FINAL REPORT

COST-EFFECTIVE SIDE-SLOPE SAFETY COUNTERMEASURES FOR ALASKA

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1.0 BACKGROUND AND INTRODUCTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) design policy (1) requires that cost effective analysis be performed to determine whether flattening of side slopes is preferable to guardrail installation. The analysis procedure is based upon a procedure outlined in the "Guide for Selecting, Locating and Designing Traffic Barriers," published by the American Association of State Highway and Transportation Officials (AASHTO) in 1977 (3) and "A Supplement to a Guide for Selecting, Designing and Locating Traffic Barriers," prepared by the Texas Transportation Institute (10).* In order to carry out the cost-effectiveness procedure, the relative severity indices for roadside objects are required. The objective of this research is:

> "To determine the relationship between on the one hand, slope steepness, embankment height and other factors relevant to side-slope design and on the other hand, accident severity."

The research carried out to meet the project objectives will be reported on as follows:

- a brief description of the cost-effectiveness procedure outlined in the DOT&PF design policy;
- a review of literature relevant to accident severity indices for side-slopes;
- the approach followed, for the purpose of this research, to the determination of severity indices for Alaskan conditions;
- data collection;
- data analysis;

* Note: For mid-design periods with average daily traffic less than 750, a simple graphical relationship is provided to determine whether an embankment barrier is warranted.

- conclusions; and

- recommendations.

2.0 THE COST-EFFECTIVE PROCEDURE FOR CHOOSING BETWEEN GUARDRAILS AND SLOPE-FLATTENING.

The cost-effective procedure for making a choice between guardrails and slope flattening (as outlined in the "Guide for Selecting, Locating and Designing Traffic Barriers", the 1981 Supplement and the DOT&PF design policy) will be reviewed in two parts.

(a) The basic cost-effectiveness procedure.

(b) The severity indices for side-slopes.

2.1 The Basic Cost-Effective Procedure

The procedure outlined in the AASHTO Guide of 1977 consists of a comparison among the present worths of different alternative safety designs. Specifically, the total present worth for each alternative design is calculated as follows:

$$C_T = C_I + C_D(C_f)(K_T) + C_M(K_T) + C_{OVD}(C_f)(K_T) - C_s(K_j)$$

where

C_T = total present worth cost

C_I = initial cost of obstacle (present dollars)

C_D = average damage cost per accident incurred to the obstacle (present dollars)

C_f = collision frequency (accidents per year)

K_T = present worth factor

C_M = average maintenance cost per year for the obstacle (present dollars)

C_{OVD} = average occupant injury and vehicle damage cost per accident (present dollars)

C_s = estimated salvage value of the obstacle (future dollars)

K_j = present worth factor.

It can readily be seen that the total present worth cost consists of the sum of the initial cost, maintenance cost and accident cost minus the salvage value. The alternative design with the lowest present worth cost should be selected, given that the initial cost and maintenance cost can be afforded by the highway agency.

The cost-effective procedure was revised in the 1981 Supplement. The primary difference was the substitution of an equivalent uniform annual cost analysis for the present worth analysis. The equivalent uniform annual cost is calculated as follows:

$$C_{AT} = C_I(CRF) + C_D C_F + C_M + C_{OVD} C_f - C_s(SF)$$

where

C_{AT} = total annual cost associated with the obstacle (dollars)

CRF = capital recovery factor

SF = sinking fund factor.

The methodology followed and numerical values used to assign severity indices in the 1981 Supplement remained as in the 1977 AASHTO Barrier Guide. The DOT&PF design policy also utilizes the equivalent uniform annual cost analysis method, but a different method for the assignment of severity indices is used. A more detailed discussion of the method for determining severity indices is presented in the next section.

The design configuration of the side-slope will influence all elements of the equation. For the purpose of this research, the factor C_{OVD} is the element of note in the equation. C_{OVD} is determined as follows (2):

> "Assign a severity index to the obstacle of concern. It is suggested that the index be chosen on a scale of 0 to 10 according to the criteria given in Table VII-C-1." (See Table 1 of this report.) "For example, if it is estimated that an impact with the obstacle will result in injuries or a fatality 60 percent of the time, select an index of 7. Corresponding to the index is an estimated accident cost which includes those costs associated with vehicle damage and occupant injuries and/or fatalities.... Figure VII-C-6 is a graphic representation of accident cost versus severity index (see Figure 1 of this report). Discretion is advised in assigning severity indices and the designer is encouraged to exhaust all available data before resorting to judgment. A set of indices for a number of roadside obstacles has been developed... and may be used for guidelines in the absence of more definitive data." (See Barrier Guide (3) Appendix E).

The value of the severity index is then used to enter Table VII-C-1 (Table 1 of this report) or Figure VII-C-6 (Figure 1 of this report) and the total cost of an accident determined.

The DOT&PF design policy contains amended severity values for obstacles as well as amended costs for accidents. Whereas the accident costs in the 1977 AASHTO Barrier Guide are based upon $700

Table 1. Severity index and accident cost according to 1977 Barrier Guide. (Source: AASHTO (3))

Severity Index	% PDO Accidents*	% Injury Accidents	% Fatal Accidents	Total Accident Cost
0	100	0	0	$ 700
1	85	15	0	2,095
2	70	30	0	3,490
3	55	45	0	4,885
4	40	59	1	8,180
5	30	65	5	16,710
6	20	68	12	30,940
7	10	60	30	66,070
8	0	40	60	124,000
9	0	21	79	160,000
10	0	5	95	190,000

*PDO refers to those accidents where property damage only is involved.

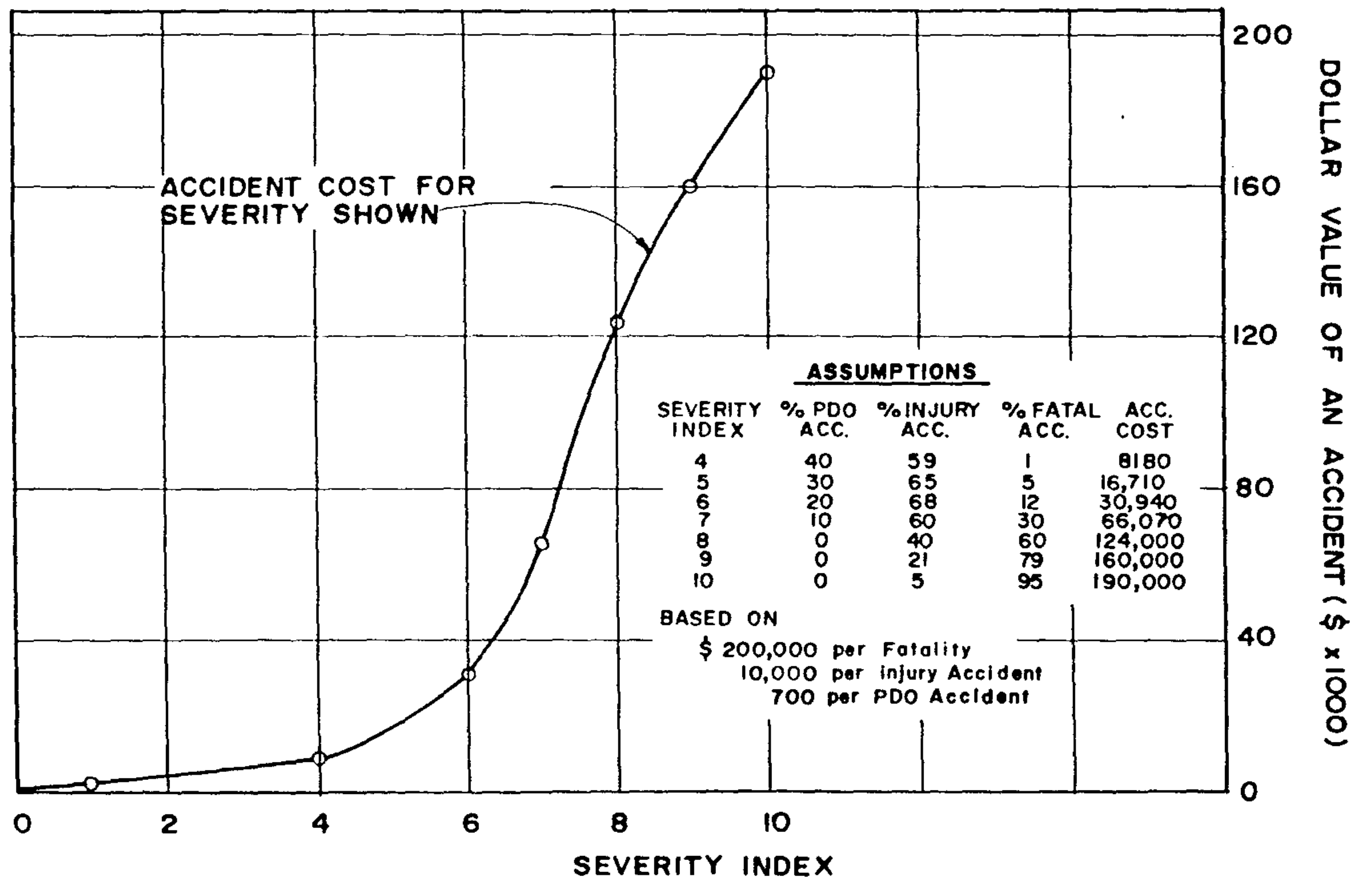

Figure 1. Average occupant injury and vehicle damage costs according to 1977 Barrier Guide (Source: AASHTO (3))

for a property damage only (PDO) accident, \$10,000 for an injury accident and \$200,000 for a fatal accident, the accident costs in the DOT&PF design policy are based on corresponding costs of \$2,000, \$10,000 and \$1,400,000. The relationship between costs and severity is shown in Table 2. The severity index for a side slope is calculated using a relationship developed by Glennon and Tamburri (5):

$$\log SI = 0.566 + 0.16 \log h + 0.324 \log s$$

where

SI = Severity index

h = Height in feet as measured between the shoulder and the toe of the side slope

s = Side slope measured as a ratio of vertical distance to horizontal distance (e.g. 0.67, 0.5 etc.)

