	0208103869	11/7/08	1730	6	0	0	N	05	01	01	13		02	01

2009

N	382	1.54	1.54	5	0209081181	9/11/09	1408	6	0	0	N	01	04	02	09		03	00
N	32	4.56	14.4	4	0209081578	9/12/09	1430	7	0	3	N	01	04	02	13		03	03
N	32	6.14	15.98	4	0209064377	7/22/09	1337	4	0	0	N	01	02	01	13		02	01
N	32	5.19	15.03	4	0209074517	8/21/09	1604	6	0	0	N	01	04	02	13		02	01
N	32	5.07	5.07	3	0209081758	9/13/09	0022	1	0	0	Y	05	01	01	13		03	00
N	32	4.29	14.13	4	0209065777	7/26/09	1502	1	0	0	N	01	02	01	13		02	01
N	32	6.51	6.51	3	0209078468	9/2/09	1610	4	0	0	N	01	01	01	13		02	01
N	140150	0	0	5	0209076170	8/26/09	1515	4	0	0	N	01	02	01	13		02	01
N	32	3.83	3.83	3	0209069276	8/5/09	1751	4	0	0	N	01	01	01	14		02	07
N	32	5.05	5.05	3	0209070424	8/9/09	1158	1	0	0	N	01	02	01	13	14	02	01
N	32	5.69	15.53	4	0209066394	7/28/09	1505	3	0	0	N	01	01	01	13		02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2009																		
N	32	3.83	3.83	3	0209061750	7/13/09	2326	2	0	0	N	04	01	01	13		03	01
N	32	4.24	14.08	4	0209068602	8/3/09	1809	2	0	0	N	01	01	01	13		02	01
N	140150	0	0	5	0209072579	8/15/09	1628	7	0	0	N	01	01	01	13		02	01
N	32	4.75	14.59	4	0209060599	7/10/09	1514	6	0	0	N	01	01	01	13		02	01
N	32	3.34	13.18	4	0209053859	6/20/09	1809	7	0	0	N	01	01	01	13		02	01
N	32	4.56	14.4	4	0209059258	7/6/09	1522	2	0	0	N	01	01	01	13		03	03
N	32	3.83	3.83	3	0209065847	7/26/09	1928	1	0	0	N	01	02	01	13		03	03
N	32	3.72	3.72	3	0209068577	8/3/09	1650	2	0	0	N	01	01	01	13		02	01
N	32	6.48	6.48	3	0209067379	7/31/09	1552	6	0	0	N	01	04	02	13		02	01
N	138480	0.01	0.01	5	3209055676	5/16/09	0500	7	0	0	N	02	03	01	26		03	00
N	32	4.32	14.16	4	0209052917	6/17/09	2105	4	0	0	N	04	04	02	13		02	01
N	32	3.68	3.68	3	0209025587	3/28/09	0125	7	0	0	Y	05	04	02	40		02	00
N	48	1.98	1.98	5	0209041181	5/15/09	0808	6	0	0	N	01	01	02	13	11	02	04
N	32	5.48	15.32	4	0209039517	5/10/09	0752	1	0	0	N	01	01	01	13		03	03
N	32	4.3	14.14	4	0209062301	7/15/09	2130	4	0	0	N	04	01	01	13		03	01
N	32	3.48	3.48	3	0209040997	5/14/09	1757	5	0	0	N	01	02	01	13		02	01
N	32	4.68	14.52	4	3209076778	7/1/09	2130	4	0	0	N	04	02	01	14		02	00
N	32	4.42	14.26	4	0209060272	7/9/09	1502	5	0	0	N	01	01	01	13		02	01
N	32	3.59	3.59	3	0209021943	3/16/09	1241	2	0	0	N	01	01	01	13		02	01
N	32	4.87	4.87	3	0209038549	5/7/09	1705	5	0	0	N	01	01	01	13		02	01
N	32	6.13	15.97	4	0209046861	5/31/09	1400	1	0	0	N	01	01	01	13		03	01
N	32	6.14	15.98	4	0209030378	4/12/09	0841	1	0	0	N	01	01	01	13		02	03
N	32	3.7	3.7	3	0209030796	4/13/09	2109	2	0	0	N	04	04	02	13		02	03
N	32	4.56	14.4	4	0209052045	6/15/09	1019	2	0	0	N	01	02	01	13		02	04
N	32	5.69	15.53	4	0209061140	7/12/09	0048	1	0	0	N	04	02	01	13		02	04
N	32	5.17	15.01	4	0209031764	4/17/09	0836	6	0	1	N	01	01	01	13		03	03
N	32	5.65	5.65	3	0209015814	2/24/09	1654	3	0	0	N	01	01	01	13		02	01
N	32	5.68	15.52	4	0209056322	6/27/09	2316	7	0	0	N	04	01	01	13		02	01
N	32	6.14	15.98	4	0209018055	3/3/09	1702	3	0	2	Y	01	01	01	13		03	02
N	140150	0	0	5	0209022572	3/18/09	1530	4	0	0	N	01	01	01	13		02	01
N	32	5.49	15.33	4	0209015979	2/25/09	0828	4	0	0	N	01	01	01	13		02	01
N	32	3.7	3.7	3	0209012384	2/13/09	2336	6	0	2	N	04	01	01	13		03	01
N	32	5.19	15.03	4	0209017094	2/28/09	1852	7	0	0	N	05	01	01	13		02	01
N	32	6.47	6.47	3	0209025591	3/28/09	0215	7	0	0	Y	05	04	02	13		02	01
N	32	4.38	4.38	3	0209061920	7/14/09	1708	3	0	0	N	01	01	01	13		02	04
N	32	3.38	13.22	4	0209057306	6/30/09	1959	3	0	0	Y	01	01	01	13		02	01
K	32	5.68	5.68	3	0209052475	6/16/09	1322	3	0	0	N	01	02	01	13		02	01
N	32	4.16	4.16	3	0209043848	5/22/09	1613	6	0	0	N	01	01	01	40		02	00
N	32	4.78	14.62	4	0209011656	2/10/09	2218	3	0	0	N	04	04	02	13		02	01
N	32	3.75	3.75	3	0209008187	1/29/09	1807	5	0	0	N	04	01	02	13		02	04

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2009																		
N	32	3.38	13.22	4	0209010489	2/6/09	2334	6	0	0	N	05	01	01	13		02	03
N	32	5.89	5.89	3	3209004328	1/12/09	0730	2	0	1	N	01	01	01	13		03	01
N	32	5.48	15.32	4	0209004817	1/18/09	1203	1	0	0	N	01	02	01	13		02	01
N	32	4.75	14.59	4	0209064340	7/22/09	1124	4	0	0	N	01	02	01	13		02	01
N	32	5.34	15.18	4	0209010080	2/5/09	1750	5	0	0	N	05	01	01	13		02	01
N	32	5.05	5.05	3	0209030521	4/12/09	2027	1	0	0	N	04	01	01	13		02	01
N	356	3.87	3.87	5	0209058729	7/4/09	2120	7	0	0	N	04	01	01	13		02	03
N	32	4.78	14.62	4	0208013952	2/18/09	1125	4	0	1	N	01	04	02	13		03	01
N	32	4.78	14.62	4	0209054088	6/21/09	1416	1	0	0	N	01	01	01	13		02	03
N	32	5.95	15.79	4	0209036245	4/30/09	1508	5	0	0	Y	01	02	01	13		02	01
N	32	5.46	15.3	4	0209023629	3/21/09	1640	7	0	0	N	01	01	01	13		02	01
N	32	6.46	6.46	3	0209050690	6/11/09	1003	5	0	0	N	01	02	02	13		02	01
N	140150	0	0	5	0209037097	5/2/09	2132	7	0	0	N	05	01	01	13		03	03
N	32	3.38	13.22	4	0209054416	6/22/09	1530	2	0	0	N	01	01	01	13		02	01
N	32	3.75	3.75	3	0209056104	6/27/09	1109	7	0	0	N	01	01	01	13		02	03
N	32	4.56	14.4	4	0209015889	2/24/09	2147	3	0	2	N	05	01	01	13	02	03	03
N	32	4.03	13.87	4	0209042797	5/19/09	1608	3	0	0	N	01	01	01	13		02	01
N	140150	0	0	5	0209042951	5/20/09	0445	4	0	0	N	04	01	01	13		02	03
N	140150	0	0	5	0209009255	2/2/09	1524	2	0	0	N	01	01	01	13		02	01
N	32	5.17	15.01	4	0209001502	1/6/09	1641	3	0	1	N	03	04	02	13		03	03
N	32	5.49	15.33	4	0209033764	4/22/09	2210	4	0	0	N	05	01	01	13		02	01
N	32	4.69	4.69	3	0209035252	4/27/09	1522	2	0	0	N	01	01	01	13		02	00
N	32	5.5	15.34	4	3209124312	10/21/09	1830	4	0	0	N	05	01	01	16		02	01
N	32	5.66	15.5	4	0209069187	8/5/09	1306	4	0	0	N	01	01	01	13		02	01
N	32	4.71	14.55	4	0209004586	1/17/09	1439	7	0	1	N	01	01	01	13	08	03	01
N	32	3.4	13.24	4	0209066345	7/28/09	1216	3	0	0	N	01	01	01	13		03	00
N	32	3.39	13.23	4	0209007295	1/26/09	1615	2	0	0	N	01	01	01	13		02	01
N	140150	0	0	5	0209095182	10/26/09	1632	2	0	0	N	01	01	01	13		03	03
N	32	4.14	13.98	4	3209124687	10/22/09	1953	5	0	0	Y	04	01	01	09		03	00
N	32	5.84	15.68	4	0209097343	11/2/09	1727	2	1	0	N	05	01	01	09	88	04	00
N	32	5.73	15.57	4	0209000498	1/3/09	0159	7	1	1	Y	05	01	01	32	10	04	00
N	32	6.11	6.11	3	3209016800	2/12/09	0750	5	0	0	N	01	01	01	13		02	01
N	32	4.13	13.97	4	0209001562	1/6/09	1916	3	0	0	Y	04	04	02	13		02	01
N	32	5.75	15.59	4	0209062510	7/16/09	1508	5	0	0	N	01	01	01	13		02	03
N	32	4.78	14.62	4	0209010850	2/8/09	0950	1	0	3	N	01	01	01	13		03	03
N	32	5.48	15.32	4	0209001230	1/5/09	1923	2	0	0	N	05	01	01	13		02	01
N	32	5.17	15.01	4	0209109435	12/11/09	1539	6	0	0	N	01	01	01	13		03	03
N	32	6.04	6.04	3	0209086531	9/28/09	1840	2	0	0	N	01	02	02	13		02	03
N	32	5.69	5.69	3	0209090876	10/12/09	1720	2	0	0	N	01	02	01	13		03	01
N	32	4.32	14.16	4	0209110974	12/16/09	1343	4	0	0	N	01	01	01	13		03	03