There appears to be a discrepancy between the use of the basic accident costs adopted by DOT&PF and the severity index as determined using Glennon and Tamburri's relationship. The relationship is based upon a linear regression that was performed using relative weights for the different types of accidents; i.e., 1-6-25 for PDO-injury-fatal accidents. If this approach were adopted by DOT&PF, relative weights of 1-5-700 for the different accident types should be considered. It should also be noted that the severity index determined with the aid of Glennon and Tamburri's equation cannot be compared with severity indices for other indices unless they are based upon a common scale for costs versus severity index. The common scale is presented in Table 2.

In order to determine which features of the obstacle are necessary to consider when determining a severity index, it is useful to consider which features are already being considered in the remainder of the equation from the 1977 Barrier Guide and the 1981 Supplement. In this case C_f is the factor of note and is computed

Table 2. Severity index and accident cost as used by DOT&PF. (Source: DOT&PF Design Policy (1))

Severity Index	Percent Property Damage	Percent Injury	Percent Fatality	Total Cost
0	100	0	0	$ 2,000
1	85	15	0	$ 3,200
2	70	30	0	$ 4,400
3	55	45	0	$ 5,600
4	40	59	1	$ 20,700
5	30	65	5	$ 77,100
6	20	68	12	$ 175,200
7	10	60	30	$ 426,200
8	0	40	60	$ 844,000
9	0	21	79	$1,108,100
10	0	5	95	$1,330,500

as follows:

$$C_f = \frac{E_f}{10,560} [(L+62\text{ù}9) \text{ ù } P [Y \geq A]$$

$$+ 5.14 \sum_{J=1}^{J=W} P [Y \geq A+6\text{ù}0 + \frac{2J-1}{2}]]$$

where

E_f = encroachment frequency (encroachments per mile per year).

L = horizontal length of the obstacle (feet).

Y = the lateral displacement, in feet, of the encroaching vehicle measured from the edge of the travelled way to the longitudinal face of the roadside obstacle.

P(Y>..) = probability of a vehicle lateral displacement greater than some value.

A = lateral placement of the obstacle from the edge of pavement (EOP). The EOP is actually the edge of travelled way according to further definition in the publication.

J = the number of the one-foot wide obstacle-width increment under investigation.

W = width of the roadside obstacle.

From this equation, it can be seen that the encroachment frequency and the effect of the physical size of the obstacle on the probability of a vehicle colliding with the obstacle are accounted for exogenously to the severity index. The only factors to be accounted for in the severity index, then, are the effects of the physical characteristics of the obstacle on the impact a vehicle suffers when colliding with the obstacle.

2.2 The Severity Index

When utilizing severity indices provided in the AASHTO publication of 1977 or the DOT&PF Design Policy, the procedure entails the determination of the accident cost using the known severity index. When determining an unknown severity index (as is the objective of this research), the procedure can be reversed and the severity index determined from the known accident cost or the percentages of fatality, injury or property damage accidents resulting from collisions with the roadside obstacle in question. Simultaneous use of percentages of fatality, injury and property damage accidents will necessitate the use of weighting factors to denote the relative severity of each category of accident in order to arrive at a single value of accident severity. The appropriate weighting factor appears to be the accident cost in view of the fact that the factor C_{OVD} (a monetary value) reflects the accident severity in the evaluation used in the cost-effective procedure. It appears, therefore, that two major factors must be considered when assigning the value of the severity index for a particular roadside obstacle. These two major factors are:

(a) the physical characteristics of the obstacle; and

(b) the total cost of the accidents which are likely to result from the presence of the obstacle.

In the following section these factors are further discussed against the background of the literature review.

3.0 LITERATURE REVIEW

A literature review was conducted with the following objectives:

(a) to review existing methods of determining severity indices for side-slopes with specific reference to the fact that it appears to be appropriate, for the purpose of this research, to determine the severity index in terms of the total cost of the accidents; and

(b) to review existing methods of defining the physical characteristics of side-slopes for the purpose of determining severity indices.

The literature review was conducted by first carrying out a general search through the Transportation Research Information Services (TRIS) data base. Additional references were generated through discussion with DOT&PF staff and by using bibliographies of the known references. A discussion of the literature in terms of the aforementioned objectives follows.

3.1 <u>Methods of Determining Severity Indices</u>

Two primary methods of determining severity indices were found in the literature:

(a) statistical analysis of field observations and subsequent determination of mathematical relationships among accident severity and the physical characteristics of roadside obstacles (empirical approach).

(b) simulation of vehicles running off the road and the impact with roadside objects.

In general, simulation could be a more efficient method to determine severity indices than only the analysis of field data. A necessary condition for efficient simulation is that suitable relationships among input and output variables should exist. Simulation is usually the more efficient approach, since less data are usually required to make conclusions about a wide range of output variable values, than the case would be for analysis of field data only. The two methods are discussed below:

(a) Empirical Models

The most comprehensive analysis on empirical data, found to date, was performed by Glennon and Tamburri (5) (used currently by the DOT&PF). A total of 1,368 single vehicle, down-the-embankment accident records were considered. Of these, 999 were eventually analyzed to obtain relationships for accident severity. The accident severity was obtained in terms of the embankment height and slope. The results are shown in Tables 3(a) and 3(b).

It should be noted the authors used various weighting factors, shown in Table 3(b), to determine the SI. In essence, this corresponds to different relative costs for each category of accident. Several approaches to the determination of cost for each category of accident exist. For the purpose of this research however, costs assigned by DOT&PF to each category of accident will be used i.e., $2,000, $10,000, and $1,400,000 for PDO, injury and fatal accidents respectively. These values affect not only the severity index of side-slopes, but also the severity index of other roadside hazards, since a common base for the determination of severity indices for all roadside hazards should be used.

Data reported by Kimball et al. (7) are shown in Table 4. It should be noted that these data do not contain a great deal of information regarding the effect of the slope.

(b) Simulation

The theory of and experience with simulation models are reported in several documents (8,9). Sicking and Ross comment as follows on the subject of simulation models and the severity index (9).

"Crash testing and simulations have been used to estimate

Table 3(a). Vehicle embankment accidents from California survey in 1963. (Source: Glennon and Tamburri (5)).

1963 SINGLE VEHICLE EMBANKMENT ACCIDENTS

Embankment Category			Number of Accidents				
Embankment Height Range	Category Height	Embankment Slope	Fatal	Injury	PDO	Total	SI (1-6-25)
1-5	3	.200(5:1)	0	2	9	11	1.91
	3	.250(4:1)	0	2	7	9	2.11
	3	.333(3:1)	0	4	6	10	3.00
	3	.500(2:1)	0	22	20	42	3.62
	3	.667(1½:1	0	10	7	17	3.94
	3	1.000	0	1	3	4	2.25
6-10	8	.200	0	2	2	4	3.50
	8	.250	1	4	3	8	6.50
	8	.333	0	5	5	10	3.50
	8	.500	1	34	31	66	3.94
	8	.667	2	42	27	71	4.63
	8	1.000	1	19	5	25	5.76
11-20	15	.250	1	1	3	5	6.80
	15	.333	0	6	3	9	4.33
	15	.500	5	75	44	124	1.98
	15	.667	3	73	41	117	4.73
	15	1.000	1	14	9	24	4.88
21-30	25	.250	0	1	1	2	3.50
	25	.333	0	0	2	2	1.00
	25	.500	1	33	22	56	4.38
	25	.667	8	42	28	78	6.17
	25	1.000	1	21	5	27	5.78
31-40	35	.500	1	22	5	28	5.80
	35	.667	1	20	8	29	5.65
	35	1.000	1	5	4	10	5.90
41-50	45	.500	0	3	3	6	3.50
	45	.667	2	13	7	27	6.12
	45	1.000	0	10	1	11	5.55
51-70	60	.500	0	8	4	12	4.33
	60	.667	3	25	6	34	6.80
	60	1.000	2	3	2	7	10.00
71-100	85	.500	1	6	3	10	6.40
	85	.667	0	20	3	23	5.37
	85	1.000	1	4	2	7	7.28
101-150	125	.500	0	1	1	2	3.50
	125	.667	0	16	3	19	5.22
	125	1.000	1	7	1	9	7.68
151-200	175	.500	0	2	0	2	6.00
	175	.667	1	7	3	11	6.36
	175	1.000	3	8	0	11	11.20
201-500	350	.667	1	6	1	8	7.75
	350	1.000	5	7	0	12	13.90

Table 3(b). Multiple regression equations according to Glennon and Tamburri (5)

Severity Ratios	Equation Type	Regression Equation	Standard Error	Multiple Correlation Coefficient
1-4-17	Linear	SI = 1.988 + 0.012h + 1.933s	0.656	0.791
	Semi-Log	SI = 2.250 + 1.433(Log(h) + 2.061 Log(s)	0.705	0.753
	Log-Log	Log(SI) = 0.413 + 0.149Log(h) + 0.278 Log(s)	0.440	0.794
1-5-25	Linear	SI = 2.189 + 0.017h + 2.851s	0.970	0.788
	Semi-Log	SI = 2.679 + 2.020Log(h) + 3.064log(s)	1.071	0.734
	Log-Log	Log(SI) = 0.505 + 0.164Log(h) + 0.329Log(s)	1.070	0.785
1-6-25	Linear	SI = 2.649 + 0.018h + 3.075s	0.966	0.804
	Semi-Log	SI = 3.146 + 2.185Log(h) + 3.316Log(s)	1.032	0.772
	Log-Log	Log(SI) = 0.566 + 0.160Log(h) + 0.324Log(s)	0.913	0.804
1-6-28	Linear	SI = 2.565 + 0.0190h + 3.341s	1.108	0.785
	Semi-Log	SI = 3.151 + 2.326(Log(h) + 3.566Log(s)	1.190	0.747
	Log-Log	Log(SI) = 0.572 + 0.164(Log(h) + 0.336Log(s)	1.272	0.790
1-10-100	Linear	SI = 2.787 + 0.068h + 9.578s	4.163	0.750
	Semi-Log	SI = 3.618 + 7.625Log(h) + 9.773Log(s)	4.690	0.667
	Log-Log	Log(SI) = 0.806 + 0.235Log(h) + 0.467Log(s)	18.841	0.738

Table 4. Single vehicle embankment accident severities. (Source (7)

EMBANKMENT CATEGORY		NUMBER OF ACCIDENTS			
Embankment Height Range	Embankment Slope	PDO	Injury	Fatal	Total
1-5	0.333 (3:1)	40	27	0	67
	0.500 (2:1)	5	7	0	12
6-10	0.333	28	18	0	46
	0.500	93	62	3	158
11-20	0.333	8	11	0	19
	0.500	126	129	6	261
21-30	0.333	1	1	0	2
	0.500	43	67	6	116
31-40	0.500	16	17	2	35
41-50	0.500	6	10	2	18
>50	0.500	8	13	0	41
TOTALS		380	374	21	775

impact severities of many common highway hazards in terms of vehicle accelerations and damage. Vehicle accelerations have been linked to occupant injury by comparing damage to crash test vehicles and damage to vehicles involved in traffic accidents... However, crash testing is normally conducted at speeds near 60 mph. A large gap therefore exists in severity indices data for roadside features at speeds of less than 60 mph... Note that most crash tests involve impact angles of 15 and 25 degrees. Therefore severity indices for other impact angles must be interpolated and extrapolated..."