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2009																		
N	32	6.13	15.97	4	0209092462	10/17/09	2252	7	0	0	N	04	04	02	13		02	01
N	346	0	0	5	3209109353	9/14/09	2200	2	0	0	N	04	01	01	13		02	04
N	32	5.61	5.61	3	0209111015	12/16/09	1521	4	0	0	N	01	01	01	13		02	01
N	32	5.48	15.32	4	0209113764	12/23/09	1209	4	0	0	N	01	01	01	13		02	01
N	32	5.28	15.12	4	0209113787	12/23/09	1316	4	0	0	N	01	01	01	13		02	01
N	32	4.78	14.62	4	0209084398	9/21/09	1910	2	0	0	N	04	01	01	13		02	03
N	32	6.14	15.98	4	0209114361	12/24/09	2042	5	0	0	N	04	01	01	13		02	03
N	32	5.69	5.69	3	0209082490	9/15/09	1639	3	0	0	N	01	01	01	13		03	01
N	32	4.78	14.62	4	0209096207	10/29/09	2100	5	0	0	Y	04	01	01	13		02	01
N	32	6.13	6.13	3	0209096182	10/29/09	1933	5	0	0	N	04	01	01	13		03	01
N	32	4.14	13.98	4	0209096196	10/29/09	1951	5	0	0	N	05	01	01	13		02	04
N	32	4.56	14.4	4	0209113451	12/22/09	1330	3	0	0	N	01	02	02	13		02	01
N	32	6.44	6.44	3	0209038775	5/8/09	1035	6	0	0	N	01	01	01	13		02	01
N	32	4.32	14.16	4	0209023783	3/22/09	0309	1	0	0	N	05	01	01	26		02	00
N	32	3.75	3.75	3	0209029594	4/9/09	1817	5	0	0	N	01	01	01	13		02	01
N	32	4.73	14.57	4	0209028647	4/6/09	1450	2	0	1	N	01	01	01	13	01	03	01
N	32	5.53	15.37	4	0209062732	7/17/09	0739	6	0	0	N	01	01	01	13		02	01
N	32	6.1	15.94	4	0209049060	6/7/09	1521	1	0	0	N	01	01	01	13		02	01
N	32	4.29	4.29	3	0209044914	5/25/09	1823	2	0	0	N	01	01	01	13		02	01
N	32	5.52	5.52	3	0209020389	3/11/09	0835	4	0	0	N	01	03	02	13		02	01
N	32	3.34	13.18	4	0209032225	4/18/09	1259	7	0	1	N	01	01	01	13		03	01
N	32	5.17	15.01	4	0209031478	4/16/09	1220	5	0	1	N	01	01	01	13		03	03
N	32	4.6	14.44	4	3209063911	6/3/09	1750	4	0	0	N	01	02	01	13		02	03
N	32	3.32	13.16	4	0209018040	3/3/09	1611	3	0	0	N	01	01	03	13		02	03
N	138480	0	0	5	0209016948	2/28/09	1042	7	0	0	Y	01	01	01	13		02	01
N	32	3.7	3.7	3	0209020619	3/12/09	0109	5	0	0	N	04	01	01	13		02	01
N	48	1.97	1.97	5	3209019745	2/19/09	1716	5	0	2	N	01	01	01	13		03	03
N	32	4.36	14.2	4	0209019632	3/8/09	1545	1	0	0	N	01	01	01	13		02	01
N	32	4.78	14.62	4	0209006518	1/23/09	1925	6	0	0	N	05	01	01	13		02	01
N	32	5.6	5.6	3	0209035846	4/29/09	0900	4	0	0	N	01	04	02	13		02	01
N	32	5.04	14.88	4	0209040788	5/14/09	0616	5	0	0	N	04	01	01	31		02	00
K	32	6.06	15.9	4	0209061624	7/13/09	1637	2	0	0	N	01	02	01	13		02	04
N	32	4.74	14.58	4	0209030677	4/13/09	1444	2	0	0	N	01	01	01	13	08	02	01
N	32	4.12	13.96	4	0209052446	6/16/09	1118	3	0	0	N	01	02	01	13		02	04
N	32	4.23	14.07	4	0209048872	6/5/09	2126	6	1	0	Y	05	02	01	09	88	04	00
N	32	3.81	3.81	3	0209030589	4/13/09	0813	2	0	0	N	01	01	01	13		02	04
N	32	5.3	5.3	3	3209037637	4/4/09	1400	7	0	0	N	01	01	01	40		02	00
N	32	6.4	6.4	3	0209029813	4/10/09	1428	6	0	0	N	01	02	01	13		02	01
N	32	3.64	3.64	3	0209027940	4/4/09	1212	7	0	2	N	01	01	01	13		03	01
N	32	5.24	15.08	4	0209029394	4/9/09	0750	5	0	0	N	01	01	01	13		02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2009																		
N	32	6.02	15.86	4	0209028342	4/5/09	1542	1	0	0	N	01	01	01	13		02	03
N	32	4.19	14.03	4	0209033542	4/22/09	0720	4	0	0	N	01	02	02	13		02	01
N	32	4.69	14.53	4	0209053033	6/18/09	1142	5	0	0	N	01	02	02	13		02	03
N	32	5.17	15.01	4	0209081143	9/11/09	1132	6	0	0	N	01	04	02	13		02	03
N	32	4.86	4.86	3	0209055088	6/24/09	1617	4	0	0	N	01	02	01	13		03	01
N	32	5.05	5.05	3	0209019280	3/7/09	1420	7	0	0	N	01	01	01	13	88	02	03
N	32	6.13	15.97	4	0209050423	6/10/09	1102	4	0	0	N	01	01	01	13		03	01
N	32	5.24	15.08	4	0209012328	2/12/09	1829	5	0	4	N	05	01	01	13		03	01
N	32	6.13	15.97	4	0209013684	2/17/09	1136	3	0	0	N	01	01	01	13		02	01
N	32	4.25	4.25	3	0209058246	7/3/09	1418	6	0	0	N	01	01	01	13		03	01
N	32	4.29	4.29	3	0209113239	12/21/09	1730	2	0	0	N	04	01	02	13		02	01
N	32	3.36	13.2	4	0209104204	11/24/09	1848	3	0	0	N	04	04	02	13		02	04
N	48	1.98	1.98	5	0209086637	9/29/09	0516	3	0	0	N	04	01	01	13		02	03
N	32	4.54	14.38	4	0209103574	11/22/09	1824	1	0	0	Y	04	01	01	13		02	01
N	140150	0	0	5	0209092446	10/17/09	2153	7	0	0	N	04	04	02	01		03	99
N	32	4.78	14.62	4	0209110502	12/14/09	2057	2	0	0	N	04	01	01	13		03	01
N	32	5.59	5.59	3	0209110088	12/13/09	1336	1	0	0	N	01	04	02	13		02	01
N	32	5.17	15.01	4	0209086794	9/29/09	1720	3	0	0	N	01	01	01	13		02	03
N	32	3.83	3.83	3	0209087035	9/30/09	1442	4	0	0	N	01	01	01	13		02	04
N	32	3.38	13.22	4	0209078206	9/1/09	1830	3	0	0	N	01	01	01	13		03	03
N	140150	0	0	5	0209078660	9/3/09	0841	5	0	0	N	01	01	01	13		03	03
N	32	4.78	14.62	4	0209087677	10/2/09	1542	6	0	0	N	01	02	01	13		03	01
N	32	6.45	6.45	3	0209104134	11/24/09	1511	3	0	0	N	04	04	02	13		02	01
N	32	5.08	5.08	3	0209010214	11/18/09	0525	4	0	0	N	05	01	01	13		02	04
K	32	4.33	4.33	3	0209103982	11/24/09	0703	3	0	0	N	01	02	02	13		02	01
N	32	4.16	14	4	0209086855	9/29/09	2104	3	0	0	N	04	01	01	13		02	03
N	32	4.2	4.2	3	0209102951	11/20/09	1711	6	0	0	N	01	01	01	13		02	01
N	32	3.7	3.7	3	0209109885	12/12/09	1818	7	0	0	N	04	01	01	13		02	03
N	32	3.38	13.22	4	0209106930	12/3/09	1811	5	0	0	N	04	01	01	13		03	03
N	32	4.1	4.1	3	0209102902	11/20/09	1559	6	0	0	N	01	01	01	13		02	01
N	32	5.96	15.8	4	0209104490	11/25/09	1647	4	0	0	N	03	04	02	13		02	01
N	32	4.14	13.98	4	0209092169	10/17/09	0640	7	0	0	N	05	04	02	13		02	03
N	32	5.61	15.45	4	0209096021	10/29/09	1232	5	0	0	N	01	01	01	13		03	01
N	140150	0	0	5	0209103055	11/20/09	2242	6	0	0	N	04	01	01	12		02	00
N	32	5.71	5.71	3	0209084764	9/23/09	0025	4	0	0		04	01	01	38		02	00
N	32	5.67	5.67	3	0209099832	11/10/09	1815	3	0	0	N	04	01	01	13		02	01
N	32	4.55	14.39	4	0209107636	12/5/09	1925	7	0	0	N	04	05	02	13		02	01
N	32	6.46	6.46	3	0209107814	12/6/09	1526	1	0	0	N	01	01	01	13		02	01
N	32	3.37	13.21	4	0209092774	10/19/09	0835	2	0	0	N	01	01	01	13		02	01
N	32	6.14	15.98	4	0209102624	11/19/09	2051	5	0	0	N	04	04	02	13		02	03

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2009																		
N	32	3.66	3.66	3	0209101985	11/17/09	1541	3	0	0	N	03	01	01	13		03	01
N	32	3.66	3.66	3	0209110680	12/15/09	1548	3	0	0	N	01	01	01	13		02	01
N	32	4.92	14.76	4	0209104491	11/25/09	1649	4	0	0	N	04	04	02	13		02	01
N	32	5.3	5.3	3	0209102974	11/20/09	1749	6	0	0	N	04	01	01	13		02	01
N	32	3.36	13.2	4	0209084201	9/21/09	0819	2	0	0	N	01	01	01	13		02	01
N	32	5.17	15.01	4	0209107968	12/7/09	0838	2	0	0	N	01	01	01	13		03	01
N	32	6.49	6.49	3	0209102969	11/20/09	1742	6	0	0	N	04	01	01	13		02	01
N	32	4.73	14.57	4	0209106446	12/2/09	1228	4	0	0	Y	01	02	01	13		02	01
N	32	3.7	3.7	3	0209092286	10/17/09	1430	7	0	0	N	01	04	02	13		02	01
N	32	5.17	15.01	4	0209080715	9/10/09	0643	5	0	0	N	01	02	01	13		03	03
N	32	4.31	14.15	4	0209101753	11/16/09	2016	2	0	0	Y	04	01	01	13		03	01
N	32	4.78	14.62	4	0209079970	9/7/09	1407	2	0	0	N	01	02	01	13		02	01
N	32	4.56	14.4	4	0209081571	9/12/09	1430	7	0	0	N	01	04	02	13		03	03
N	14015	0			0209097824	11/4/09	1308	4	0	1	N	01	01 -	01	13	02	03	03
N	00032	15.1			0209113772	12/23/09	1243	4	0	0	N	01	01 -	01	13	08	02	01
N	00032	15.0			0209113840	12/23/09	1433	4	0	1	N	01	01 -	01	10	02	03	03
N	00032	13.2			0209116296	12/31/09	1149	5	0	0	N	01	06 -	04	14	16	02	01
N	00032	13.8			0209116410	12/31/09	0000	5	0	0	N	04	04 - 03	02	13	12	02	01