Although care should be exercised in drawing a conclusion from these comments in isolation, they do imply that existing simulation models may lack data for calibration over all ranges of speeds and impact angles and may, therefore, not be completely accurate.

"Another limitation to encroachment probability models is found in the determination of accident severity based on predicted impact conditions. Accident severity is an important factor in determining the total accident costs of a safety alternative. There is still only a tenuous link between impact conditions and accident severity. Further, accident severities of some hazards, such as drop-offs and roadside slopes, are quite difficult to quantify. Thus the model has limited value in the analysis of problems in which the severity of potential accidents cannot be estimated."

In view of the above comments, it may be concluded that the use of a simulation model for the purpose of this project may require caution. Also, the available funds did not allow for studying the simulation model or for evaluation for application in Alaska and calibration for local conditions. It was, therefore, decided to follow the empirical approach for this project.

3.2 Definition of Physical Characteristics of Side-Slopes

In the study by Glennon and Tamburri (5), the following variables were initially considered for the definition of the side-slope:

- height of embankment (including natural hillside height)
- slope of embankment
- size of embankment surface material
- firmness of embankment material
- slope of "original ground" at the toe of the embankment
- water at the toe of the embankment
- fixed objects on the slope
- speed of vehicle.

In their analysis, they did not use all of the variables for the following reasons.

(a) The firmness of the embankment material is difficult to evaluate because it is variable over time.

(b) Fixed objects contribute considerably to severity, but this factor should be considered separately from embankment conditions.

(c) Water at the toe of the slope should be considered separately.

(d) Speed definitely contributes to severity but it is not, unfortunately, a predictable quantity for any single vehicle involved in an accident. Generally, however, if larger accident samples are used, the distribution and range in speeds for accidents within each embankment category should be similar. If this is true, speed would not affect the relative severity between categories.

It should be noted that the firmness of embankment material may be a very relevant issue for Alaska, since snow is present for a large portion of the year and may affect accident severities substantially. It was also agreed in the original proposal that the effect of the presence of water at the toe would be considered, if possible, and if significant. In the analysis performed by Glennon and Tamburri, they found that two variables (the slope material and the slope of original ground at the toe of the embankment) had no significant correlation with the severity index.

4.0 DATA COLLECTION

The data collection effort is described in two parts:

(a) data required

(b) the data collection procedure and results.

4.1 Data Required

The data items required were based on the requirements set out in the original proposal, arguments presented in Section 2 and conclusions made from the literature review in Section 3. These consisted essentially of the data required to determine a severity index intended for use in the cost-effectiveness procedure as outlined in the 1977 AASHTO Barrier Guide and the 1981 Supplement. The data came under two major headings.

(a) Accidents related to side-slopes

(b) The physical characteristics of the side-slope involved in the accident.

It was determined in Section 3 that these characteristics should include at least the height and slope of the side-slope. In the original proposal it was agreed, however, that any other factors which may influence the severity index would also be considered i.e., the presence of snow on the embankment and water at the toe.

4.2 Data Collection Procedure

The data collection effort was carried out in two phases:

(a) an initial effort limited to accidents for 1985 and 1986, and restricted to roads in the Northern Region of Alaska; and

(b) an expanded effort for the year 1984 and 1987 for all the roads considered under (a) above as well as the Parks Highway in the Central Region for the years 1984 through 1987.

The reason for the two stage data collection was that more funds were allocated by DOT&PF for data collection which enabled the second stage.

4.2.1 Selection of Routes

All of the major routes in the Northern Region were utilized:

Route 180000 - Alaska Highway

Route 230000 - Tok Cutoff

Route 190000 - Richardson Highway

Route 170000 - Parks Highway

The Glenn Highway (Route 130000) was not included due to the fact that only a short length of highway is included in the Northern Region. As stated before, the portion of the Parks Highway in the Central Region was also included.

4.2.2 Selection of Possible Accident Locations

The primary objective of this step was to determine possible locations of accidents where side-slopes could have been involved. The required data consisted of:

- the route number;

- the CDS milepost corresponding to the accident location; and
- the date of the accident.

The possible accident locations were determined using the computerized accident data base of DOT&PF. Since these data could be obtained very quickly through direct communication with the data base and were, therefore, easy to obtain, very broad categories of accidents were specified. In a following section, it will be seen that the rest of the data were more difficult and time-consuming to obtain. Also, it was necessary to obtain the narrative part of the police report to determine whether a fill side-slope was involved as opposed to a cut-slope. The following broad categories of accidents were specified for the initial sample.

Fixed Object:

Ditch

Embankment

Tree-shrub

Fence

Other object

Noncollision:

Overturn

Immersion

Other

A total of 1077 accident records were obtained. The details of these accidents, as obtained from DOT&PF computerized data base, are presented in Appendix A.

4.2.3 Initial Elimination of Possible Accident Locations

The possible accident locations listed under 4.2.2 were reviewed on DOT&PF Photo-Log to determine whether a fill side-slope might have been involved in the accident. The reason for this was to eliminate all nonrelevant accidents before proceeding with the subsequent steps of the data collection. Accidents were classified as nonrelevant if a bridge or guardrail were present on both sides of the road, if the side slope appeared to be less than one foot in height or if the road was in cut. In addition to eliminating nonrelevant accidents, a record was kept of any other features which may be relevant in the determination of the accident severity index. Accidents involving more than one vehicle were also eliminated. Specifically, note was kept of any water present. For this purpose, the accidents had to be arranged by milepost. Three hundred and thirteen accidents were classified as nonrelevant which left a total of 764 accidents for further consideration.

4.2.4 Further Elimination of Possible Accident Locations

Two avenues were followed to further eliminate unsuitable locations, from the possible locations identified under 4.2.2 The first was to use as-built plans to determine whether a fill side-slope existed at the accident site. If a fill side-slope existed, then the slope and height were recorded as well as dimensions of the ditch, the slope of the natural ground at the toe, and any presence of water at the toe. This approach was abandoned due to the difficulty of coordinating project stationing and CDS miles and the unavailability of some information.

The second avenue followed was to request the police reports for the accidents and to conclude from the narrative part of the report whether a fill side-slope was involved. The files are located in Driver Services in the Department of Public Safety in Juneau, Alaska. For this purpose, the candidate accident locations were arranged by accident date, since the accident files located in the Department of Public

Safety are filed by date with one folder for each day. The accidents are sequentially filed by accident number within each date. The following information was recorded for each accident.

- The side of the road which the vehicle went down as indicated by polar directions: N,S,E or W, and also whether the vehicle ran into the center median of a divided road.
- Whether the vehicle hit a snow bank when leaving the road.
- Whether snow was present on the embankment.
- If an object such as a tree, stream, large rock, fence, telephone pole, railroad sign etc. was struck.
- Whether the report reviewer rejected the accident, based on the following reasons:
    - Vehicle ran off the road at an intersection.
    - The report was not a uniformed police report and the information given was too sketchy to determine what happened. Some of these accidents were, however, retained for further consideration if the information were considered adequate.
    - Damage occurred prior to leaving the highway.
    - Vehicle struck a cross road or a berm perpendicular to the traveled roadway.
    - Vehicle struck a fixed object - a tree, rock, fence, water, railroad sign, telephone pole, etc.- directly adjacent to the roadway.
    - Other reasons, for example: vehicle did not leave the road, vehicle struck a moose or other vehicles were involved.

Two hundred and twenty-six accidents were eliminated, leaving a total of 538 accidents to be further investigated. The details of the recorded information are presented in Appendix B.

4.2.5 Field Measurements of Physical Characteristics of Accident Sites

The primary objective of this part of the data collection effort was to obtain measurements of the height and slope of the side slopes of the remaining accident sites. In addition, record was also kept of any terrain features which might have influenced the severity of the accident. The following procedure was used:

- The CDS Log for the relevant year was used to identify landmarks and the corresponding CDS milepost for the relevant highways. These landmarks were then identified in the field. Using a DOT&PF vehicle equipped with a Distance Measurement Instrument (DMI) the positions of the accidents on the roads were then determined by measuring distances from the identified landmarks.

- The measurement of the height and slope of the side slope was accomplished by first establishing a line of sight perpendicular to the edge of the roadway. For this purpose an optical prism was used. An inclinometer was the used to measure the angle between the horizontal plane and the side slope (A). The length (L) of the side slope between the edge of the shoulder and the bottom of the side slope was then measured with a tape. The height (H) of the side slope was then determined as follows:

$$H = L \sin A$$

After elimination of 208 unsuitable sites due to e.g. presence of guardrail, 330 sites were retained for analysis. Details of these sites are presented in Appendix C.

5.0 DATA ANALYSIS

The data analysis was undertaken with the aid of the SPSS package. The analysis was carried in two parts:

(a) An analysis of the Alaskan data

(b) An analysis and evaluation of the data used by Glennon and Tamburri (5) and a comparison with Alaskan data.

5.1 Analysis

A multiple regression analysis to obtain a cost or severity index was carried out using the different forms of the equations utilized by Glennon and Tamburri (5). These equations represent a reasonable range of additive and multiplicative functions. The data sets utilized in the analysis were

(a) The full data set (all records). Regression equations obtained from this analysis can be used for average design conditions in Alaska. It should be noted, however, that these data more accurately represented conditions in the Northern Region and extrapolation to other regions should be carried out with care.