2010

N	00032	4.32			0210001212	1/5/10	1349	3	0	0	N	01	01 - 01	01	13	11	02	01
N	00032	4.33			0210001249	1/5/10	1619	3	0	0	N	01	01 -	01	13	11	02	07
N	00048	1.98			0210001603	1/6/10	1824	4	0	0	N	04	01 -	01	13	11	02	01
N	00032	15.1			0210001825	1/7/10	1443	5	0	0	N	01	01 -	01	13	11	02	01
N	00048	1.98			0210004292	1/16/10	1511	7	0	0	N	01	01 -	01	13	04	02	03
N	00032	15.2			0210004356	1/16/10	1831	7	0	0	N	05	01 - 01	01	13	08	02	01
N	00032	15.1			0210004361	1/16/10	1831	7	0	0	N	05	01 - 02	01	13	08	02	01
N		-9.99			0210004365	1/16/10	1844	7	0	0	N	04	01 -	01	13	05	02	02
N	00032	6.67			0210004438	1/17/10	0038	1	0	0	N	05	01 -	01	99	15	02	04
N	00032	15.0			0210005010	1/19/10	1111	3	0	0	N	01	01 -	01	13	02	02	02
N	00032	13.9			0210005087	1/19/10	1512	3	0	0	N	01	88 -	01	13	11	02	01
N	00032	4.1			0210005867	1/22/10	1302	6	0	0	N	01	01 -	01	13	11	02	03
N	00032	3.37			0210008540	1/30/10	1947	7	0	0	N	04	06 -	04	13	11	02	01
N	00032	6.09			0210008707	1/31/10	1344	1	0	0	N	01	01 -	01	13	08	02	01
N	00032	5.16			0210008711	1/30/10	1758	7	0	0	N	03	06 -	03	13	14	02	88
N	00032	5.17			0210008751	1/31/10	1712	1	0	3	N	03	01 -	01	13	04	03	03
N	00032	5.65			0210009057	2/2/10	1926	3	0	0	Y	04	01 -	01	13	10	02	01
N	00032	6.1			0210009467	2/3/10	1220	4	0	0	N	01	01 -	02	13	01	02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2010																		
N	00032	4.56			0210009814	2/4/10	1445	5	0	0	N	01	01 - 01	01	13	04	02	03
N	00032	3.7			0210009826	2/4/10	1424	5	0	0	N	01	01 -	01	13	08	02	01
N		-9.95			0210009859	2/4/10	1704	5	0	0	N	04	01 -	01	40	88	02	88
N	00032	5.45			0210010241	2/5/10	1842	6	0	0	N	05	07 - 06	04	13	08	02	01
N	00032	5.49			0210011483	2/9/10	1655	3	0	0	N	04	01 -	01	13	08	02	01
N	00032	3.75			0210012420	2/12/10	1250	6	0	0	N	01	01 -	01	13	99	02	03
N	00032	5.96			0210012481	2/12/10	1529	6	0	2	N	01	01 -	01	13	08	03	01
N	00032	3.88			0210012735	2/13/10	1051	7	0	0	N	01	01 -	01	13	04	02	03
N	00032	4.25			0210012894	2/13/10	1855	7	0	2	N	04	01 -	01	13	11	03	01
N	00032	4.32			0210013034	2/14/10	0926	1	0	0	N	01	02 -	01	13	04	02	03
N	00032	5.28			0210013063	2/14/10	1133	1	0	1	Y	01	01 - 01	01	13	04	03	03
N	00032	4.59			0210013162	2/14/10	1806	1	0	3	N	05	01 -	01	13	08	03	01
N	00032	5.17			0210013318	2/15/10	1059	2	0	0	N	01	01 -	01	13	12	02	03
N	00032	6.3			0210013436	2/15/10	1741	2	0	0	N	05	06 -	02	13	11	02	03
N	00032	5.05			0210016804	2/26/10	1856	6	0	0	N	04	02 -	02	13	08	02	01
N	00032	5.61			0210017269	2/28/10	1436	1	0	0	N	01	01 -	01	13	11	02	01
N	00032	5.78			0210017638	3/1/10	1823	2	0	0	N	04	01 -	01	13	07	02	04
N	00032	5.53			0210017944	3/2/10	1659	3	0	0	N	01	04 -	02	13	11	02	01
N	00032	5.53			0210017956	3/2/10	1717	3	0	0	N	01	04 -	02	13	08	02	01
N	00032	6.13			0210018788	3/5/10	1621	6	0	4	N	01	02 - 01	01	13	11	03	01
N	00032	3.86			0210018818	3/5/10	1724	6	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.89			0210020022	3/9/10	1743	3	0	0	N	03	01 -	01	13	08	02	01
N	00032	6.06			0210020250	3/10/10	1424	4	0	0	N	01	01 -	01	13	02	02	04
N	00032	5.47			0210020724	3/12/10	0714	6	0	0	N	01	04 -	02	13	08	02	01
N	00356	5.3			0210020775	3/12/10	1225	6	0	0	N	01	04 -	02	13	08	02	01
N	00032	4.32			0210021019	3/13/10	0151	7	0	1	Y	05	04 -	02	13	11	03	01
N	00032	6.45			0210021592	3/15/10	0629	2	0	0	N	05	02 -	02	12	17	02	02
N	00032	6.07			0210021740	3/15/10	1629	2	0	2	N	01	02 -	02	13	02	03	03
N	00032	4.77			0210023289	3/20/10	1309	7	0	0	N	01	01 -	01	13	11	02	01
N	00032	5.98			0210024131	3/23/10	0938	3	0	0	N	01	01 -	01	13	15	02	02
N	14207	0.47			0210024184	3/23/10	1340	3	0	0	N	01	01 -	01	13	11	02	01
N	00032	6.41			0210024276	3/23/10	1738	3	0	0	N	02	02 -	01	13	11	02	01
N	00032	5.82			0210024615	3/24/10	2013	4	0	1	N	05	01 -	01	09	88	03	88
N	14207	0.47			0210025131	3/26/10	1423	6	0	0	N	01	01 -	01	13	11	02	01
N	00032	6.48			0210025389	3/27/10	1112	7	0	3	N	01	01 -	01	13	10	03	01
N	00032	5.68			0210026250	3/30/10	0910	3	0	0	N	01	04 -	02	13	11	02	01
N	00032	6.02			0210026474	3/30/10	2148	3	0	3	N	05	04 -	02	13	02	03	03
N	00032	6.55			0210026672	3/31/10	1601	4	0	1	N	01	01 - 01	01	13	11	03	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2010																		
N	00032	4.33			0210026891	4/1/10	0852	5	0	0	N	01	01 -	01	13	11	02	01
N	00032	5.53			0210026993	4/1/10	1448	5	0	1	N	01	01 -	01	13	08	03	01
N	00032	5.63			0210027302	4/2/10	1106	6	0	0	N	01	01 -	01	13	11	02	04
N	00032	3.91			0210028253	4/5/10	1151	2	0	0	N	01	01 -	01	13	07	02	01
N	00032	4.32			0210028298	4/5/10	1444	2	0	0	N	01	01 -	01	13	16	02	01
N	00356	5.31			0210028579	4/6/10	1228	3	0	0	N	01	01 -	01	13	04	02	02
N	00032	6.14			0210028594	4/6/10	1228	3	0	0	N	01	01 -	01	13	11	02	01
N	00032	6.43			0210028934	4/7/10	1054	4	0	0	N	01	01 -	01	13	08	02	01
N	00032	5.69			0210029329	4/8/10	1312	5	0	1	N	01	01 -	01	13	11	03	01
N	00032	5.77			0210029364	4/8/10	1504	5	0	0	N	01	01 -	01	13	07	02	04
N	00032	4.57			0210029375	4/8/10	1510	5	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.38			0210029870	4/9/10	1955	6	0	0	N	04	02 -	01	13	11	02	01
N	00032	4.77			0210030685	4/12/10	1158	2	0	0	N	01	01 -	01	13	99	02	04
N	00032	5.68			0210031078	4/13/10	1639	3	0	0	N	01	02 -	02	13	11	02	01
N	00032	4.77			0210031286	4/14/10	1208	4	0	0	N	01	01 -	01	13	99	02	01
N	00032	5.12			0210031724	4/15/10	1642	5	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.97			0210032055	4/16/10	1431	6	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.67			0210032565	4/17/10	2104	7	0	0	Y	04	01 -	01	13	10	02	01
N	00032	5.68			0210033647	4/21/10	1457	4	0	0	N	01	04 -	02	13	08	02	01
N	00032	6.11			0210034455	4/23/10	2116	6	0	0	N	04	01 -	01	13	08	02	01
N	00032	5.39			0210035796	4/28/10	1300	4	0	0	N	01	01 -	01	13	08	02	01
N	00032	3.68			0210036388	4/30/10	0853	6	0	1	N	01	01 -	01	13	11	03	01
N	00032	5.68			0210036530	4/30/10	1533	6	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.56			0210036814	5/1/10	1126	7	0	3	N	01	01 -	01	13	11	03	01
N	00032	5.06			0210037199	5/2/10	1042	1	0	0	N	01	01 -	01	13	07	02	04
N	00032	5.48			0210038131	5/4/10	1923	3	0	0	N	01	01 -	01	13	08	02	01
N		-9.99			0210038235	5/5/10	0643	4	0	0	N	01	01 -	01	13	19	02	05
N	00356	5.32			0210038345	5/5/10	1242	4	0	0	Y	01	01 -	01	13	10	02	01
N	00032	3.75			0210038498	5/5/10	1927	4	0	0	N	01	99 -	01	13	07	02	04
N	00032	3.44			0210039911	5/9/10	1712	1	0	0	N	01	01 -	01	13	08	02	01
N	00032	6.47	6.47	3	0210040365	5/11/10	0646	3	0	0	N	01	02 -	01	13	99	02	01
N	00032	4.3	4.30	3	0210040429	5/11/10	1131	3	0	1	N	01	02 -	01	13	08	03	01
N		-9.99			0210040873	5/12/10	1841	4	0	0	N	01	01 -	02	14	12	02	01
N	00032	5.72	5.72	3	0210041108	5/13/10	1558	5	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.35	13.19	4	0210041229	5/13/10	2226	5	0	0	N	05	01 -	01	13	11	02	01
N	14198	0.01	0.01	3	0210042354	5/17/10	0135	2	0	1	N	04	01 -	01	39	99	03	02
N	00032	5.49	15.33	4	0210042868	5/18/10	1724	3	0	0	N	01	02 -	01	13	99	02	01
N	00032	6.48	6.48	3	0210043009	5/19/10	0828	4	0	0	N	01	02 -	01	13	08	02	01
N	00032	6.1	15.94	4	0210043195	5/19/10	1807	4	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.89	3.89	3	0210043629	5/20/10	0000	5	0	0	N	04	01 -	01	13	11	02	99
N	00032	6.13	15.97	4	0210043842	5/21/10	1451	6	0	0	N	01	01 -	01	42	11	02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2010																		
N	00032	4.27	4.27	3	0210044352	5/22/10	2057	7	0	0	N	01	02 - 01	01	13	08	02	01
N	00032	5.86	5.86	3	0210044402	5/22/10	2320	7	0	0	N	05	04 -	02	31	06	02	02
N	00032	5.69	5.69	3	0210045283	5/25/10	2145	3	0	0	N	04	01 -	01	13	07	02	04
N	00032	3.71	3.71	3	0210046037	5/28/10	0712	6	0	0	N	01	01 -	01	13	11	02	01
N	00032	6.33	6.33	3	0210046189	5/28/10	1506	6	0	0	N	01	02 -	01	13	11	02	01
N	00032	6.47	6.47	3	0210046496	5/29/10	1056	7	0	0	N	01	01 -	01	13	11	02	01
N	00032	4.59	14.43	4	0210046536	5/29/10	1255	7	0	0	N	01	01 -	01	13	11	02	01
N	00048	1.99	1.99	1	0210047580	6/1/10	1753	3	0	0	N	01	01 -	01	13	08	02	01
N	00032	3.54	3.54	3	0210048317	6/3/10	1716	5	0	0	N	01	01 -	01	13	07	02	04
N		-9.99			0210048375	6/3/10	2009	5	0	0	N	01	01 -	01	42	99	02	99
N	00048	1.98	1.98	1	0210048810	6/4/10	2100	6	0	0	N	04	02 -	01	13	08	02	01
N	00032	4.61	14.45	4	0210049018	6/5/10	1411	7	0	0	N	01	01 -	01	13	15	02	01
N	00032	3.7	3.70	3	0210049276	6/6/10	0929	1	0	0	N	01	01 -	01	13	11	02	01
N	00032	6.23	6.23	3	0210050896	6/10/10	1843	5	0	2	N	01	01 -	01	13	08	03	01
N	00032	4.74	14.58	4	0210051496	6/12/10	1234	7	0	2	N	01	01 -	01	13	08	03	01
N	00032	6.14	15.98	4	0210053377	6/17/10	2109	5	0	0	N	04	01 -	01	13	11	02	03
N	00048	1.97	1.97	1	0210054054	6/19/10	1431	7	0	0	N	01	02 -	01	13	11	02	03
N	00032	5.5	15.34	4	0210054138	6/19/10	1939	7	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.38	13.22	4	0210054154	6/19/10	2058	7	0	0	N	04	01 - 01	01	13	04	02	03
N	00032	3.57	3.57	3	0210054382	6/20/10	1237	1	0	0	N	01	01 -	01	13	08	02	01
N	00032	5.17	15.01	4	0210054699	6/21/10	1320	2	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.67	4.67	3	0210055139	6/22/10	1640	3	0	0	N	01	01 -	01	13	99	02	01
N	00032	3.34	13.18	4	0210055191	6/22/10	1839	3	0	0	N	01	04 -	02	13	07	02	04
N	00032	5.52	5.52	3	0210055328	6/23/10	0725	4	0	0	N	01	01 -	01	13	01	02	04
N	00032	3.58	3.58	3	0210055903	6/24/10	1722	5	0	0	N	01	01 -	01	13	11	02	01
N	00032	6.47	6.47	3	0210055929	6/24/10	1849	5	0	1	N	01	01 -	01	13	11	03	01
N	00032	3.34	13.18	4	0210057184	6/28/10	1537	2	0	1	N	01	04 -	02	13	12	03	04
N	00032	5.7	5.70	3	0210057194	6/28/10	1615	2	0	0	N	01	04 -	02	13	12	02	04
N	00032	5.06	5.06	3	0210057247	6/28/10	1853	2	0	0	N	01	01 -	01	13	11	02	01
N	00048	1.99	1.99	1	0210057919	6/30/10	1731	4	0	0	N	01	01 -	01	13	08	02	01
N	14207	0.47	0.47		0210058307	7/1/10	1731	5	0	0	N	01	01 -	01	13	11	02	01
N	00032	3.85	13.69	4	0210059658	7/5/10	2131	2	0	1	N	05	01 -	01	40	12	03	03
N	00048	1.99	1.99	1	0210059696	7/6/10	0012	3	0	0	Y	04	01 -	01	40	10	02	02
N	00032	6.42	6.42	3	0210061185	7/10/10	1602	7	0	0	N	01	02 -	02	13	15	02	01
N	14207	0.46	0.46		0210061417	7/11/10	1255	1	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.77	14.61	4	0210061544	7/11/10	2007	1	0	1	N	03	01 -	01	13	15	03	01
N	00032	5.54	5.54	3	0210062409	7/14/10	1215	4	0	1	N	01	04 -	02	13	08	03	01
N	00032	3.43	13.27	4	0210062415	7/14/10	1242	4	0	0	N	01	04 -	02	13	12	02	01
N	00032	5.52	5.52	3	0210062439	7/14/10	1313	4	0	0	N	01	04 -	02	13	12	02	01
N	00032	5.57	5.57	3	0210063116	7/16/10	1022	6	0	0	N	01	01 -	01	13	08	02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2010																		
N	00032	6.14	15.98	4	0210063266	7/16/10	1621	6	0	0	N	01	01 -	01	13	08	02	01
N	00032	5.69	15.53	4	0210064811	7/21/10	0843	4	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.33	4.33	3	0210064856	7/21/10	1055	4	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.11	13.95	4	0210066159	7/24/10	2145	7	0	0	N	05	01 -	01	13	08	02	01
N	00032	4.78	14.62	4	0210069649	8/4/10	1453	4	0	1	N	01	01 -	01	10	02	03	03
N	00032	5.07	5.07	3	0210069670	8/4/10	1544	4	0	0	N	01	01 -	01	13	12	02	02
N	00032	4.54	14.38	4	0210069813	8/4/10	2058	4	0	0	Y	05	01 -	01	13	99	02	01
N	00032	4.1	13.94	4	0210070383	8/6/10	1511	6	0	0	N	01	01 -	01	13	08	02	01
N	00032	5.69	5.69	3	0210071352	8/9/10	1034	2	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.8	4.80	3	0210071468	8/9/10	1541	2	0	2	N	01	01 -	01	13	08	03	01
N	00032	5.46	15.30	4	0210072505	8/12/10	1418	5	0	1	N	01	01 -	01	13	08	03	01
N	00032	4.67	4.67	3	0210072573	8/12/10	1751	5	0	1	N	01	02 -	01	13	11	03	01
N	00032	4.78	14.62	4	0210073111	8/14/10	0510	7	0	0	N	04	02 -	01	13	99	02	01
N	00032	6.07	15.91	4	0210074183	8/17/10	1613	3	0	1	N	01	01 -	01	13	02	03	03
N	00032	4.14	13.98	4	0210074228	8/17/10	1800	3	0	0	N	01	01 -	01	13	14	02	07
N	00032	4.33	4.33	3	0210074284	8/17/10	2112	3	0	0	N	04	01 -	01	13	11	02	01
N	00032	6.38	6.38	3	0210074866	8/19/10	1741	5	0	1	N	01	01 -	01	13	06	03	03
N		-9.95			0210074979	8/19/10	2202	5	0	0	N	05	01 -	01	13	12	02	88
N	00356	5.3	14.49	4	0210075045	8/18/10	0920	4	0	0	N	05	01 -	01	13	07	02	05
N	00032	6.13	15.97	4	0210075051	8/20/10	0948	6	0	0	Y	01	01 -	01	13	10	02	01
N	00048	1.97	1.97	1	0210076418	8/24/10	1255	3	0	0	N	01	02 -	01	13	08	02	01
N	00032	5.67	5.67	3	0210076772	8/25/10	1605	4	0	0	N	01	01 -	01	13	11	02	01
N	00032	5.53	5.53	3	0210077124	8/26/10	1712	5	0	0	Y	01	02 -	01	13	10	02	01
N	00032	5.3	15.14	4	0210077425	8/27/10	1503	6	0	2	N	01	01 -	01	13	11	03	01
N	00032	5.47	15.31	4	0210077836	8/28/10	1706	7	0	0	N	01	01 -	01	13	08	02	01
N	00032	3.52	3.52	3	0210079090	9/1/10	1558	4	0	0	N	01	01 -	01	13	07	02	04
N	00032	6.48	6.48	3	0210079421	9/2/10	1601	5	0	0	N	01	01 -	01	13	08	02	01
N	00346	0	0.00	4	0210079839	9/3/10	2024	6	0	0	N	05	01 -	01	13	04	02	03
N	00032	5.06	5.06	3	0210080075	9/4/10	1410	7	0	0	N	01	01 -	01	13	11	02	01
N	00032	5.06	5.06	3	0210080786	9/6/10	0000	2	0	1	N	04	01 -	01	13	11	03	01
N	00032	5.66	15.50	4	0210080993	9/7/10	1557	3	0	0	N	01	01 -	01	13	12	02	01
N	00032	4.57	14.41	4	0210082072	9/10/10	2046	6	0	0	N	04	01 -	01	34	11	02	88
N	00032	4.97	4.97	3	0210082202	9/11/10	1032	7	0	0	N	01	01 -	01	13	12	02	01
N	00032	5.07	5.07	3	0210082383	9/12/10	2106	1	0	0	N	04	01 -	01	13	07	02	03
N	00032	5.35	15.19	4	0210082527	9/12/10	1338	1	0	0	N	01	02 -	01	13	08	02	01
N	00032	4.14	13.98	4	0210082845	9/13/10	1658	2	0	0	N	01	01 -	01	13	08	02	01
N	00032	6.16	16.00	4	0210083161	9/14/10	1622	3	0	0	N	01	01 -	01	13	08	02	01
N	00032	6.48	6.48	3	0210083586	9/15/10	1952	4	0	0	N	05	01 -	01	13	04	02	03
N													01					
N	00032	6.38	6.38	3	0210084065	9/17/10	1102	6	0	2	N	01	01 -	01	13	11	03	01
N	00032	4.95	4.95	3	0210085276	9/20/10	1802	2	0	0	N	01	01 -	01	13	11	02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2010																		
N	00032	5.57	15.41	4	0210085339	9/20/10	2313	2	0	0	N	04	01 -	01	13	08	02	01
N	00032	5.5	15.34	4	0210085587	9/21/10	1739	3	0	0	N	01	01 -	01	13	02	02	03
N	00032	6.03	15.87	4	0210085645	9/21/10	2006	3	0	0	N	04	01 -	01	13	07	02	04
N	00032	4.32	14.16	4	0210086278	9/23/10	1534	5	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.77	14.61	4	0210086561	9/24/10	0000	6	0	2	N	01	01 -	01	13	11	03	01
N	00032	5.64	5.64	3	0210086783	9/24/10	2136	6	0	0	N	04	01 -	01	13	08	02	01
N	00032	4.31	4.31	3	0210086812	9/24/10	2257	6	0	0	N	04	01 -	01	13	07	02	04
N	00032	6.45	6.45	3	0210086915	9/25/10	1023	7	0	0	N	01	02 -	01	13	11	02	01
N	00032	3.88	3.88	3	0210087529	9/27/10	0000	2	0	0	N	01	04 -	02	40	88	02	88
N	00356	5.32	14.51	2	0210087797	9/28/10	0556	3	0	0	Y	04	02 -	02	39	12	02	02
N	00356	5.31	14.50	3	0210088391	9/29/10	1842	4	0	1	N	04	01 -	01	13	04	03	03
N	00032	4.1	13.94	4	0210088968	10/1/10	0747	6	0	1	N	01	02 -	02	13	08	03	01
N	00032	3.59	3.59	3	0210090253	10/4/10	1741	2	0	0	N	02	04 -	02	13	08	02	01
N	00032	5.58	5.58	3	0210090613	10/5/10	1914	3	0	0	N	05	02 -	01	13	15	02	01
N	13848	0	0.00	4	0210090713	10/6/10	0850	4	0	0	N	01	02 -	01	13	08	02	01
N	00032	6.49	6.49	3	0210091243	10/7/10	1828	5	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.13	13.97	4	0210091692	10/8/10	2051	6	0	0	N	05	01 -	01	13	99	02	01
N	00032	4.96	4.96	3	0210091888	10/9/10	1231	7	0	0	N	01	01 -	01	09	88	02	88
N	00032	5.74	15.58	4	0210092010	10/9/10	1833	7	0	0	N	01	01 -	01	13	02	02	03
N	00032	5.69	5.69	3	0210094113	10/15/10	0000	6	0	0	N	05	01 -	01	13	04	02	03
N	00032	5.4	15.24	4	0210094799	10/17/10	2149	1	0	0	N	05	01 -	01	12	17	02	02
N	00032	5.72	5.72	3	0210095078	10/18/10	1811	2	0	0	N	04	01 -	01	13	02	02	03
N	00032	5.03	14.87	4	0210095223	10/19/10	1021	3	0	0	N	01	02 -	02	30	12	02	88
N	00032	3.87	13.71	4	0210095651	10/20/10	1858	4	0	0	N	05	01 -	01	13	08	02	01
N	00032	4.33	4.33	3	0210095687	10/20/10	2024	4	0	0	N	04	01 -	01	13	11	02	01
N	00356	5.31	14.50	2	0210095994	10/21/10	1916	5	0	0	N	04	01 -	01	13	02	02	03
N	00356	5.31	14.50	3	0210097183	10/25/10	1317	2	0	1	N	01	02 -	01	13	11	03	01
N	00032	3.38	13.22	4	0210097297	10/25/10	0000	2	0	0	N	04	01 -	01	13	88	02	01
N	00032	6.45	6.45	3	0210098146	10/28/10	0708	5	0	0	N	03	01 -	02	13	12	02	01
N	00032	3.86	13.70	4	0210099105	10/30/10	1259	7	0	0	N	01	01 -	01	13	11	02	01
N	00032	4.02	4.02	3	0210099989	11/2/10	0040	3	0	0	N	04	01 -	01	12	17	02	01
N	00032	5.21	15.05	4	0210100687	11/4/10	0840	5	0	0	N	01	04 -	02	13	99	02	01
N	00032	3.37	13.21	4	0210100865	11/4/10	1716	5	0	0	N	01	04 -	02	13	88	02	04
N	00032	5.35	15.19	4	0210101478	11/6/10	1531	7	0	0	N	01	02 -	01	13	08	02	01
N	00032	4.22	4.22	3	0210103220	11/11/10	2216	5	0	0	N	04	01 -	01	13	08	02	01
N	00032	3.38	13.22	4	0210103536	11/12/10	1956	6	0	1	N	05	01 -	01	13	08	03	01
N	00032	5.28	5.28	3	0210104019	11/14/10	0810	1	0	1	N	01	01 -	01	13	11	03	01
N	00032	4.41	14.25	4	0210104883	11/16/10	1959	3	0	2	N	05	04 -	02	13	01	03	03
N	00032	5.69	5.69	3	0210105769	11/17/10	1739	4	0	0	N	04	01 -	01	13	11	02	01
N	00032	4.67	4.67	3	0210107040	11/23/10	1841	3	0	0	N	05	01 -	01	13	99	02	03