(b) The data set comprised of only accident locations where snow was present.

(c) The data set comprised of only accident locations where snow was not present.

Regression equations obtained from the latter two data sets should indicate whether severity indices (obtained under conditions where snow was present versus no snow present) would differ.

Accident costs that were used in the analysis were obtained from the DOT&PF Design Policy (1). These costs were:

Fatality	\$1,400,000
Personal Injury Cost	\$10,000
Property Damage	\$2,000

Each accident was classified into one of these categories and assigned the relevant cost. It should be noted that each accident was assigned one of these values irrespective of the number of injuries and fatalities which occurred during the accident. The data used in the regression are presented in Appendix C.

The results of these regressions for all accidents are shown in Table 5 where:

C = Cost in dollars. It should be noted that the cost used in future should be related to 1988 dollars since the cost used to determine the relationship was stated in 1988 dollars.

S = Side slope measured as a ratio of vertical distance to horizontal distance. A 1:4 slope would be coded as 0.25.

H = Height in feet as measured between the shoulder and the toe of the side slope.

The initial correlation coefficients were low, with a best correlation coefficient of 0.33 obtained for the full data set. According to Zegeer et al. (11), "high R^2 values rarely result from predictive modelling of accident experience, due to random fluctuations, imperfect accident reporting systems, effects of driver and vehicle factors on accidents, etc. Also accident rates tend to fluctuate widely, particularly on low volume roads."

A result which is unlikely, however, is the negative coefficient for the slope. This means that the severity or cost should decline with increasing slope. A similar result was obtained for the remaining two data sets. Although this is an unlikely finding, a similar finding was reported by Graham and Hardwood (6). Statistical tests were performed on data from Illinois, Minnesota and Missouri to determine whether accident severity changed among roadside design policies. The roadside design policies considered were a 6:1 Clear Zone (CZ), a 4:1 Clear Zone and a Nonclear Zone. The accident severity distribution (defined in this case as fatal vs. injury vs. PDO accidents) is presented in Table 6. The results

Table 5. Results of Initial Regressions

Data Set	Equation	R Value	Standard Error
Full	C = -550147 S + 16766 H + 73170	.25	148484
	C = -387876 Log S + 254045 Log H + -387291	.33	144495
	Log C = -1.479 S + .045552 H + 3.822	.23	.4311
	Log C = -.9754 Log S + .6855 Log H + 2.628	.30	.4229
Only when	C = -9144 S + 169.3 H + 6947	.15	3971
snow	C = -6512 Log S + 3238 Log H + -646.5	.19	3943
present	Log C = -.7990 S + .01488 H + 3.713	.15	.3470
	Log C = -.5690 Log S + .2829 Log H + 3.069	.19	.3445
No snow	C = -1206014 S + 328689 H + 165027	.35	197172
present	C = -675572 Log S + 422967 Log H -667412	.43	189757
	Log C = -2.305 S + .06846 H + 3.967	.30	.4829
	Log C = -1.274 Log S + .9180 Log H + 2.3465	.36	.4712

Table 6. Accident severity distribution for single-vehicle run-off-road accidents.

Highway Type	Roadside Design Policy	Fatal Accidents No.	Fatal Accidents %	Injury Accidents No.	Injury Accidents %	Property Damage Only Accidents No.	Property Damage Only Accidents %	Total Accidents No.	Total Accidents %
Two-Lane	6:1 CZ	12	2.5	201	41.1	276	56.4	489	100.0
	4:1 CZ	48	3.0	720	44.5	850	52.5	1618	100.0
	NCZ	22	1.4	684	43.0	886	55.6	1592	100.0
Four-Lane Freeway	6:1 CZ	32	1.6	705	35.7	1237	62.7	1974	100.0
	4:1 CZ	71	1.5	1638	34.8	2999	63.7	4708	100.0
Four-Lane Divided (Nonfreeway)	6:1 CZ	4	1.5	109	41.4	150	57.0	163	100.0
	4:1 CZ	15	1.8	348	42.9	448	55.2	811	100.0
	NCZ	2	1.0	95	49.0	97	50.0	194	100.0

of the analysis indicated that there was no significant difference among the roadside design policies except in the case of the 4:1 Clear Zone vs. the Nonclear Zone for two-lane highways. The opposite of the expected result was obtained. The proportion of fatal and injury accidents was larger for 4:1 Clear Zone sections than for Nonclear Zones. In the case of freeways, a lower severity ratio was found for a 4:1 Clear Zone policy than for a for a 6:1 Clear Zone.

The objective of this research project is, however, not to determine whether there are differences in the various roadside design policies, but rather to find a severity index or cost. Several avenues were explored to obtain more reasonable results.

The cost factor introduces some bias into the regression by virtue of having only three possible values. This aspect was further investigated by eliminating the few accidents which led to fatalities. The cost associated with a fatality ($1,400,000) is very high in comparison with the costs associated with injuries ($10,000) and PDO accidents ($2,000). The results could, therefore, possibly be distorted. The results of regressions based on data without fatal accidents are shown in Table 7. Again, the analysis yielded a negative coefficient for the slope factor.

The next avenue explored consisted of separating accident locations into different categories, i.e. locations with a side slope of less than 4:1 and locations with a side slope of greater than 4:1, and finding a cost relationship for each of these two categories. The severity of accidents on slopes greater than 4:1 may be more indicative of the effect of the slope. One hundred and twenty two of the accidents recorded fell into the latter category. A distribution of Alaskan accidents in various categories of height and side slope is shown in Tables 8 through 10. It should be noted, however, that the sum of 122 accidents was derived from the original accident records and not from the totals given in Tables 8 through 10, which are divided into categories which are not divided

Table 7. Results of Initial Regressions - Excluding Fatalities

Data Set	Equation	R Value	Standard Error
Full	C = -6895 S + 214.4 H + 6720	.11	3992
	C = -4930 Log S + 3644 Log H + 650.1	.15	3974
	Log C = -.6025 S + .01873 H + 3.713	.11	.3488
	Log C = -.4307 Log S + .3184 Log H + 3.183	.15	.3473
Only when snow present	C = -9144 S + 169.3 H + 6947	.15	3971
	C = -6512 Log S + 3238 Log H + -646.5	.19	3943
	Log C = -.7990 S + .01479 H + 3.733	.15	.3470
	Log C = -.5690 Log S + .2829 Log H + 3.070	.19	.3445
No snow present	C = -3867 S + 174.2 H + 6630	.09	3981
	C = -2903 Log S + 3100 Log H + 2730	.11	3969
	Log C = -.3379 S + .01522 H + 3.706	.09	.3478
	Log C = -.2537 Log S + .2709 Log H + 3.365	.11	.3468

Table 8. Alaskan Accident Data

EMBANKMENT CATEGORY		NUMBER OF ACCIDENTS			
Embankment Height Range	Embankment Slope	PDO	Injury	Fatal	Total
1-5	0.20 (5:1)	79	72		151
	0.25 (4:1)	31	24		55
	0.33 (3:1)	7	5		12
	0.50 (2:1)	1			1
	0.67 (1.5:1)				
6-10	0.20 (<0.22)	5	12	1	18
	0.25 (0.22-0.29)	13	27	2	42
	0.33 (0.29-0.40)	12	16		28
	0.50 (0.40-0.57)	1	2		3
	0.67 (>0.57)	1			1
11-20	0.20		1		1
	0.25	1	1		2
	0.33	2	1		3
	0.50	5	6		11
	0.67				
21-30	0.20				
	0.25				
	0.33				
	0.50				
	0.67	1	1		2
TOTALS		159	167	4	330

Table 9. Alaskan Accidents (No Snow Present).

EMBANKMENT CATEGORY		NUMBER OF ACCIDENTS			
Embankment Height Range	Embankment Slope	PDO	Injury	Fatal	Total
1-5	0.20 (5:1)	36	35		71
	0.25 (4:1)	18	13		31
	0.33 (3:1)	2	4		6
	0.50 (2:1)				
	0.67 (1.5:1)				
6-10	0.20	2	7	1	10
	0.25	4	18	2	24
	0.33	6	12		18
	0.50				
	0.67				
11-20	0.20			1	1
	0.25		1		1
	0.33	1	1		2
	0.50	3	5		8
	0.67				
21-30	0.20				
	0.25				
	0.33				
	0.50		1		1
	0.67	1			1
TOTALS		73	97	4	174

Table 10. Alaskan Accidents (With Snow Present)

EMBANKMENT CATEGORY		NUMBER OF ACCIDENTS			
Embankment Height Range	Embankment Slope	PDO	Injury	Fatal	Total
1-5	0.20 (5:1)	43	37		80
	0.25 (4:1)	13	11		24
	0.33 (3:1)	5	1		6
	0.50 (2:1)	1			1
	0.67 (1.5:1)				
6-10	0.20	3	5		8
	0.25	9	9		18
	0.33	6	4		10
	0.50	1	2		3
	0.67	1			1
11-20	0.20				
	0.25	1			1
	0.33	1			1
	0.50	2	1		3
	0.67				
21-30	0.20				
	0.25				
	0.33				
	0.50				
	0.67				
TOTALS		86	70		156

exactly at a 4:1 slope. The results of the regressions are shown in Table 11. The coefficient of the slope remained negative. Regressions were also performed on the data set which included only accidents with snow present and on the data with no snow present. These results are presented in Tables 12 and 13 respectively. The slope coefficient was negative for all cases. Elimination of the fatal accidents did not solve this problem. The results of the regressions performed on the data without fatal accidents are shown in Tables 14 through 16.

The slope length represents a combination of the height and the slope. The results of a regression of cost versus slope length are shown in tables 17 through 22. The coefficients of the slope length are positive for all cases. Although this would appear to be a satisfactory result, it should be remembered that the effect of the negative slope coefficient is still contained in the results. In order to isolate the effect of the height, an analysis was also performed for the height only. The results are presented in tables 23 and 24.