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
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2010

N	00032	4.32	4.32	3	0210107389	11/24/10	1852	4	0	0	N	04	01 -	01	13	08	02	01
N	00032	6.14	15.98	4	0210108840	11/29/10	1440	2	0	0	N	01	01 -	01	13	99	02	03
N	00032	6.37	6.37	3	0210108901	11/29/10	1809	2	0	0	N	05	01 -	01	13	08	02	01
N	00032	5.5	15.34	4	0210110325	12/4/10	0848	7	0	2	N	01	01 -	01	13	04	03	03
N	00356	5.32	14.51	2	0210110350	12/3/10	0624	6	0	0	N	04	01 -	01	13	99	02	01
N	00048	1.99	1.99	1	0210111028	12/6/10	1433	2	0	0	N	01	01 -	01	13	11	02	01
N	00032	4.14	13.98	4	0210112919	12/12/10	0255	1	0	0	Y	04	04 -	02	25	10	02	88
N	00032	3.68	3.68	3	0210113252	12/13/10	0936	2	0	0	Y	01	01 -	01	13	10	02	01
N	00032	4.32	4.32	3	0210113637	12/14/10	1306	3	0	2	N	01	02 -	01	13	08	03	01
N	00032	6.42	6.42	3	0210113650	12/14/10	1344	3	0	1	N	01	02 -	01	13	08	03	01
N	00032	4.56	14.40	4	0210115238	12/18/10	0817	7	0	0	N	01	01 -	01	13	99	02	01
N	00032	4.23	14.07	4	0210116526	12/22/10	0050	4	0	1	N	04	01 -	01	13	99	03	01
N	00032	6.41	6.41	3	0210117506	12/24/10	2052	6	0	3	N	05	01 -	01	13	08	03	01
N	00032	4.33	4.33	3	0210118866	12/29/10	1326	4	0	2	N	01	01 -	01	13	04	03	03
N	00032	6.39	6.39	3	0210118884	12/29/10	1408	4	0	1	N	01	01 -	01	25	88	03	88
N	00032	4.13	13.97	4	0210118908	12/29/10	1514	4	0	0	N	01	01 -	01	13	11	02	01
N	00032	6.17	16.01	4	0210119102	12/30/10	0729	5	0	0	N	01	01 -	01	24	99	02	02
N	00032	4.56			3210015684	2/14/10	1545	1	0	0	N	01	01 -	03	14	19	02	04
N	00032	6.42			3210020037	2/27/10	0500	7	0	0	N	04	01 -	01	12	17	02	03
N	13886	0	0.00	2	3210077234	7/12/10	2140	2	0	0	N	04	01 -	01	13	99	02	01
N	00346	0	0.00	1	3210112114	10/3/10	1221	1	0	2	N	01	01 -	01	13	11	03	01
N	00032	5.06	5.06	3	3210118516	10/19/10	2013	3	0	2	N	04	01 -	01	13	04	03	03
N	00048	1.98	1.98	3	3210121904	10/28/10	1700	5	0	0	N	01	01 -	01	13	08	02	01
N	00032	6.66	6.66	3	3210130863	11/20/10	0900	7	0	0	N	01	01 -	01	13	12	02	02
N	00032	4.56	14.40	4	3210143247	12/23/10	2210	5	0	0	N	05	01 -	01	13	12	02	05
N	00032	4.56	14.40	4	3210143478	12/24/10	0000	6	0	0	N	02	01 -	01	14	12	02	01

2011

N	00032	4.56	14.40	4	0211000475	1/2/11	1812	1	0	0	N	04	02 -	02	13	08	02	01
N	00032	5.17	15.01	4	0211001042	1/4/11	1712	3	0	0	N	04	01 -	01	13	02	02	03
N	00032	4.67	4.67	3	0211001210	1/5/11	0818	4	0	0	N	01	01 -	01	13	11	02	05
N	00032	3.31	13.15	4	0211002833	1/10/11	1626	2	0	0	N	03	01 -	01	13	08	02	01
N	00032	5.5	15.34	4	0211003404	1/12/11	1425	4	0	1	N	01	02 -	02	13	04	03	03
N	00032	5.5	15.34	4	0211003779	1/13/11	1757	5	0	0	N	04	01 -	01	13	08	02	01
N	00032	6.14	15.98	4	0211004165	1/14/11	2140	6	0	0	N	04	01 -	01	13	11	02	03
N	00032	3.72	3.72	3	0211004931	1/17/11	1817	2	0	2	N	04	01 -	01	13	11	03	01
N	00032	6.13	15.97	4	0211005437	1/19/11	0902	4	0	0	N	01	01 -	02	13	08	02	01
N	00032	4.03	13.87	4	0211005824	1/20/11	1700	5	0	0	N	03	01 -	01	13	11	02	01
N	00032	3.19	13.03	4	0211006233	1/21/11	2016	6	0	0	N	04	01 -	01	13	08	02	01
N	00032	6.13	15.97	4	0211006709	1/23/11	1451	1	0	0	N	01	01 -	01	13	11	02	03
N	00356	5.3	14.49	2	0211007395	1/25/11	1908	3	0	0	N	04	02 -	01	13	12	02	88
N	00032	6.01	15.85	4	0211007864	1/26/11	2014	4	0	0	N	05	05 -	03	13	19	02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
2011																		
N	00032	3.37	13.21	4	0211008256	1/26/11	1716	4	0	0	N	04	05 -	02	13	99	02	01
N	00032	4.67	14.51	4	0211008557	1/28/11	1902	6	0	0	N	04	02 -	02	13	16	02	01
N	00032	6.04	6.04	3	0211011421	2/7/11	0730	2	0	0	N	01	01 -	04	13	07	02	03
N		-9.95			0211012699	2/11/11	0000	6	0	0	N	01	01 -	01	14	99	02	01
N	00032	3.38	13.22	4	0211013026	2/12/11	1033	7	0	2	N	01	01 -	01	13	11	03	01
N	00032	4.08	4.08	3	0211013272	2/12/11	2348	7	0	0	Y	04	02 -	01	40	10	02	88
N	00356	3.87	3.87	1	0211013509	2/13/11	2215	1	0	0	N	04	01 -	01	13	04	02	02
N	00032	5.62	5.62	3	0211013641	2/14/11	1321	2	0	0	N	01	02 -	01	13	08	02	01
N	00032	5.06	5.06	3	0211014662	2/17/11	1953	5	0	0	N	05	01 -	01	13	08	02	01
N	00032	4.56	14.40	4	0211014907	2/18/11	1509	6	0	0	N	01	01 -	01	13	11	02	01
N	00032	4.56	14.40	4	0211014930	2/18/11	1644	6	0	0	N	01	01 -	01	13	11	02	01
N	00032	5.52	5.52	3	0211015218	2/19/11	1250	7	0	0	N	01	01 -	01	13	08	02	01
N	00032	3.38	13.22	4	0211015680	2/20/11	1851	1	0	1	N	04	01 -	01	13	04	03	03
N	00032	5.28	5.28	3	0211017490	2/26/11	0000	7	0	0	N	05	01 -	01	13	99	02	01
N	00032	3.91	3.91	3	0211017560	2/26/11	1216	7	0	2	N	01	01 -	01	13	06	03	03
N	00032	5.66	5.66	3	0211017577	2/26/11	1334	7	0	0	N	01	02 -	01	13	08	02	01
N	00032	3.32	13.16	4	0211017830	2/27/11	1305	1	0	0	N	01	01 -	01	13	11	02	04
N	00032	3.55	13.39	4	0211018459	3/1/11	1620	3	0	0	N	01	01 -	01	42	99	02	01
N	00356	5.31	14.50	2	0211019130	3/3/11	2300	5	0	0	N	05	01 -	01	13	04	02	02
N	00032	5.51	15.35	4	0211019312	3/4/11	1526	6	0	0	N	01	01 -	01	13	08	02	01
N	00032	6.16	16.00	4	0211020220	3/7/11	1646	2	0	0	N	01	01 -	01	13	08	02	01
N	00032	4.32	14.16	4	0211021039	3/10/11	1716	5	0	0	N	01	04 -	02	13	08	02	01
N	00032	4.59	14.43	4	0211022713	3/16/11	1027	4	0	0	N	01	01 -	01	13	99	02	03
N	00032	5.06	5.06	3	0211022843	3/16/11	1638	4	0	0	N	01	02 -	01	13	12	02	01
N	00032	4.29	14.13	4	0211023631	3/18/11	2218	6	0	1	Y	04	01 -	01	09	99	03	99
N	00032	4.33	4.33	3	0211023856	3/19/11	1648	7	0	0	N	01	01 -	01	13	99	02	01
N	00032	5.5	15.34	4	0211024015	3/20/11	0802	1	0	1	N	01	01 -	01	13	11	03	03
N	00032	5.44	15.28	4	0211025834	3/26/11	1723	7	0	0	N	01	01 -	01	13	11	02	04
N	00382	1.53	1.53	3	0211026354	3/28/11	1658	2	0	2	N	01	01 -	01	13	11	03	01
N	00032	3.48	3.48	3	0211026669	3/29/11	1725	3	0	0	N	01	01 -	01	13	08	02	01
N	00356	5.31	14.50	3	0211027934	4/3/11	0000	1	0	0	N	04	01 -	01	13	04	02	03
N	00032	5.8	15.64	4	0211028027	4/3/11	1206	1	0	1	N	01	01 -	01	13	02	03	01
N	00032	5.5	15.34	4	0211028043	4/3/11	1244	1	0	2	N	01	01 -	01	13	04	03	03
N	00032	4.67	4.67	3	0211028422	4/4/11	1715	2	0	0	N	01	01 -	01	13	11	02	05
N	00032	3.69	3.69	3	0211028599	4/5/11	0906	3	0	1	N	01	02 -	02	13	08	03	01
N	00032	5.06	5.06	3	0211029651	4/8/11	1819	6	0	0	N	03	04 -	02	13	02	02	03
N	00032	5.06	5.06	3	0211030738	4/12/11	0846	3	0	0	N	01	02 -	01	13	11	02	01
N	00032	6.07	15.91	4	0211031177	4/13/11	1746	4	0	0	N	01	04 -	02	13	02	02	03
N	00032	3.69	3.69	3	0211031624	4/15/11	0902	6	0	0	N	01	01 -	01	13	11	02	01
N	00032	4.6	14.44	4	0211031841	4/15/11	1946	6	0	0	N	03	01 -	01	13	07	02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	FHE	PC	Class	MOI
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2011

N	00032	5.05	5.05	3	0211032972	4/19/11	1353	3	0	0	N	01	01 -	01	13	11	02	01
N	00032	5.55	5.55	3	0211033883	4/22/11	1124	6	0	0	N	01	01 -	01	13	11	02	01
N	138480	0	0.00	4	0211034160	4/23/11	0510	7	0	0	N	04	04 -	02	39	99	02	88
N	00032	5.63	5.63	3	0211034678	4/25/11	0814	2	0	0	N	01	01 -	01	13	99	02	01
N	00048	2	2.00	1	0211035747	4/28/11	1340	5	0	0	N	01	02 -	02	13	07	02	02
N	00032	3.32	13.16	4	0211036371	4/30/11	1249	7	0	1	N	01	01 -	01	13	08	03	01
N	00032	6.14	15.98	4	0211036495	4/30/11	1905	7	0	0	N	01	01 -	01	13	07	02	04
N	00032	3.92	13.76	4	0211037794	5/5/11	0010	5	0	1	Y	05	01 -	01	09	99	03	04
N	00032	5.65	5.65	3	0211038152	5/6/11	0713	6	0	0	N	01	01 -	01	13	08	02	01
N	00032	5.47	5.47	3	0211038214	5/6/11	1031	6	0	1	N	01	01 -	01	13	06	03	04
N	00032	4.78	14.62	4	0211038218	5/6/11	1031	6	0	0	N	01	01 -	01	13	99	02	04
N	00032	3.69	3.69	3	0211038484	5/6/11	2214	6	0	0	N	04	04 -	02	13	12	02	01
N	00032	4.62	14.46	4	0211038975	5/8/11	1337	1	0	0	N	01	01 -	01	13	08	02	01
N	00032	5.06	5.06	3	0211039537	5/10/11	1253	3	0	0	N	01	01 -	01	13	07	02	04
N	00032	5.8	15.64	4	0211040686	5/13/11	2052	6	0	0	N	05	02 -	01	13	15	02	03
N	00032	4.51	14.35	4	0211041060	5/14/11	2313	7	0	1	Y	05	01 -	02	25	99	03	88
N	00346	0	0.00	1	3211012365	2/5/11	1550	7	0	0	N	01	04 -	02	13	99	02	01
N	00032	4.56	14.40	4	3211021693	3/3/11	0830	5	0	1	N	01	01 -	01	41	11	03	01
N	00032	4.56	14.40	4	3211025801	3/13/11	2210	1	0	0	N	04	01 -	01	13	01	02	02
N	00032	4.56	14.40	4	3211048442	5/10/11	1800	3	0	1	N	01	01 -	01	13	11	03	01

Report generated by tdtsswn at 2011-05-23 10:33:16.595

Report Legend

Cty - County
 Rd - Maintenance Road
 MP - Milepoint
 C-MP - Continuous Milepoint
 Dir - Direction of Highway
 COMP/HQ# - Complaint Number/Headquarters Number
 DAY - Day Of Week Code
 Fat - Fatality
 Inj - Injury
 AL - Alcohol Involved
 LC - Lighting Condition
 WC - Weather Condition
 SC - Surface Condition
 MHE - Most Harmful Event
 PC - Primary Contributing Circumstance
 Class - Report Classification
 MOI - Manner of Impact

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APPENDIX B: Crash Diagrams

Site #1: US 40 @ SR 72 Intersection (M.P. 3.67)

Site #2: US 40 @ Rickey Boulevard Intersection (M.P. 4.0)

Site #3: US 40 @ Scotland Drive Intersection (M.P. 4.3)

Site #5: US 40 @ Salem Church Road / Porter Road Intersection (M.P. 5.05)

Site #6: US 40 @ Glasgow Drive Intersection (M.P. 5.27)

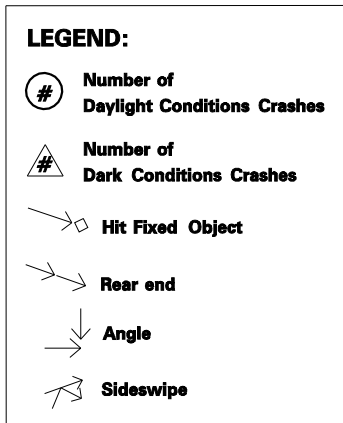
Site #7: US 40 @ Brookmont Drive Intersection (M.P. 5.44)

Site #8: US 40 @ Wellington Drive / Church Road Intersection (M.P. 5.61)

Site #9: US 40 @ Grand National Lane Intersection (M.P. 5.95)

Site #10: US 40 @ Walther Road / Glendale Boulevard Intersection (M.P. 6.39)

Total Number of Crashes = 80



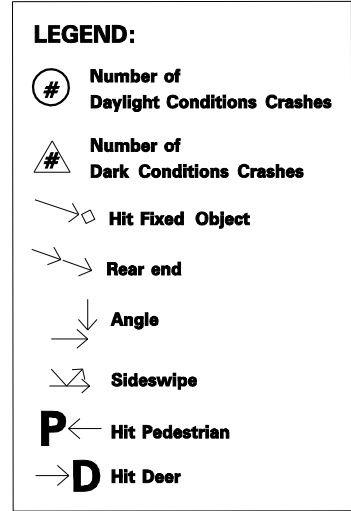
Crash Diagram

Site #1 U.S. Route 40 at SR 72

Location 9: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study



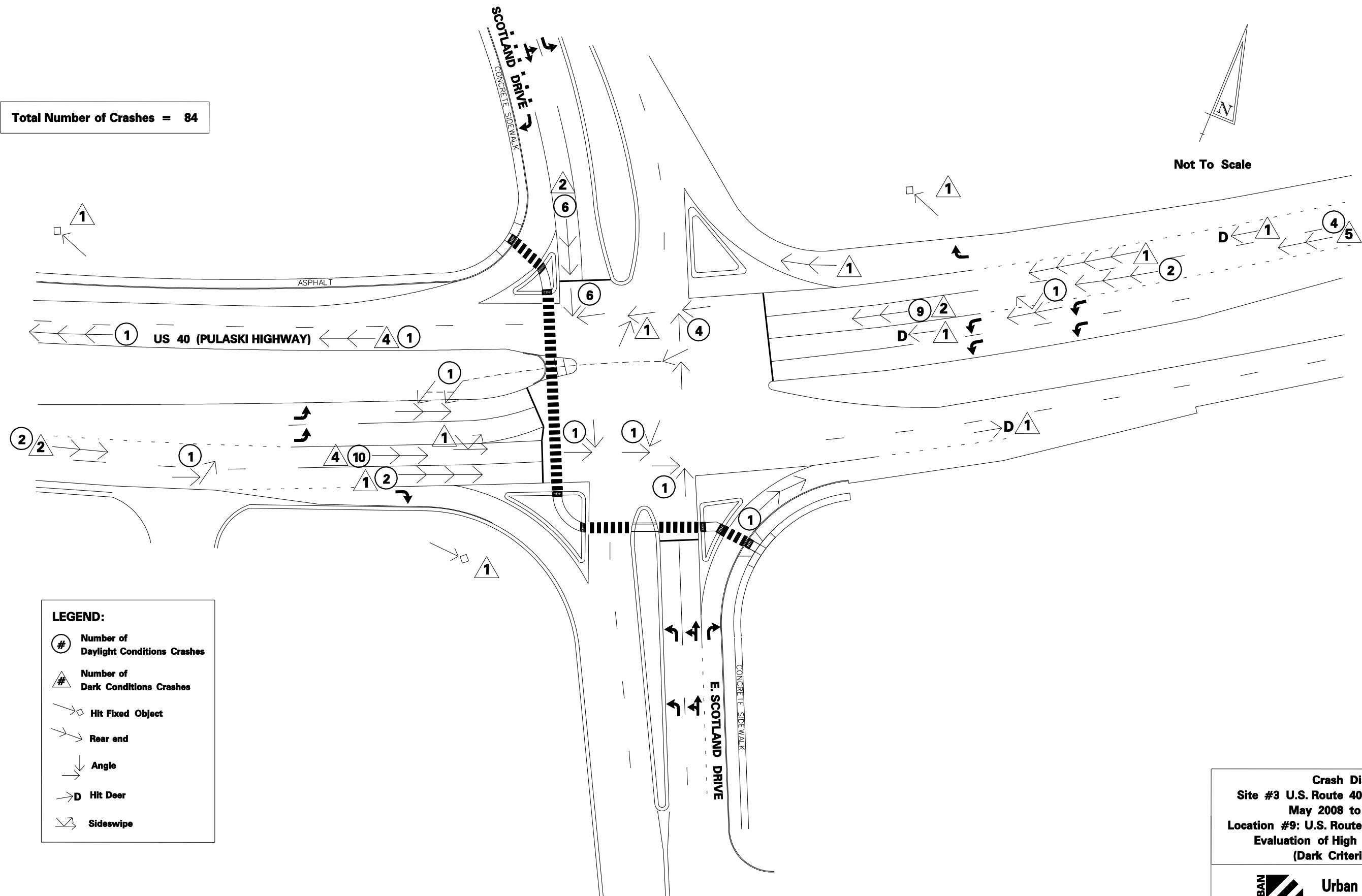
Total Number of Crashes = 26



Crash Diagram
Site #2 U.S. Route 40 at Rickey Blvd
May 2008 to May 2011
Location 2: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study










Total Number of Crashes = 84



Not To Scale

LEGEND:

-  **Number of Daylight Conditions Crashes**
-  **Number of Dark Conditions Crashes**
-  **Hit Fixed Object**
-  **Rear end**
-  **Angle**
-  **Hit Deer**
-  **Sideswipe**

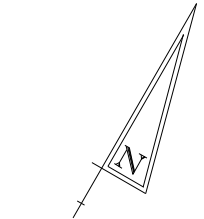
Crash Diagram

**Site #3 U.S. Route 40 at Scotland Drive
May 2008 to May 2011
Location #9: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study**

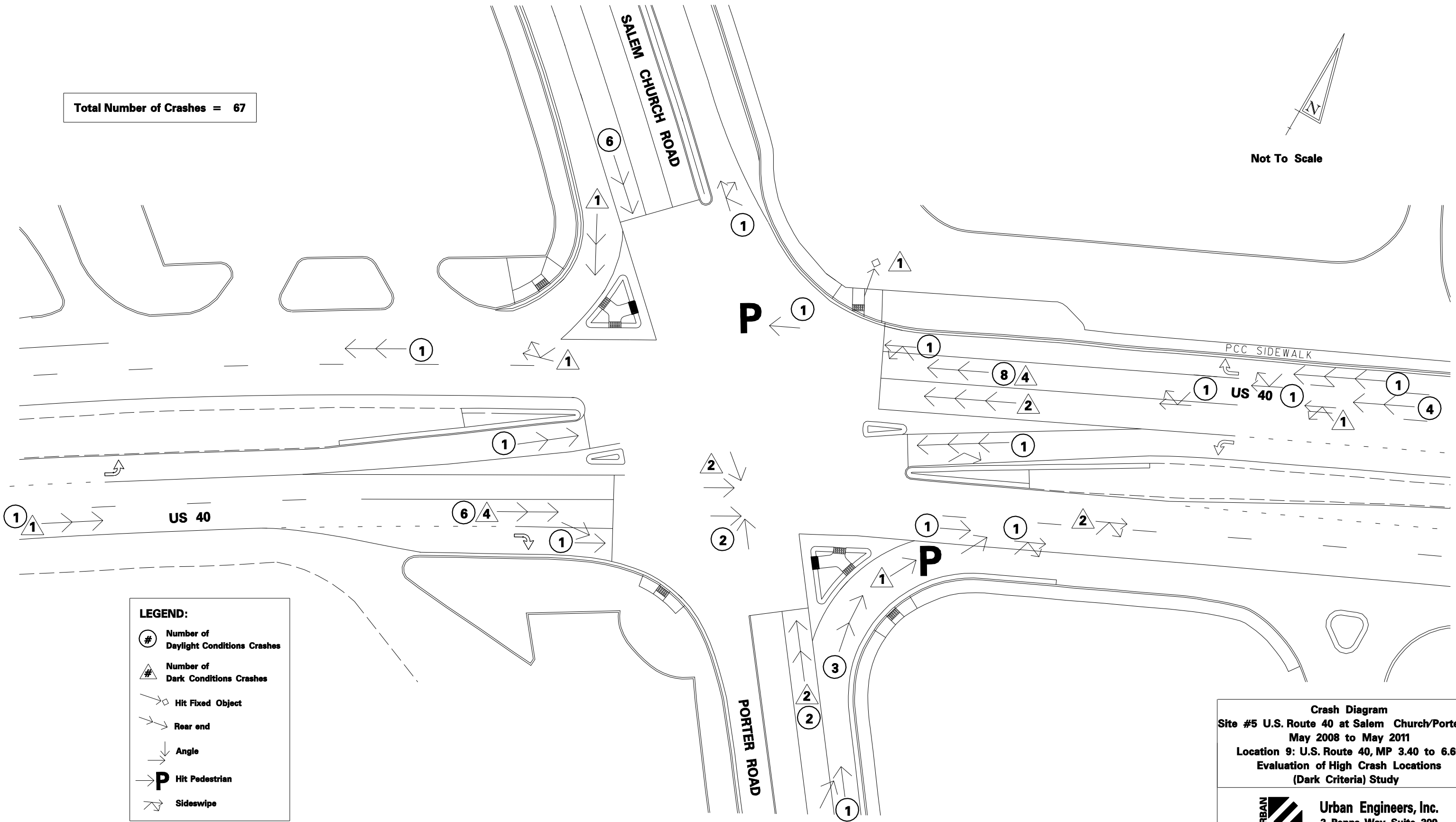


Urban Engineers, Inc.
2 Penns Way, Suite 309
New Castle, DE 19720

Total Number of Crashes = 67




Not To Scale



LEGEND:

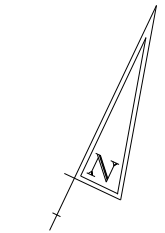
- # Number of Daylight Conditions Crashes
- # Number of Dark Conditions Crashes
- Hit Fixed Object
- Rear end
- Angle
- Hit Pedestrian
- Sideswipe

Crash Diagram
Site #5 U.S. Route 40 at Salem Church/Porter Rd
May 2008 to May 2011
Location 9: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study

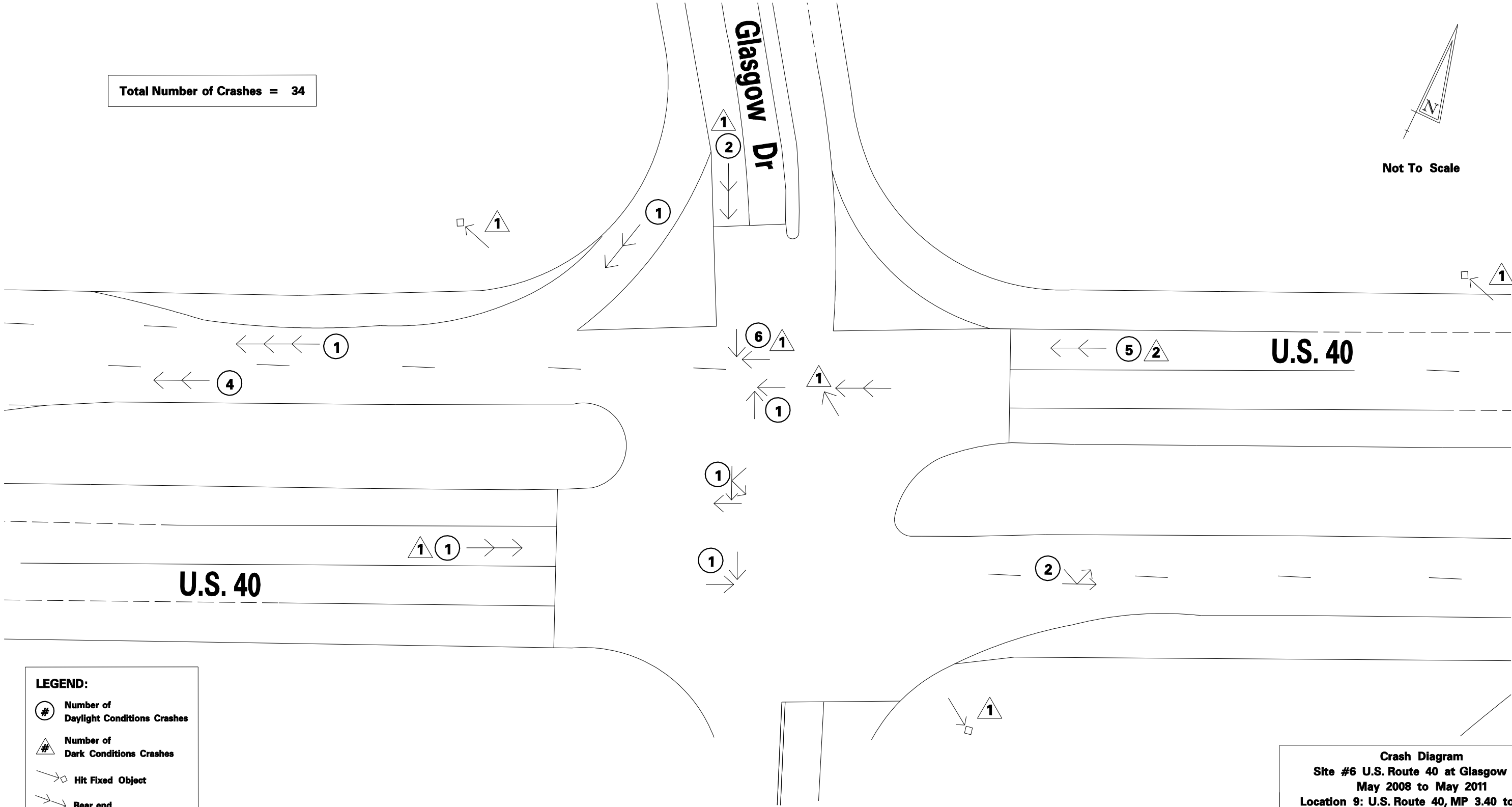


Urban Engineers, Inc.
2 Penns Way, Suite 309
New Castle, DE 19720

Total Number of Crashes = 34



Not To Scale



LEGEND:

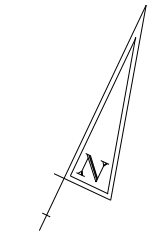
- Number of Daylight Conditions Crashes
- Number of Dark Conditions Crashes
- Hit Fixed Object
- Rear end
- Angle
- Sideswipe