5.2 Glennon and Tamburri's Data

The equation developed by Glennon and Tamburri (5) that is being utilized by the DOT&PF has the form

$$\text{Log SI} = 0.566 + 0.16 \text{ Log H} + 0.324 \log S$$

This equation was developed using relative weights for the different accident types of 1-6-25 for PDO-injury-fatal accidents. As stated before, a more appropriate weighting for use in Alaska would be 1-5-700 in view of the relative accident costs of $2,000-$10,000-$1,400,000 for the accident types. It should also be noted that the regression analysis was not performed on all data points, but only for average severity indices determined for each category (as presented in Table 3(a)). The severity index was determined as follows:

Table 11. Regression on Embankment Height and Tangent of Slope - All Accidents

Data Set	Equation	R Value	Standard Error
All Slopes	C = 16766 H - 550147 S + 73170	.25	148484
	Log C = .0455 H - 1.479 S + 3.822	.23	.4311
	C = 254045 Log H - 387876 Log S - 387291	.33	144495
	Log C = .6855 Log H - .9754 Log S + 2.628	.30	.4229
Slopes Equal or Steeper Than 4:1	C = 297.8 H - 13362 S + 8513	.20	3964
	Log C = .0260 H - 1.167 S + 3.870	.20	.3463
	C = 6530 Log H - 11840 Log S - 4816	.25	3919
	Log C= .5706 Log H - 1.035 Log S + 2.705	.25	.3424
Slopes Milder Than 4:1	C = 37487 H - 688023 S + 22504	.34	181098
	Log C = .0737 H - 1.928 S + 3.790	.28	.4713
	C = 349989 Log H - 454220 Log S - 488498	.37	179490
	Log C = .7253 Log H - 1.087 Log S + 2.514	.32	.4650

Table 12. Regression on Embankment Height and Tangent of Slope - All Accidents Involving Snow

Data Set	Equation	R Value	Standard Error
All Slopes	C = 169.4 H - 9144 S + 6947	.15	3971
	Log C = .0148 H - .7990 S + 3.733	.15	.3470
	C = 3238 Log H - 6512 Log S - 646.5	.19	3943
	Log C = .2829 Log H - .5690 Log S + 3.070	.19	.3445
Slopes Equal or Steeper Than 4:1	C = 277.2 H - 11052 S + 6978	.21	3934
	Log C = .0242 H - .9657 S + 3.736	.21	.3437
	C = 5686 Log H - 10200 Log S - 4259	.26	3891
	Log C = .4968 Log H - .8912 Log S + 2.754	.26	.3400
Slopes Milder Than 4:1	C = 46.55 H - 12011 S + 7882	.11	4031
	Log C = .0041 H - 1.049 S + 3.815	.11	.3522
	C = 206.5 Log H - 6056 Log S + 258.7	.15	4009
	Log C= .1806 Log H - .5292 Log S + 3.149	.15	.3502

Table 13. Regression on Embankment Height and Tangent of Slope - All Accidents Not Involving Snow

Data Set	Equation	R Value	Standard Error
All Slopes	C = 32689 H - 1206014 S + 165027	.35	197172
	Log C = .0685 H - 2.305 S + 3.967	.30	.4829
	C = 422967 Log H - 675572 Log S - 667412	.43	189757
	Log C = .9180 Log H - 1.274 Log S + 2.347	.36	.4712
Slopes Equal or Steeper Than 4:1	C = 242.4 H - 12352 S + 9237	.14	3928
	Log C = .0212 H - 1.079 S + 3.933	.14	.3432
	C = 6053 Log H - 11520 Log S - 3630	.20	3888
	Log C = .5289 Log H - 1.007 Log S + 2.809	.20	.3397
Slopes Milder Than 4:1	C = 75439 H - 1098802 S - 23369	.48	239214
	Log C = .1443 H - 2.372 S + 3.663	.43	.5387
	C = 592430 Log H - 678629 Log S - 763650	.46	242181
	Log C = 1.102 Log H - 1.344 Log S + 2.179	.40	.5448

Table 14. Regression on Embankment Height and Tangent of Slope - All Accidents Excluding Fatalities

Data Set	Equation	R Value	Standard Error
All Slopes	C = 214.4 H - 6895 S + 6720	.11	3992
	Log C = .0187 H - .6025 S + 3.713	.11	.3488
	C = 3644 Log H - 4930 Log S + 650.1	.15	3974
	Log C = .3184 Log H - .4307 Log S + 3.183	.15	.3473
Slopes Equal or Steeper than 4:1	C = 297.8 H - 13362 S + 8513	.20	3964
	Log C = .0260 H - 1.167 S + 3.870	.20	.3463
	C = 6530 Log H - 11840 Log S - 4815.7	.25	3919
	Log C = .5706 Log H - 1.035 Log S + 2.705	.25	.3424
Slopes Milder Than 4:1	C = 136.3 H - 10735 S + 7571	.09	4014
	Log C = .0119 H - .9380 S + 3.788	.09	.3507
	C = 2120 Log H - 5687 Log S + 754.8	.12	3998
	Log C = .1852 Log H - .4968 Log S + 3.192	.12	.3493

Table 15. Regression on Embankment Height and Tangent of Slope - All Accidents Involving Snow and Excluding Fatalities

Data Set	Equation	R Value	Standard Error
All Slopes	C = 169.4 H - 9144 S + 6947	.15	3971
	Log C = .0148 H - .7990 S + 3.733	.15	.347
	C = 3238 Log H - 6512 Log S - 646.5	.19	3943
	Log C = .2829 Log H - .5690 Log S + 3.070	.19	.3445
Slopes Equal or Steeper Than 4:1	C = 277.2 H - 11052 S + 6978	.21	3934
	Log C = .0242 H - .9657 S + 3.736	.21	.3437
	C = 5685 Log H - 10200 Log S - 4259	.26	3891
	Log C = .4968 Log H - .8912 Log S + 2.754	.26	.3400
Slopes Milder Than 4:1	C = 46.55 H - 12011 S + 7882	.11	4031
	Log C = .0041 H - 1.049 S + 3.815	.11	.3522
	C = 2066 Log H - 6056 Log S + 258.7	.15	4009
	Log C = .1806 Log H - .5292 Log S + 3.149	.15	.3502

Table 16. Regression on Embankment Height and Tangent of Slope - Accidents Not Involving Snow and Excluding Fatalities

Data Set	Equation	R Value	Standard Error
All Slopes	C = 174.2 H - 3867 S + 6630	.09	3981
	Log C = .0152 H - .3379 S + 3.706	.09	.3478
	C = 3100 Log H - 2903 Log S + 2730	.11	3969
	Log C = .2709 Log H - .2537 Log S + 3.365	.11	.3468
Slopes Equal or Steeper Than 4:1	C = 242.4 H - 12352 S + 9237	.14	3928
	Log C = .0212 H - 1.079 S + 3.933	.14	.3432
	C = 6053 Log H - 11520 Log S - 3630	.20	3888
	Log C = .5289 Log H - 1.007 Log S + 2.809	.20	.3397
Slopes Milder Than 4:1	C = 318.0 H - 12425 S + 7481	.11	4029
	Log C = .0278 H - 1.086 S + 3.780	.11	.3521
	C = 1990 Log H - 5513 Log S + 1215	.10	4032
	Log C = .1738 Log H - .4862 Log S + 3.232	.10	3523

Table 17. Regressions on Varying Slope Lengths for All Accidents

Data Set	Equation	R Value	Standard Error
All Slopes	C = 2497 SL - 31979	.50	132648
	Log C = .004766 SL + 3.584	.33	.4179
	C = 261668 Log SL - 313476	.30	145984
	Log C = .6981 Log SL + 2.792	.28	.4252
Slopes Steeper or Equal to 4:1	C = 88.52 SL - 4322	.17	3969
	Log C = .007734 SL + 3.504	.17	.3468
	C = 5205 Log SL - 560.2	.20	3944
	Log C = .4548 Log SL + 3.077	.20	.3446
Slopes Less Than 4:1	C = 2547 SL - 24499	.50	166119
	Log C = .004684 SL + 3.596	.37	.4554
	C = 375557 Log SL - 447343	.36	179303
	Log C = .8099 Log SL + 2.666	.31	.4654

Table 18. Regressions on Varying Slope Lengths for All Accidents When Snow Is Present

Data Set	Equation	R Value	Standard Error
All Slopes	$C = 46.90\ SL + 4654$	.10	3984
	$\text{Log}\ C = .004098\ SL + 3.533$	.10	.3481
	$C = 3398\ \text{Log}\ SL + 1282$	.14	3965
	$\text{Log}\ C = .2969\ \text{Log}\ SL + 3.238$	.14	.3464
Slopes Steeper or Equal to 4:1	$C = 104.6\ SL + 3038$	.19	3909
	$\text{Log}\ C = .009137\ SL + 3.392$	.19	.3416
	$C = 5430\ \text{Log}\ SL - 1784$	.22	3885
	$\text{Log}\ C = .4745\ \text{Log}\ SL + 2.970$	.22	.3395
Slopes Less Than 4:1	$C = 30.32\ SL + 5206$	.07	4024
	$\text{Log}\ C = .002649\ SL + 3.581$	.07	.3516
	$C = 2569\ \text{Log}\ SL + 2560$	.11	4011
	$\text{Log}\ C = .2245\ \text{Log}\ SL + 3.350$	.11	.3505

Table 19. Regressions on Varying Slope Lengths for All Accidents When No Snow Present

Data Set	Equation	R Value	Standard Error
All Slopes	C = 2568 SL - 22711	.51	181288
	Log C = .004658 SL + 3.645	.38	.4661
	C = 438109 Log SL - 531842	.38	194069
	Log C = .9333 Log SL + 2.541	.34	.4743
Slopes Steeper or Equal to 4:1	C = 58.46 SL + 5674	.12	3911
	Log C = .005108 SL + 3.622	.12	.3417
	C = 3818 Log SL + 1935	.15	3896
	Log C = .3336 Log SL + 3.295	.15	.3404
Slopes Less Than 4:1	C = 2586 SL - 4726	.51	234151
	Log C = .004640 SL + 3.654	.42	.5385
	C = 621304 Log SL - 742889	.46	340959
	Log C = 1.180 Log SL + 2.246	.40	.5424