Crash Diagram
Site #6 U.S. Route 40 at Glasgow Dr
May 2008 to May 2011
Location 9: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study

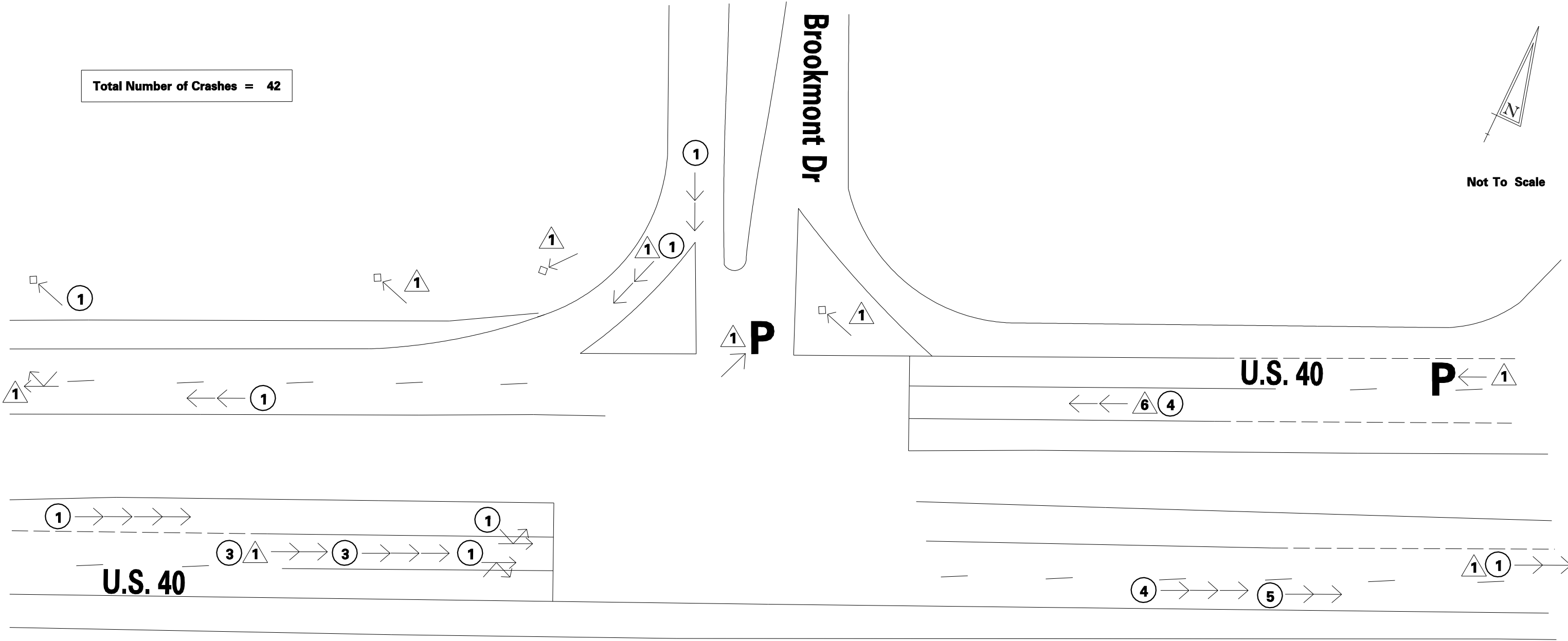


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Total Number of Crashes = 42



Not To Scale



LEGEND:

- Number of Daylight Conditions Crashes
- Number of Dark Conditions Crashes
- Hit Fixed Object
- Rear end
- Sideswipe
- Hit Pedestrian

Crash Diagram
Site #7 U.S. Route 40 at Brookmont Ave
May 2008 to May 2011
Location 9: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study

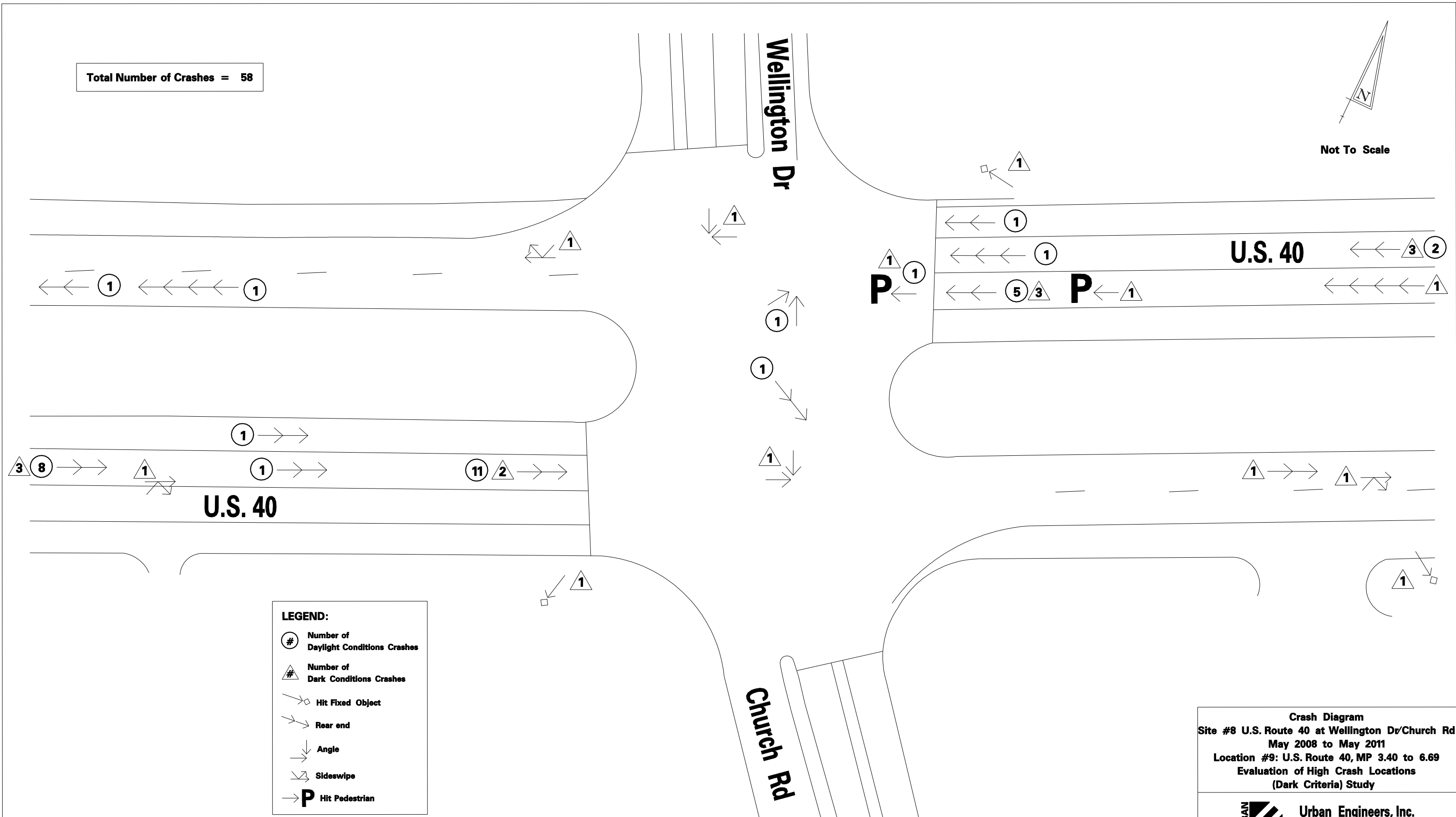


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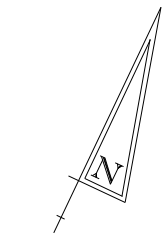
Total Number of Crashes = 58



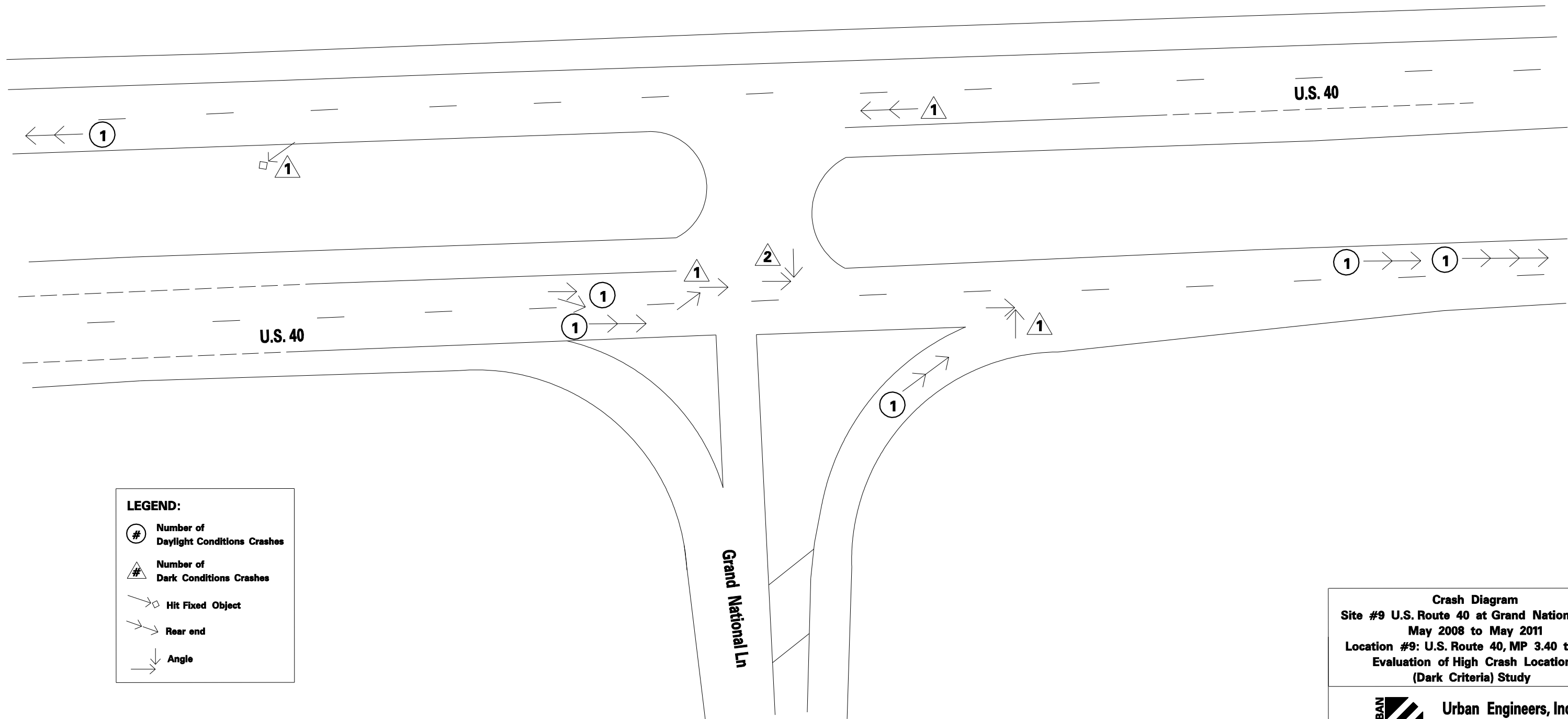
Not To Scale



Total Number of Crashes = 12



Not To Scale



LEGEND:

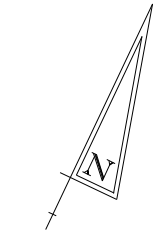
- Number of Daylight Conditions Crashes
- Number of Dark Conditions Crashes
- Hit Fixed Object
- Rear end
- Angle

Crash Diagram
Site #9 U.S. Route 40 at Grand National Lane
May 2008 to May 2011
Location #9: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study

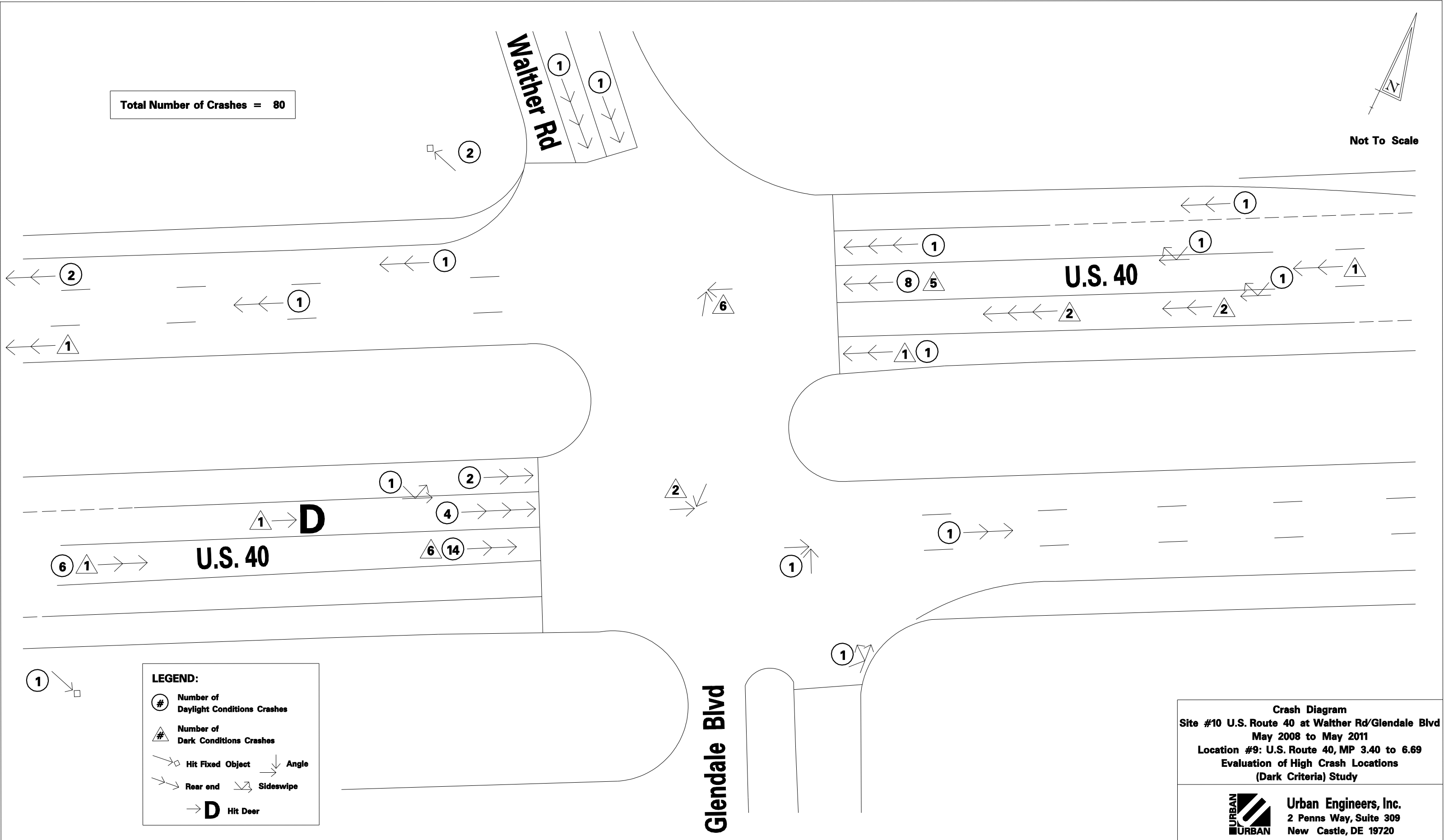


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New Castle, DE 19720

Total Number of Crashes = 80



Not To Scale



LEGEND:

- # Number of Daylight Conditions Crashes
- # Number of Dark Conditions Crashes
- Hit Fixed Object
- Angle
- Rear end
- Sideswipe
- Hit Deer

Crash Diagram
Site #10 U.S. Route 40 at Walther Rd/Glendale Blvd
May 2008 to May 2011
Location #9: U.S. Route 40, MP 3.40 to 6.69
Evaluation of High Crash Locations
(Dark Criteria) Study

URBAN **Urban Engineers, Inc.**
2 Penns Way, Suite 309
New Castle, DE 19720

APPENDIX C: Previous Studies

2000 HSIP – Site H Report

1999 HSIP – Site K Report

INTRODUCTION

Site H is 1.59-mile corridor located south of Newark along Route 40/Pulaski Highway (N32) from 0.47 miles west of Route 72 to 0.13 miles east of Becks Wood Drive. Route 40 is a four-lane, open-section roadway divided by a grass median. Within the limits of the site, there are two signalized intersections at Route 72 and Scotland Drive, four unsignalized intersections at Broadleaf Drive, Rickey Boulevard, Fox Run Shopping Center and Becks Woods Drive and a railroad crossing. The posted speed limit is 55 miles per hour.

Route 72 in this area was identified as part of the 1992 Highway Safety Improvement Program (Site M). As a result, the Route 40/Route 72 intersection was widened to accommodate double left-turn lanes, and separate through and right turn lanes on the northbound and southbound approaches. Additionally, Route 40 in this area is currently under study as part of the Route 40 Corridor Study.

ACCIDENT DATA SUMMARIES

A total of 141 accidents were reported during the three-year study period between January 1996 and December 1998. The following is a summary of the accidents by location and by type:

- Route 72 – 45 total accidents
 - 13 eastbound rear end accidents
 - 11 left-turn accidents
 - 8 westbound rear end accidents
 - 3 angle accidents
- Scotland Drive - 35 total accidents
 - 12 angle accidents
 - 9 westbound rear end accidents
 - 8 eastbound rear end accidents
- Fox Run Shopping Center – 8 total accidents
 - 6 westbound left-turn accidents
- Becks Woods Drive – 3 total accidents
- Rickey Boulevard – 3 total accidents

TABLE 1
Accident Data Summary

Accident Severity		Year		Collision Type		Surface		Lighting	
Fatal	0	1996	45 (32%)	Rear End	72 (51%)	Dry	119 (84%)	Daylight	104 (74%)
Injury	61 (43%)	1997	50 (35%)	Angle	53 (38%)	Wet	20 (14%)	Dark	30 (21%)
PDO	80 (57%)	1998	46 (33%)	Head On	2 (1%)	Snowy	1 (1%)	Dawn/Dusk	7 (5%)
				Side Swipe	5 (4%)	Icy	1 (1%)		
				Other	9 (6%)				
Total	141		141		141		141		141

Primary Cause			
Speed too Fast – 6 (4%)	Fail to Yield R.O.W. – 16 (11%)	Pass Stop sign – 3 (2%)	Disregard traffic signal – 22 (16%)
Drove left to center – 4 (3%)	Improper passing – 4 (3%)	Following too closely – 18 (13%)	Made improper turn – 1 (1%)
Driving under influence – 10 (7%)	Mechanical defects – 2 (1%)	Inattentive – 28 (20%)	Careless driving – 10 (7%)
Other – 9 (6%)	Unknown – 6 (4%)		

FIELD OBSERVATIONS

Route 40/Route 72 Intersection

- During peak periods, northbound and southbound through vehicles extend beyond the left-turn bays, blocking access to the left-turn bays. The northbound and southbound approaches operate with lag left-turn phasing.
- During peak periods, northbound queues extend beyond the Fox Run Shopping Center signal. Motorists generally stop south of the signal and do not block turning/crossing traffic entering/exiting Fox Run Shopping Center.

Remainder of the Corridor

- At 3:20 PM, a train was observed crossing Route 40 on the railroad tracks east of Rickey Boulevard, stopping Route 40 traffic. As a result, approximately twelve westbound vehicles made U-turns on Route 40 to avoid waiting for the train. The train blocked traffic for approximately two minutes.
- During the evening peak period, westbound left-turn queues at Rickey Boulevard, up to 11 vehicles were observed extending beyond the left-turn bay and blocking through traffic on westbound Route 40.
- Up to four vehicles were observed waiting in the crossover at Becks Woods Drive to turn, restricting each others sight distance.

ROUTE 40 CORIDOR STUDY

As part of the Route 40 Corridor Study the following short-term and long-term improvements are proposed:

Short Term Improvements

- Install concrete islands and pedestrian indications on all four corners of the Route 40/Route 72 intersection
- Extend the northbound Route 72 left-turn lane at Route 40
- Install crosswalks and pedestrian indications on the south and west legs of the Route 40/Scotland Drive intersection
- Drainage improvements at the Route 40/Becks Woods Drive median opening

Long Term Improvements

- Widen Route 40 from four to six lanes
- Widen Route 72 to from two to four lanes in the vicinity of Route 40 and install eastbound and westbound double left-turn lanes on Route 40
- Grade separate the Route 40 and Conrail railroad crossing.

ADDITIONAL STUDIES

The recent capacity improvements at the Route 40/Route 72 intersection and additional improvements associated with the Route 40 Corridor Study will address existing safety and capacity problems on Route 40; therefore, the HSIP committee recommended no further studies.



Photo 1: Route 40 at Route 72 (Looking west)



Photo 2: Route 40 at Fox Run Shopping Center (Looking west)



Photo 3: Westbound Route 40 at Becks Woods Drive



Photo 4: Route 40 at Conrail Tracks

1999 HSIP – Site K Task I Report

INTRODUCTION

Site K is a 2.39 mile corridor located along Route 40/Pulaski Highway (N32) from 0.31 miles east of Wellington Drive/Church Road to 0.10 miles west of Holly Avenue. Route 40 is a four-lane, open-section roadway divided by a wide grass median. The posted speed limit is 35 miles per hour from Walther Road to east of the Route 1 interchange where the speed limit increases to 55 miles per hour. Within the limits of the site there are several unsignalized crossovers in addition to numerous commercial driveways and the following six signalized intersections:

- Walther Road
- Governors Square Shopping Center
- Route 7
- Eden Square Shopping Center
- Route 1 Southbound Ramps
- Route 1 Northbound Ramps

ACCIDENT DATA SUMMARIES

A total of 339 accidents were reported during the three year study period including 108 (32%) accidents that can be attributed to inattentive driving. For analysis purposes, accident data from October 1995 through September 1998 was used which corresponds with the three year study period for the ongoing Route 40 Corridor Study. The following is a summary of the accidents by location:

- Route 7 – 107 accidents
- 55 eastbound rear-end accidents
- 31 westbound rear-end accidents
- Walther Road/Glendale Boulevard – 49 accidents
- 25 westbound rear-end accidents
- 13 eastbound rear-end accidents
- 11 left-turn accidents
- Eden Square Shopping Center – 43 accidents
- 17 eastbound rear-end accidents
- 9 westbound rear-end accidents
- Governor Square Shopping Center – 29 accidents
- 16 westbound rear-end accidents
- 7 eastbound rear-end accidents
- Route 1 (Southbound Ramps) – 26 accidents
- 15 eastbound rear-end accidents
- 6 westbound rear-end accidents
- Buckley Boulevard – 12 accidents
- Route 1 (Northbound Ramps) – 10 accidents

The following is a summary of the accidents by type:

TABLE 1
Accident Data Summary

Accident Severity		Year		Collision Type		Surface		Lighting	
Fatal	2 (1%)	1995	114 (34%)	Rear End	225 (66%)	Dry	267 (79%)	Daylight	233 (69%)
Injury	115 (34%)	1996	122 (36%)	Sideswipe	9 (3%)	Wet	69 (20%)	Dark/Lit	53 (16%)
PDO	222 (65%)	1997	103 (30%)	Angle	84 (25%)	Snowy	1 (1%)	Dark/Unlit	41 (12%)
				Other	21 (6%)	Unknown	2 (1%)	Dawn/Dusk	12 (3%)
Total	339		339		339		339		339

Primary Cause				
Speed too fast – 17 (5%)	Fail to yield R-O-W – 25 (7%)	Pass Stop sign – 4 (1%)	Disregard traffic signal – 23 (7%)	Drove left to center – 6 (2%)
Improper passing – 5 (1%)	Following too closely – 64 (19%)	Made improper turn – 4 (1%)	Driving under influence – 21 (6%)	Inattentive – 108 (32%)
Careless driving – 22 (6%)	Reckless driving – 2 (1%)	Other – 24 (7%)	Unknown – 14 (4%)	

FIELD OBSERVATIONS

- Vehicles exiting the southbound Route 1 ramp to Route 40 westbound must weave across two lanes of traffic within a short distance to enter the left-turn bay for Eden Square Shopping Center.
- The median opening at the Route 40/Buckley Boulevard intersection allows all turning movements. Up to four vehicles were observed waiting within the median opening to cross or turn onto Route 40. Motorists waiting within the median often block other motorists' sight distance.
- During the evening peak period, westbound Route 40 through and left-turning vehicles at the Route 7 intersection queue beyond the Eden Square Shopping Center driveway.
- The predominant movement is eastbound in the morning and westbound in the evening.
- There are no provisions for pedestrians at the Route 7/Route 40 intersection for pedestrians to cross any leg.

OTHER ISSUES FROM ROUTE 40 PROJECT

- Westbound Route 40 right-turning vehicles onto Walther Road conflict with eastbound left-turning and northbound through vehicles.
- Northbound Route 7 right-turns onto Route 40 conflict with southbound Route 7 left-turns onto Route 40.
- Westbound Route 40 motorists use the right-turn lane approaching Walther Road as a through lane and make quick last minute lane changes into the through lane to proceed westbound on Route 40.

REMEDIAL IMPROVEMENTS

- Channelization at the Buckley Boulevard intersection to permit eastbound and westbound left-turns from Route 40 onto Buckley Boulevard.
- Improved signal timing and phasing at the Route 7 and Eden Square Shopping Center signals to decrease congestion during peak periods.
- Channelization on Route 40 between the Eden Square Shopping Center signal and the Route 1 southbound off-ramp to eliminate the weave involving motorists exiting the ramp and turning left into the Eden Square Shopping Center driveway. Southbound Route 1 motorists destined for Eden Square would be forced to make a right turn at the signalized intersection.
- Prohibit westbound Route 40 right turns on red at Walther Road during the Route 40 left-turn and northbound Walther Road signal phases.
- Upgrade the existing signing and markings for the right-lane drop on the westbound Route 40 approach to Walther Road. Install additional arrows and "ONLY" pavement markings and increase the size and frequency of signs.

ADDITIONAL STUDIES

The current Route 40 Corridor Improvements Study will be considering the above mentioned improvements through the Action Teams.



Photo 1 - Eastbound Route 40 at Route 7



Photo 2 - Westbound Route 40 at Route 7



Photo 3 - Route 40 at Buckley Boulevard - Looking East



Photo 4 - Route 40 at Eden Square Shopping Center - Looking East

APPENDIX D: Statewide 1.0 Mile Corridors Ranked by Critical Ratio

Delaware - Statewide
Accident Date Range
01/01/2007 - 12/31/2009

Interval Length
1.0 mile

Parameters
AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
1	10.12	1	355D	Harmony Road	0	0.05	1	<10 accidents - Did not meet criteria
2	5.93	1	34H	US 13	0	0.1	1	<10 accidents - Did not meet criteria
3	4.48	1	367	Welsh Tract Road	0	0.99	19	Location #1
4	4.48	1	367	Welsh Tract Road	0.1	1.09	19	Location #1
5	4.01	1	367	Welsh Tract Road	0.2	1.19	17	Location #1
6	4.01	1	367	Welsh Tract Road	0.3	1.29	17	Location #1
7	3.78	1	367	Welsh Tract Road	0.4	1.39	16	Location #1
8	3.76	1	367	Welsh Tract Road	0.5	1.49	16	Location #1
9	3.7	3	199	Fowlers Beach Road	1.2	2.15	4	<10 accidents - Did not meet criteria
10	3.6	1	11A	Delaware Park Road	0	0.15	4	<10 accidents - Did not meet criteria
11	3.56	3	246	Albury Avenue	0.9	1.89	7	<10 accidents - Did not meet criteria
12	3.55	3	199	Fowlers Beach Road	1.1	2.09	4	<10 accidents - Did not meet criteria
13	3.51	3	396		1.8	2.79	6	<10 accidents - Did not meet criteria
14	3.51	3	396		1.9	2.89	6	<10 accidents - Did not meet criteria
15	3.46	2	14	SR 42	3	3.91	5	<10 accidents - Did not meet criteria
16	3.43	1	31A	Old Limestone Road	0	0.31	1	<10 accidents - Did not meet criteria
17	3.43	3	14C		0	0.29	1	<10 accidents - Did not meet criteria
18	3.27	3	60	SR 54	3.1	4.09	7	<10 accidents - Did not meet criteria
19	3.27	3	60	SR 54	3.2	4.19	7	<10 accidents - Did not meet criteria
20	3.27	3	60	SR 54	3.3	4.29	7	<10 accidents - Did not meet criteria
21	3.25	1	38	St. Andrews School Road	0	0.99	7	<10 accidents - Did not meet criteria
22	3.23	2	429	Mechanic Street	3.1	4.09	6	<10 accidents - Did not meet criteria
23	3.23	2	429	Mechanic Street	3.2	4.19	6	<10 accidents - Did not meet criteria
24	3.23	2	429	Mechanic Street	3.3	4.29	6	<10 accidents - Did not meet criteria
25	3.18	1	429	Mechanic Street	3.8	4.79	7	<10 accidents - Did not meet criteria
26	3.14	2	14	SR 42	2.9	3.89	5	<10 accidents - Did not meet criteria
27	3.09	2	14	SR 42	2.8	3.79	5	<10 accidents - Did not meet criteria
28	3.05	2	14	SR 42	2.7	3.69	5	<10 accidents - Did not meet criteria
29	3.05	3	246	Albury Avenue	1	1.99	6	<10 accidents - Did not meet criteria
30	3.04	2	14	SR 42	2.6	3.59	5	<10 accidents - Did not meet criteria
31	3.02	1	367	Welsh Tract Road	0.6	1.59	13	Location #1
32	3.02	3	396		2.2	3.16	5	<10 accidents - Did not meet criteria
33	3	3	542A		0	0.18	1	<10 accidents - Did not meet criteria
34	2.93	3	396		2	2.99	5	<10 accidents - Did not meet criteria
35	2.93	3	396		2.1	3.09	5	<10 accidents - Did not meet criteria
36	2.83	1	355B		0	0.26	1	<10 accidents - Did not meet criteria
37	2.83	3	361	West Avenue	2.3	3.29	8	<10 accidents - Did not meet criteria
38	2.81	1	12A	Farrand Drive Ext.	0	0.1	2	<10 accidents - Did not meet criteria
39	2.8	3	60	SR 54	4.8	5.79	6	<10 accidents - Did not meet criteria
40	2.8	3	60	SR 54	4.9	5.89	6	<10 accidents - Did not meet criteria
41	2.8	3	60	SR 54	5	5.99	6	<10 accidents - Did not meet criteria
42	2.79	3	361	West Avenue	2.2	3.19	8	<10 accidents - Did not meet criteria
43	2.78	3	361	West Avenue	2.1	3.09	8	<10 accidents - Did not meet criteria
44	2.75	3	261		1.1	2.09	8	<10 accidents - Did not meet criteria
45	2.71	1	429	Mechanic Street	3.7	4.69	6	<10 accidents - Did not meet criteria
46	2.71	3	544		0.2	1.19	6	<10 accidents - Did not meet criteria
47	2.69	1	224	Upper Snuffmill Road	0	0.95	6	<10 accidents - Did not meet criteria
48	2.69	1	429	Mechanic Street	3.6	4.59	6	<10 accidents - Did not meet criteria
49	2.69	2	429	Mechanic Street	2.8	3.79	5	<10 accidents - Did not meet criteria
50	2.69	2	429	Mechanic Street	2.9	3.89	5	<10 accidents - Did not meet criteria
51	2.69	2	429	Mechanic Street	3	3.99	5	<10 accidents - Did not meet criteria
52	2.66	3	199	Fowlers Beach Road	0.8	1.79	3	<10 accidents - Did not meet criteria
53	2.66	3	199	Fowlers Beach Road	0.9	1.89	3	<10 accidents - Did not meet criteria
54	2.66	3	199	Fowlers Beach Road	1	1.99	3	<10 accidents - Did not meet criteria
55	2.65	1	315A		0	0.08	1	<10 accidents - Did not meet criteria
56	2.65	3	261		1.2	2.19	7	<10 accidents - Did not meet criteria
57	2.58	1	318A	St. James Church Road	0	0.24	1	<10 accidents - Did not meet criteria
58	2.58	3	246		0.5	1.49	5	<10 accidents - Did not meet criteria
59	2.58	3	544		0.1	1.09	6	<10 accidents - Did not meet criteria
60	2.56	3	246	Albury Avenue	0.6	1.59	5	<10 accidents - Did not meet criteria
61	2.55	2	127		0	0.41	1	<10 accidents - Did not meet criteria
62	2.55	3	246	Albury Avenue	0.7	1.69	5	<10 accidents - Did not meet criteria
63	2.55	3	246	Albury Avenue	0.8	1.79	5	<10 accidents - Did not meet criteria
64	2.55	3	246	Albury Avenue	1.1	2.09	5	<10 accidents - Did not meet criteria