'able 20. Regressions on Slope Length Only - All Slopes and Excluding Fatalities

ata Set	Equation	R Value	Standard Error
.ll Slopes	C = 55.45 SL + 4970	.11	3987
	Log C = .0048 SL + 3.561	.11	.3484
	C = 3453 Log SL + 1678	.13	3975
	Log C = .3017 Log SL + 3.273	.13	.3473
lopes	C = 88.52 SL + 4322	.17	3969
teeper or	Log C = .0077 SL + 3.504	.17	.3468
qual to	C = 5205 Log SL - 560.2	.20	3944
:1	Log C = .4548 Log SL + 3.077	.20	.3446
lopes Less	C = 35.85 SL + 5328	.07	4009
han 4:1	Log C = .0031 SL + 3.592	.07	.3503
	C = 2360 Log SL + 3044	.09	4003
	Log C = .2062 Log SL + 3.932	.09	.3497

Table 21. Regressions on Slope Length Only - Accidents Involving Snow and Excluding Fatalities

Data Set	Equation	R Value	Standard Error
All Slopes	$C = 46.90\ SL + 4654$	.10	3984
	$\log C = .0041\ SL + 3.533$	.10	.3481
	$C = 3398 \log SL + 1282$	.14	3965
	$\log C = .2969 \log SL + 3.238$	.14	.3464
Slopes Steeper or Equal to 4:1	$C = 104.6\ SL + 3038$	.19	3909
	$\log C = .0091\ SL + 3.392$	.19	.3416
	$C = 5430 \log SL - 1784$	.22	3885
	$\log C = .4745 \log SL + 2.970$	.22	.3395
Slopes Less Than 4:1	$C = 30.32\ SL + 5206$	.07	4024
	$\log C = .0026\ SL + 3.581$	.07	.3516
	$C = 2569 \log SL + 2560$	.11	4011
	$\log C = .2245 \log SL + 3.350$	.11	.3505

able 22. Regressions on Slope Length Only - Accidents Not Involving Snow and Excluding Fatalities

ata Set	Equation	R Value	Standard Error
ll Slopes	$C = 60.73\ SL + 5308$	.11	3960
	$\text{Log } C = .0053\ SL + 3.590$	.11	.3460
	$C = 3048 \text{ Log } SL + 2629$	.11	3958
	$\text{Log } C = .2663 \text{ Log } SL + 3.356$	.11	.3458
lopes teeper or qual to :1	$C = 58.46\ SL + 5674$	.12	3911
	$\text{Log } C = .0051\ SL + 3.622$	.12	.3417
	$C = 3818 \text{ Log } SL + 1935$	.15	3896
	$\text{Log } C = .3336 \text{ Log } SL + 3.295$	.15	.3404
lopes Less han 4:1	$C = 50.17\ SL + 5291$	.08	4019
	$\text{Log } C = .0044\ SL + 3.589$	.08	.3512
	$C = 1935 \text{ Log } SL + 3817$	.07	4022
	$\text{Log } C = .1691 \text{ Log } SL + 3.460$	.07	.3514

Table 23. Regressions on Height Including Fatalities for Full Data Set

Data Set	Equation	R Value	Standard Error
Full	C = 5719 H - 4551	.01	152070
	C = 86073 Log H - 30601	.12	151877
	Log C = +.01583 H + 3.613	.11	.43996
	Log C = +.2631 Log H + 3.525	.13	.43876
Only when snow present	C = -11.08 H + 5639	.007	4004.6
	C = 305.2 Log H + 5409	.02	4004.1
	Log C = -0.000097 H + 3.619	.007	.3499
	Log C = +.02667 Log H + 3.599	.02	.3499
No snow Present	C = 8201 H - 3677	.13	208351
	C = 139867 Log H - 52324	.15	207741
	Log C = .0217 H + 3.645	.14	.49925
	Log C = .3842 Log H + 3.506	.17	.49691

Table 24. Regressions on Cost and Embankment Height - Excluding Fatalities

Data Set	Equation	R value	Standard Error
Full	C = 67.51 H + 5776	.05	4006
	Log C = .0059 H + 3.631	.05	.3500
	C = 1307 Log H + 5288	.07	4001
	Log C = .1142 Log H + 3.588	.07	.3496
Only when snow is present	C = 88.23 H + 6115	.07	3973
	Log C = .0077 H + 3.661	.07	.3472
	C = 1675 Log H + 5484	.09	3966
	Log C = .1463 Log H + 3.605	.09	.3465
No snow present	C = -11.08 H + 5639	.01	4005
	Log C = -.0001 H + 3.619	.01	.3499
	C = 305.2 Log H + 5409	.02	4004
	Log C = .0267 Log H + 3.599	.02	.3499

SI = [(W1* number of PDO accidents + W2* number of injury accidents + W3* number of fatal accidents)/(sum of PDO, injury and fatal accidents)

The results of the analysis are shown in Table 25. A regression of cost versus slope and height was also performed, using the values for accidents of \$2,000-\$10,000-\$1,400,000. Average cost values were computed similar to the severity index calculation, shown above. These results are presented in Table 26. In both of the cases, the R-value decreases.

An analysis of Glennon and Tamburri's data over the same height range as the Alaskan data (Table 27) also yielded some negative slope coefficients. This indicates that these data are also subject to the same questions as the Alaskan data. The last equation presented

$$\text{Log } C = 3.764 + 0.7901 \text{ Log } H + 0.7411 \text{ Log } S$$

could be considered the best result thus far based on the values of the coefficients for the range of heights encountered in Alaska. The equation

$$C = -35617 + 131094\ S + 757\ H$$

would be the preferred equation for all height ranges, based on the R value.

An analysis of the Alaskan data based on categories as presented in Table 8 with the cost calculated in the same manner as used in Table 26, is shown in Table 28. The negative coefficient for the slope was still present.

No conclusion was drawn for the presence of water at the toe of the side slope, since only three accidents were recorded in the"immersion" category. These accidents were not included in the

Table 25. Regressions on Glennon's Data for Different Relative Weights Assigned to Accidents

Equation	R Value	Standard Error
SI(1-6-25) = 2.233 + 3.484 S + 0.016 H	0.77	1.59
SI(1-6-25) = 3.199 + 3.465 Log S + 2.136 Log H	0.72	1.73
Log SI(1-6-25) = 0.5370 + 0.3360 Log S + 0.1642 Log H	0.70	0.16
SI(1-5-700) = -17.81 + 65.547 S + 0.3785 H	0.63	50.68
SI(1-5-700) = -1.921 + 56.32 Log S + 43.41 Log H	0.52	56.00
Log SI(1-5-700) = 0.9250 + 1.318 Log S + 0.3937 Log H	0.57	0.59

Table 26. Regressions on Glennon's Data Using Accident Costs

Equation	R Value	Standard Error
C = -35617 + 131094 S + 757.0 H	0.63	101365
C = -3843 + 112635 Log S+ 86825 Log H	0.52	112002
Log C = 4.223 + 1.132 Log S + 0.3937 Log H	0.57	0.592

Table 27. Regressions on Glennon's Data for Different Relative Weights Assigned to Accidents for Height Range 3 to 25 feet.

Equation	R Value	Standard Error
SI(1-6-25) = 2.819 + 1.447 S + 0.0477 H	0.39	1.487
SI(1-6-25) = 3.049 + 1.616 Log S + 1.723 Log H	0.49	1.403
Log SI(1-6-25) = 0.5091 + 0.239 Log S + 0.1608 Log H	0.43	0.1897
SI(1-5-700) = 14.58 - 4.891 S + 1.016 H	0.24	36.11
SI(1-5-700) = - 12.62 - 11.38 Log S + 34.33 Log H	0.34	34.96
Log SI(1-5-700) = - 0.4628 + 0.7411 Log S + 0.7901 Log H	0.54	0.5701
C = 29163 + 2031 H - 9781 S	0.24	72218
C = -25240 + 68653 Log H - 22762 Log S	0.34	69916
Log C = 3.764 + 0.7901 Log H + 0.7411 Log S	0.54	0.5701

Table 28. Regressions on Alaskan Data Using Data Categories

Equation	R Value	Standard Error
$C = 312200 - 990178\ S + 15824\ H$	0.45	346363
$C = -\ 680039 - 930577 \text{ Log } S + 387982 \text{ Log } H$	0.51	332395
$\text{Log } C = 1.694 - 3.069 \text{ Log } S + .9645 \text{ Log } H$	0.75	332395

data set.

In order to relate the accident cost associated with a side slope to the severity index, the relationship between the severity index and costs presented in Table 2 of this report should be used.

6. CONCLUSIONS

The following major conclusions were reached:

(a) The correlation between the cost of accidents (or accident severity) and the height and side slope of road embankment is low. This is based on analysis of Alaskan data as well as other documented studies.

(b) Analysis of Alaskan data yielded relationships between accident cost and the height and side slope of the road that is structurally unacceptable. It indicated that cost decreases with increased side slope. This phenomenon was also encountered in the review of other studies and analysis of other available data.

7. RECOMMENDATION

It is recommended that:

1. Relationships between cost (severity index) and slope and height of embankments be used with caution.

2. Further research be conducted to determine better relationships between accident cost (severity index), and slope and height of embankments. In view of the fact that past studies, including this one, have met with only limited success in determining an empirical relationship between cost (severity index) and slope and height of embankments, consideration should be given to combining the experience gained with analysis based on empirical data with simulation methods to develop more reliable and acceptable relationships.

3. The following relationships be used until improvements to obtain better relationships are made.

$\text{Log } C = 3.764 + 0.7901 \text{ Log } H + 0.7411 \text{ Log } S$ for embankment heights less than 30 feet.

$C = -35617 + 757.0\ H + 131094\ S$ for all heights

Where

C = Cost in dollars. It should be noted that the cost used in future should be related to 1988 dollars since the cost used to determine the relationship was stated in 1988 dollars.

S = Side slope measured as a ratio of vertical distance to horizontal distance. A 1:4 slope would be coded as 0.25.

H = Height in feet as measured between the shoulder and the toe of the side slope.

8. REFERENCES

(1) Alaska Department of Transportation and Public Facilities. *Alaska DOT&PF Highway Preconstruction Manual*. Chapter 11, Design. 1988.

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(8) Ross, H.E., E.R. Post, J.F. Nixon, D. Hustace and E.V. Kristaponis. *Warrants for Guardrails on Embankments*. Highway Research Record 460. Highway Research Board, 1973.

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(10) Texas Transportation Institute. *A Supplement to a Guide for Selecting, Designing and Locating Traffic Barriers. U.S. Department of Transportation, Federal Highway Administration. Washington, DC. 1981.*

(11) Zegeer, C.V. J. Hummer, D. Reinfurt, L. Herfand, W. Hunter, Goodell-Grives, Inc. *Safety Effects of Cross-Section Design for Two-Lane Roads.* FHWA/RD-87-87/008, Federal Highway Administration, Washington DC. 1987.

APPENDIX A

Initial Accident Records Obtained from DOT&PF Data Base

This appendix contains the initial accident records obtained from the DOT&PF data base. The accident reports of the first set of data are followed by the accident reports of the supplemental data set.

The reports of the first data set are sorted according to the route number on which the accident occurred. The reports for each route list all the 1985 accidents and then the 1986 accidents. Accidents for the Central Region portion of the Parks Highway for the years 1985 and 1986 were included in this data set but were dropped in the first round of screening.

The second data set of accidents is sorted according to route similarly to the first data set except that it pertains to the years 1984 and 1987 with the exception of the Central Region portion of the Parks Highway that was added to the study. The southern portion of the Parks Highway was treated as a separate route and the accidents which occurred on this portion of the highway denoted the start of the second data set. Accidents for the years 1984 and 1987 for this route are listed first and are followed by accidents which occurred in 1985 and 1986. The rest of the appendix consists of records for the remaining routes for the years 1984 and 1987.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8501269	850116	2045	170000	21.32	9	1			1	1,500	17	X	04
8503155	850124	0110	170000	5.35	9	1			1	3,500	17	2	02
8504197	850202	1420	170000	305.96	9	1				2,000	17	4	04
8504227	850214	2302	170000	317.95	9	1				2,700	17	5	04
8504674	850307	0120	170000	1.27	9	1				2,000	17	1	04
8507639	850415	2000	170000	25.73	9	1			2	4,100	17	5	01
8508383	850504	0930	170000	35.32	9	1			2	5,000	17	1	01
8507764	850417	2245	170000	11.63	9	1		1	1	14,000	17	4	01
8509177	850522	0605	170000	295.39	9	1				20,000	17	6	01
8509508	850529	1545	170000	1.01	9	1			1	1,000	17	2	02
8509553	850531	0415	170000	0.81	9	1			2	2,500	17	2	01

RECORD STATS: 31 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

3:38 pm Tuesday August 25, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8509766	850606	0500	170000	90.87	9	1		1	2	250	17	1	01
8510729	850624	1630	170000	320.75	9	1				2,000	17	5	01
8511008	850630	2130	170000	252.72	9	2				1,000	17	4	01
8511351	850705	1326	170000	5.87	9	1		2	2	500	17	3	01
8512597	850725	1345	170000	264.95	9	1			1	6,000	17	1	01
8514180	850822	0230	170000	86.08	9	1				4,000	17	2	01
8515382	850913	1430	170000	21.73	9	1				2,000	17	1	01
8515320	850911	0148	170000	307.42	9	1			2	2,500	17	1	01
8515224	850910	0215	170000	273.63	9	1	1			4,000	17	4	01
8515867	850921	2000	170000	314.60	9	1				2,000	17	5	04
8515452	850914	0335	170000	0.37	9	1			2		17	2	02

RECORD STATS: 31 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

3:38 pm Tuesday August 25, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8502787	850203	0030	170000	48.01	9	1				2,000	25	5	04
8504533	850228	1030	170000	2.93	9	1				2,500	25	2	04
8504534	850228	1035	170000	2.93	9	1			1	550	25	2	04
8504813	850304	2330	170000	254.52	9	2			1		25	4	04
8507870	850420	0300	170000	128.89	9	1				3,000	25	5	04
8509057	850519	2135	170000	29.42	9	1		1		3,500	25	5	01
8513965	850819	0345	170000	281.93	9	1			1	4,000	25	2	01
8504591	850301	1530	170000	271.67	9	1				100	25	5	04
8504737	850303	1230	170000	273.63	9	1				500	25	X	X
8516098	850925	2345	170000	2.31	9	1				7,500	25	5	01
8516654	851006	0500	170000	149.78	9	1	1			3,000	25	4	01

RECORD STATS: 13 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

3:42 pm Tuesday August 25, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8516591	851003	0900	170000	171.96	9	1			1	8,000	25	1	04
8519309	851120	1145	170000	103.05	9	1				4,000	25	3	04

RECORD STATS: 13 FOUND; 13 READ; 13 QUALIFIED.

3:42 pm Tuesday August 25, 1987 CAPS NUM

MORE 1

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8506936	850403	2130	170000	23.80	9	1				1,800	17	X	X
8513237	850806	0200	170000	254.72	9	1			2		17	1	01
8517050	851013	1530	170000	265.92	9	1		2		1,000	17	4	04
8516740	851007	2230	170000	114.87	9	1				500	17	X	X
8519456	851122	1415	170000	1.51	9	1			1	2,000	17	2	04
8519960	851129	0330	170000	25.28	9	1				3,000	17	3	01
8520034	851201	0140	170000	0.37	9	1			2	3,500	17	2	01
8520514	851208	2106	170000	318.84	9	1				2,000	17	1	04
8521715	851222	1710	170000	82.80	9	1				1,500	17	X	X

RECORD STATS: 31 FOUND; 31 READ; 31 QUALIFIED.

1ORE

1CCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
3504860	850305	1300	170000	140.25	9	1				12,000	30	5	04
3505515	850311	1305	170000	278.67	9				1	2,000	30	2	04
3509048	850518	0030	170000	28.11	9	1				1,050	30	6	02
3513132	850803	1800	170000	183.54	9	1		1		300	30	4	01
3502701	850203	2000	170000	10.83	9	1				358	30	1	04

RECORD STATS: 5 FOUND; 5 READ; 5 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8502561	850202	0130	170000	21.59	9	1				2,500	40	1	04
8501001	850112	1930	170000	14.02	9	1				1,500	40	1	04
8501924	850126	2230	170000	60.72	9	1			2	1,000	40	3	04
8501925	850126	1315	170000	21.24	9	1				2,000	40	1	04
8502835	850205	0150	170000	5.85	9	1				2,000	40	1	04
8503302	850211	1610	170000	6.27	9	1				500	40	1	04
8503301	850211	1530	170000	6.27	9	1				2,000	40	1	04
8505404	850310	1500	170000	41.29	9	1				2,300	40	1	04
8508995	850517	1530	170000	31.62	9	1			1	2,500	40	5	01
8509567	850531	1910	170000	31.32	9	1			1	10,000	40	4	01
8509856	850606	0000	170000	10.92	9	1				2,000	40	4	01

RECORD STATS: 34 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

3:29 pm Tuesday August 25, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8509866	850607	1400	170000	88.81	9	1				700	40	1	02
8510857	850626	1830	170000	34.42	9	1				400	40	1	01
8510315	850615	1420	170000	68.60	9	1			1	250	40	1	02
8511000	850629	1826	170000	26.53	9	1				3,000	40	4	01
8511958	850716	0320	170000	4.64	9	1		2		6,000	40	2	01
8511973	850716	0500	170000	42.80	9	1			1	1,500	40	5	01
8512918	850731	0000	170000	91.92	9	1				2,500	40	1	01
8513078	850802	1610	170000	37.72	9	1				3,000	40	4	01
8513164	850804	0100	170000	30.82	9	1			1	10,000	40	5	01
8511476	850707	1100	170000	47.22	9	1				2,500	40	1	02
8511477	850707	0730	170000	32.33	9	1			2	9,000	40	1	01

RECORD STATS: 34 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

3:29 pm Tuesday August 25, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8515052	850907	0300	170000	55.66	9	1				3,000	26	4	01

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8513191	850805	2320	170000	6.98	9	1		1		7,500	29	4	02
8505611	850313	1900	170000	0.40	9	1				2,500	29	2	01
8516329	850929	0100	170000	2.75	9	1				1,500	29	5	01
8516305	850929	1800	170000	251.00	9	1					29	1	02

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

3:45 pm Tuesday August 25, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8514025	850820	0750	170000		9	1				200	40	1	02
8513947	850818	1815	170000	65.11	9	1				2,000	40	1	01
8515673	850919	1950	170000	42.90	9	1			3	15,000	40	1	02
8516449	851001	1400	170000	13.56	9	1				500	40	4	01
8519317	851121	1530	170000	66.56	9	1				1,500	40	4	04
8521123	851216	1405	170000	54.69	9	1				4,500	40	1	04
8521308	851218	1215	170000	51.68	9	1			1	2,500	40	1	04
8521770	851223	1300	170000	85.28	9	1				1,500	40	1	05
8521413	851219	1630	170000	30.32	9	1				3,000	40	4	04
8521416	851219	1530	170000	93.88	9	1				3,500	40	4	05
8522289	851231	1645	170000	2.19	9	1			1	2,159	40	2	04

RECORD STATS: 34 FOUND; 33 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

3:31 pm Tuesday August 25, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8523610	850817	0126	170000	8.86	9	1	1	1		2,500	40	1	01

RECORD STATS: 34 FOUND; 34 READ; 34 QUALIFIED.