Delaware - Statewide

Accident Date Range

01/01/2007 - 12/31/2009

Interval Length

1.0 mile

Parameters

AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
65	2.55	3	261		1	1.99	8	<10 accidents - Did not meet criteria
66	2.51	3	28	US 9	6	6.99	14	Location #2
67	2.5	2	295		0	0.99	3	<10 accidents - Did not meet criteria
68	2.5	2	295		0.1	1.09	3	<10 accidents - Did not meet criteria
69	2.46	3	361	West Avenue	1.9	2.89	8	<10 accidents - Did not meet criteria
70	2.44	2	88		0.2	1.19	4	<10 accidents - Did not meet criteria
71	2.43	2	14	SR 42	2.4	3.39	4	<10 accidents - Did not meet criteria
72	2.43	2	14	SR 42	2.5	3.49	4	<10 accidents - Did not meet criteria
73	2.42	2	88		0.3	1.29	4	<10 accidents - Did not meet criteria
74	2.4	2	88		0.4	1.39	4	<10 accidents - Did not meet criteria
75	2.4	3	544		0.3	1.29	5	<10 accidents - Did not meet criteria
76	2.38	2	14	SR 42	2.3	3.29	4	<10 accidents - Did not meet criteria
77	2.37	1	454	Sawmill Branch Road	0.5	1.46	3	<10 accidents - Did not meet criteria
78	2.37	3	28	US 9	5.9	6.89	13	Location #2
79	2.35	1	275	Golden Ring Road	1.4	2.39	8	<10 accidents - Did not meet criteria
80	2.35	1	275	Golden Ring Road	1.5	2.49	8	<10 accidents - Did not meet criteria
81	2.35	3	261		0.9	1.89	8	<10 accidents - Did not meet criteria
82	2.34	2	88		0.5	1.49	4	<10 accidents - Did not meet criteria
83	2.34	3	396		1.7	2.69	4	<10 accidents - Did not meet criteria
84	2.34	3	60	SR 54	3	3.99	5	<10 accidents - Did not meet criteria
85	2.34	3	60	SR 54	3.4	4.39	5	<10 accidents - Did not meet criteria
86	2.34	3	60	SR 54	3.5	4.49	5	<10 accidents - Did not meet criteria
87	2.34	3	60	SR 54	3.6	4.59	5	<10 accidents - Did not meet criteria
88	2.34	3	60	SR 54	3.7	4.69	5	<10 accidents - Did not meet criteria
89	2.34	3	60	SR 54	3.8	4.79	5	<10 accidents - Did not meet criteria
90	2.34	3	60	SR 54	5.1	6.09	5	<10 accidents - Did not meet criteria
91	2.32	3	361		2	2.99	7	<10 accidents - Did not meet criteria
92	2.31	2	271		3.1	4.01	2	<10 accidents - Did not meet criteria
93	2.28	1	260	Brecks Lane Road	0	0.57	2	<10 accidents - Did not meet criteria
94	2.28	2	384		3	3.99	7	<10 accidents - Did not meet criteria
95	2.27	2	88		0.1	1.09	4	<10 accidents - Did not meet criteria
96	2.22	1	429	Mechanic Street	3.5	4.49	5	<10 accidents - Did not meet criteria
97	2.22	2	207		2.9	3.89	4	<10 accidents - Did not meet criteria
98	2.22	2	207		3	3.99	4	<10 accidents - Did not meet criteria
99	2.21	1	429	Mechanic Street	3.3	4.29	5	<10 accidents - Did not meet criteria
100	2.21	1	82	SR 1	5.5	6.49	12	Location #3
101	2.19	3	261		0.8	1.79	8	<10 accidents - Did not meet criteria
102	2.17	1	275	Golden Ring Road	1.6	2.59	7	<10 accidents - Did not meet criteria
103	2.17	1	469	Black Diamond Road	0.4	1.39	3	<10 accidents - Did not meet criteria
104	2.17	1	469	Black Diamond Road	0.5	1.49	3	<10 accidents - Did not meet criteria
105	2.17	1	469	Black Diamond Road	0.6	1.59	3	<10 accidents - Did not meet criteria
106	2.17	1	469	Black Diamond Road	0.7	1.69	3	<10 accidents - Did not meet criteria
107	2.16	3	28	US 9	9.1	10.09	13	Location #4
108	2.15	2	30	Main Street	1.5	2.49	9	<10 accidents - Did not meet criteria
109	2.15	2	429		2.7	3.69	4	<10 accidents - Did not meet criteria
110	2.15	2	429		3.4	4.39	4	<10 accidents - Did not meet criteria
111	2.15	2	429		3.6	4.59	4	<10 accidents - Did not meet criteria
112	2.15	3	353		2.3	3.29	3	<10 accidents - Did not meet criteria
113	2.15	3	525		1.8	2.79	7	<10 accidents - Did not meet criteria
114	2.15	3	525		1.9	2.89	7	<10 accidents - Did not meet criteria
115	2.15	3	525		2	2.99	7	<10 accidents - Did not meet criteria
116	2.15	3	525		2.1	3.09	7	<10 accidents - Did not meet criteria
117	2.15	3	525		2.2	3.19	7	<10 accidents - Did not meet criteria
118	2.14	3	28	US 9	6.1	7.09	12	Location #2
119	2.14	3	361		2.4	3.39	6	<10 accidents - Did not meet criteria
120	2.13	1	452	Fieldsboro Road	0	0.99	3	<10 accidents - Did not meet criteria
121	2.13	1	452	Fieldsboro Road	0.1	1.09	3	<10 accidents - Did not meet criteria
122	2.13	1	452	Fieldsboro Road	0.2	1.19	3	<10 accidents - Did not meet criteria
123	2.13	1	452	Fieldsboro Road	0.3	1.29	3	<10 accidents - Did not meet criteria
124	2.13	1	452	Fieldsboro Road	0.4	1.39	3	<10 accidents - Did not meet criteria
125	2.13	1	452	Fieldsboro Road	0.5	1.49	3	<10 accidents - Did not meet criteria
126	2.13	1	452	Fieldsboro Road	0.6	1.59	3	<10 accidents - Did not meet criteria
127	2.13	2	30	Main Street	1.6	2.59	9	<10 accidents - Did not meet criteria
128	2.13	3	353		2.4	3.39	3	<10 accidents - Did not meet criteria

Delaware - Statewide

Accident Date Range

01/01/2007 - 12/31/2009

Interval Length

1.0 mile

Parameters

AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
129	2.12	2	8	US 113	9.6	10.59	13	Location #5
130	2.12	3	24	SR 24	18.2	19.19	7	<10 accidents - Did not meet criteria
131	2.12	3	24	SR 24	18.4	19.39	7	<10 accidents - Did not meet criteria
132	2.12	3	24	SR 24	18.5	19.49	7	<10 accidents - Did not meet criteria
133	2.11	3	246	Albury Avenue	0.3	1.29	4	<10 accidents - Did not meet criteria
134	2.11	3	261		1.3	2.29	5	<10 accidents - Did not meet criteria
135	2.11	3	353		2.1	3.09	3	<10 accidents - Did not meet criteria
136	2.11	3	477		0	0.99	3	<10 accidents - Did not meet criteria
137	2.1	1	26	Old Baltimore Pike	2.5	3.49	21	Location #6
138	2.1	3	48		7.2	8.19	7	<10 accidents - Did not meet criteria
139	2.1	3	48		7.3	8.29	7	<10 accidents - Did not meet criteria
140	2.1	3	48		7.4	8.39	7	<10 accidents - Did not meet criteria
141	2.1	3	48		7.5	8.49	7	<10 accidents - Did not meet criteria
142	2.1	3	48		7.6	8.59	7	<10 accidents - Did not meet criteria
143	2.1	3	48		7.7	8.69	7	<10 accidents - Did not meet criteria
144	2.1	3	48		7.8	8.79	7	<10 accidents - Did not meet criteria
145	2.1	3	48		7.9	8.89	7	<10 accidents - Did not meet criteria
146	2.1	3	48		8	8.99	7	<10 accidents - Did not meet criteria
147	2.09	2	30	Main Street	0.7	1.69	7	<10 accidents - Did not meet criteria
148	2.09	3	246	Albury Avenue	0.4	1.39	4	<10 accidents - Did not meet criteria
149	2.09	3	28	US 9	8.9	9.89	12	Location #4
150	2.07	3	246	Albury Avenue	1.8	2.7	3	<10 accidents - Did not meet criteria
151	2.07	3	326	State Street	0.8	1.79	8	<10 accidents - Did not meet criteria
152	2.06	2	188		0	0.32	1	<10 accidents - Did not meet criteria
153	2.06	3	353		2	2.99	3	<10 accidents - Did not meet criteria
154	2.06	3	353		2.5	3.49	3	<10 accidents - Did not meet criteria
155	2.05	1	26	Old Baltimore Pike	2.8	3.79	21	Location #6
156	2.05	3	594		0	0.99	6	<10 accidents - Did not meet criteria
157	2.04	2	30	Main Street	0.4	1.39	7	<10 accidents - Did not meet criteria
158	2.04	3	246		1.2	2.19	4	<10 accidents - Did not meet criteria
159	2.04	3	28	US 9	9	9.99	12	Location #4
160	2.04	3	544		0.4	1.39	4	<10 accidents - Did not meet criteria
161	2.03	2	303		1.2	2.19	2	<10 accidents - Did not meet criteria
162	2.02	1	301	Thompson's Station Road	0.3	1.29	9	<10 accidents - Did not meet criteria
163	2.02	1	301	Thompson's Station Road	0.4	1.39	9	<10 accidents - Did not meet criteria
164	2.02	2	54	Main Street	0.1	1.09	6	<10 accidents - Did not meet criteria
165	2.02	2	54	Main Street	0.2	1.19	6	<10 accidents - Did not meet criteria
166	2.02	2	54	Main Street	0.3	1.29	6	<10 accidents - Did not meet criteria
167	2.02	2	54	Main Street	0.4	1.39	6	<10 accidents - Did not meet criteria
168	2.02	2	54	Main Street	0.5	1.49	6	<10 accidents - Did not meet criteria
169	2.01	3	28	US 9	5.8	6.79	11	Location #4
170	2.01	3	488		2.8	3.79	4	<10 accidents - Did not meet criteria
171	2.01	3	488		2.9	3.89	4	<10 accidents - Did not meet criteria
172	2	1	82	SR 1	5.6	6.59	12	Location #3
173	2	1	9	SR 52	3.2	4.19	16	Location #7
174	2	2	8	US 113	9.7	10.69	12	Location #5
175	1.99	3	361		1.8	2.79	7	<10 accidents - Did not meet criteria
176	1.99	3	479A		0	0.6	2	<10 accidents - Did not meet criteria
177	1.98	1	26	Old Baltimore Pike	2.6	3.59	20	Location #6
178	1.98	1	26	Old Baltimore Pike	2.9	3.89	20	Location #6
179	1.98	1	9	SR 52	3.1	4.09	16	Location #7
180	1.98	2	325	Big Oak Road	1.4	2.39	4	<10 accidents - Did not meet criteria
181	1.98	2	73	North Street	4.3	5.29	7	<10 accidents - Did not meet criteria
182	1.98	3	207		1.3	2.29	7	<10 accidents - Did not meet criteria
183	1.98	3	353		1.9	2.89	3	<10 accidents - Did not meet criteria
184	1.98	3	544		1	1.99	2	<10 accidents - Did not meet criteria
185	1.97	1	26	Old Baltimore Pike	2.7	3.69	20	Location #6
186	1.97	2	30	Main Street	1.4	2.39	8	<10 accidents - Did not meet criteria
187	1.97	3	2	US 13	3.6	4.59	18	Location #8
188	1.96	1	383	Church Road	0.4	1.37	8	<10 accidents - Did not meet criteria
189	1.96	2	30	Main Street	0.3	1.29	7	<10 accidents - Did not meet criteria
190	1.96	2	384		3.1	4.09	6	<10 accidents - Did not meet criteria
191	1.96	3	16	SR 16	25.8	26.79	5	<10 accidents - Did not meet criteria
192	1.96	3	16	SR 16	25.9	26.89	5	<10 accidents - Did not meet criteria

Delaware - Statewide**Accident Date Range**

01/01/2007 - 12/31/2009

Interval Length

1.0 mile

Parameters

AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
193	1.96	3	16	SR 16	26	26.99	5	<10 accidents - Did not meet criteria
194	1.96	3	16	SR 16	26.1	27.09	5	<10 accidents - Did not meet criteria
195	1.96	3	353		2.6	3.59	3	<10 accidents - Did not meet criteria
196	1.95	2	73	North Street	4.2	5.19	7	<10 accidents - Did not meet criteria
197	1.95	3	326	State Street	0.7	1.69	8	<10 accidents - Did not meet criteria
198	1.94	1	32	US 40	4.2	5.19	25	Location #9
199	1.94	2	73	North Street	4.4	5.39	7	<10 accidents - Did not meet criteria
200	1.94	3	213	Walnut Street	8.1	9.09	5	<10 accidents - Did not meet criteria
201	1.94	3	484		2.7	3.69	4	<10 accidents - Did not meet criteria
202	1.92	1	17	SR 92	0	0.99	17	Location #10