3:32 pm Tuesday August 25, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8501911	850124	1340	170000	320.03	9	3			2	6,000	50	5	04
8504196	850201	1354	170000	319.63	9	5				8,500	50	1	04
8513474	850810	0030	170000	312.01	9	1				10,000	50	2	01

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

3:36 pm Tuesday August 25, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8601154	860124	1540	170000	16.13	9	2				3,525	17	4	01
8601632	860201	2200	170000	24.80	9	1		1		15,000	17	5	04
8604223	860317	1200	170000	161.77	9	1				2,000	17	2	04
8604179	860316	1640	170000	308.22	9	1					17	X	X
8603962	860311	2330	170000	1.87	9	1				500	17	5	04
8606147	860427	1900	170000	10.83	9	1			1	3,000	17	1	01
8606460	860506	1900	170000	3.84	9	1				500	17	2	01
8608080	860610	0600	170000	237.22	9	1				5,000	17	3	01
8608529	860622	0300	170000	47.90	9	1					17	X	X
8607117	860517	0130	170000	32.84	9	1			1	4,000	17	5	01
8607923	860606	1940	170000	5.55	9	1				4,200	17	2	01

RECORD STATS: 34 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:50 pm Tuesday August 25, 1987 CAPS

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8608099	860611	1530	170000	100.84	9	1					17	X	X
8609055	860702	2345	170000	4.84	9	1			1	8,000	17	1	01
8611129	860819	1310	170000	11.33	9	1			1		17	4	01
8610337	860802	1645	170000	284.65	1	3				400	17	X	X
8611484	860826	1950	170000	50.19	9	1				2,050	17	4	02
8611671	860829	1245	170000	63.32	9	1		1	1	2,000	17	1	01
8611868	860602	0650	170000	18.23	9				1	2,000	17	5	01
8608978	860701	1419	170000	283.46	9	1				4,000	17	2	X
8613645	860728	1240	170000	79.22	9	1		1	1	7,000	17	1	01
8614228	861017	2030	170000	61.11	9	1				3,400	17	X	X
8613489	861004	0030	170000	273.63	9	1				3,000	17	5	04

RECORD STATS: 34 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:50 pm Tuesday August 25, 1987 CAPS

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8613490	861004	1730	170000	273.63	9	1		1	1	3,000	17	5	04
8613673	861005	1340	170000	294.06	9	1				4,000	17	2	04
8614370	860807	0030	170000	35.42	9	1			1	5,000	17	1	01
8614542	861022	0800	170000	22.33	9	1			1	9,000	17	1	01
8614443	861020	0610	170000		9	1			3	2,000	17	4	04
8615209	861105	0930	170000	18.82	9	1				8,000	17	5	04
8614643	860811	1400	170000	289.67	9	1				5,000	17	2	01
8615301	860804	0245	170000	11.33	9	1				2,500	17	1	01
8615634	860907	2320	170000	71.27	9	1				30,000	17	1	02
8617090	861205	2130	170000	228.71	9	1				15	17	X	X
8618646	860917	1423	170000	51.49	9	1			1	900	17	4	02

RECORD STATS: 34 FOUND; 33 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

2:50 pm Tuesday August 25, 1987 CAPS

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8618859	861217	0900	170000	286.67	9	1				2,000	17	5	04

RECORD STATS: 34 FOUND; 34 READ; 34 QUALIFIED.

2:51 pm Tuesday August 25, 1987 CAPS

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8600577	860111	1415	170000	54.38	9	1				2,000	25	4	04
8602135	860209	1150	170000	186.06	9	1				1,500	25	1	04
8608307	860315	1500	170000	281.73	9	1				4,000	25	5	01
8607927	860606	2145	170000	156.95	9	1				2,500	25	2	01
8612847	860524	2115	170000	25.28	9	1	1		1		25	6	01
8614271	861017	1530	170000	277.67	9	1				2,496	25	2	04
8615141	861103	0530	170000	218.46	9	1					25	4	04
8615632	860906	0350	170000	9.80	9	1				4,000	25	4	02
8616613	861129	0430	170000	32.30	9	1				1,200	25	5	04
8616188	861123	2110	170000	278.15	9	1					25	2	04
8618342	861226	1300	170000	108.84	9	1				700	25	5	04

RECORD STATS: 13 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

2:52 pm Tuesday August 25, 1987 CAPS

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8618579	861231	0015	170000	29.42	9	1				4,000	25	2	04
8618808	861104	1430	170000	222.49	9	1			1	2,000	25	5	04

RECORD STATS: 13 FOUND; 13 READ; 13 QUALIFIED.

2:53 pm Tuesday August 25, 1987 CAPS

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8608021	860609	1300	170000	55.66	9	1				500	29	4	01
8611548	860828	1130	170000	127.42	9	1			1	14,000	29	5	02
8614788	861028	0900	170000	34.25	9	1			1	500	29	2	01

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

2:56 pm Tuesday August 25, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8604639	860123	1415	170000	144.93	9	1			1	1,200	30	2	04
8604478	860323	2220	170000	179.90	7	1				2,000	30	X	X
8609440	860712	0735	170000	5.87	9	1					30	X	X
8609322	860709	0940	170000	201.31	9	1					30	X	X
8615153	861103	1550	170000	7.28	9	1				500	30	1	01
8618454	861229	1150	170000	96.33	9	1			1	1,200	30	1	04
8601610	860126	2250	170000	2.07	9	1				3,500	30	X	04

RECORD STATS: 7 FOUND; 7 READ; 7 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8600518	860110	0945	170000	53.69	9	1				1,500	40	2	04
8602223	860217	2024	170000	320.03	9	1					40	1	04
8600067	860102	1315	170000	114.36	9	1				4,000	40	1	04
8603464	860228	0730	170000	129.39	9	1				1,000	40	5	04
8604485	860324	1100	170000	76.22	9	1				1,000	40	1	01
8603828	860308	2030	170000	159.06	9	1			1	3,600	40	5	01
8606596	660510	0945	170000	106.34	9	1				3,000	40	4	05
8606598	860510	1000	170000	186.06	9	1				3,000	40	4	04
8608303	860313	1530	170000	164.58	9	1		1	1	5,000	40	1	04
8608381	860616	1730	170000	151.86	9	1			1	2,000	40	5	01
8607555	860528	2103	170000	2.32	9	1				5,000	40	5	01

RECORD STATS: 52 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:39 pm Tuesday August 25, 1987 CAPS

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8607770	860603	1800	170000	18.82	9	1			1	2,000	40	1	01
8608513	860620	1015	170000	52.88	9	1			1	3,000	40	5	01
8609292	860709	1550	170000	225.59	9	1			3	18,500	40	5	01
8609495	860713	0600	170000	24.78	9	1				5,000	40	1	02
8610232	860731	1438	170000	303.71	9	1				4,000	40	2	01
8610801	860812	1045	170000	109.85	9	1		1	1	300	40	1	02
8610493	860806	1250	170000	133.37	9	1			1	14,000	40	1	01
8610990	860816	0545	170000	17.83	9	1			2	5,000	40	2	01
8610649	860829	0351	170000	67.04	9	1				200	40	4	02
8611423	860825	1520	170000	37.34	9	1				3,000	40	2	01
8613337	861002	2040	170000	73.00	9	1			1	1,500	40	1	01

RECORD STATS: 52 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:39 pm Tuesday August 25, 1987 CAPS

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8612834	860521	1830	170000	198.71	9	1				1,000	40	4	01
8613540	860703	1500	170000	36.84	9	1				1,000	40	1	01
8613558	860706	2100	170000	97.80	9	1				80,000	40	5	01
8613588	860714	1800	170000	94.31	9	1				1,000	40	1	01
8613624	860720	1700	170000	285.65	9	1				2,000	40	4	03
8613525	861004	2215	170000	136.40	3	1					40	5	04
8614264	861017	1747	170000	2.42	9	1				800	40	5	01
8614061	861013	1000	170000	287.67	9	1			1	1,000	40	5	04
8613454	861004	2115	170000	189.59	9	1			1	2,500	40	2	04
8613711	861006	2230	170000	284.65	9	1					40	X	X
8613841	861009	1120	170000	235.72	9	1			1		40	4	04

RECORD STATS: 52 FOUND; 33 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

2:40 pm Tuesday August 25, 1987 CAPS

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8613993	861011	0100	170000	141.23	9	1					40	5	04
8614903	861031	1653	170000	3.84	9	1			1	4,000	40	1	01
8615059	861102	1700	170000	58.97	9	1				2,500	40	5	04
8615118	861104	0900	170000	49.03	9	1			1		40	2	04
8614943	861101	1830	170000	93.33	9	1				2,000	40	2	04
8614960	861101	1110	170000	19.32	9	1				2,000	40	5	04
8614962	861101	1107	170000	19.82	9	1				7,500	40	4	04
8615629	860905	2200	170000	109.34	9	2				13,500	40	4	01
8615275	860608	2020	170000	251.98	9	1	1	1		15,000	40	4	01
8616204	861123	2154	170000	14.82	9	1			1	2,500	40	4	02
8616414	861126	1410	170000	211.87	9	1				3,500	40	2	04

RECORD STATS: 52 FOUND; 44 READ; 44 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

2:41 pm Tuesday August 25, 1987 CAPS

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8616681	861130	1430	170000	162.07	9	1				7,000	40	4	04
8617668	861214	2330	170000	27.11	9	1				6,000	40	2	04
8618437	861228	1430	170000	109.85	9	1					40	1	04
8617763	861215	1400	170000	34.82	9	1					40	X	X
8618294	861225	1645	170000	312.01	9	1		1		8,000	40	5	04
8618715	861009	1915	170000	162.78	9	1				3,000	40	1	04
8618852	861205	0430	170000	245.32	9	1		1		4,000	40	1	04
8618919	860726	2324	170000	292.17	9	1	1		3	7,500	40	4	01

RECORD STATS: 52 FOUND; 52 READ; 52 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8600594	860112	1755	170000	2.32	9	2				2,200	50	2	01
8608282	860615	1720	170000	9.80	9	1				1,100	50	1	01
8607270	860522	1850	170000	11.40	9	1			1	3,000	50	1	01
8612849	860524	2200	170000	25.28	9	2				150	50	1	02
8613541	860703	1530	170000	127.93	9	1		1		5,000	50	2	01
8614506	861022	1830	170000	37.34	9	1				35,000	50	2	01
8614661	861025	1200	170000	45.25	9	1				5,000	50	4	01
8615410	861108	1405	170000	31.32	9	1				750	50	6	04
8618529	861230	1510	170000	11.73	9	1				2,000	50	5	04

RECORD STATS: 9 FOUND; 9 READ; 9 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8503143	850208	0330	180000	275.47	9	1			1	1,500	17	1	04
8504206	850205	1320	180000	282.53	9	1				3,500	17	4	04
8508767	850503	0840	180000	12.69	9	1				700	17	3	01
8508776	850508	1944	180000	254.98	9	1		1		5,000	17	4	01
8510045	850610	1320	180000	78.12	9	1				4,000	17	1	01
8511727	850712	0000	180000	240.13	9	1				2,000	17	4	01
8512053	850717	1600	180000	260.83	9	1			1	5,000	17	4	01
8512219	850720	1230	180000	255.86	9	1			1	10,000	17	4	01
8514539	850829	1753	180000	289.86	9	1			2		17	1	02
8504010	850222	1430	180000	70.17	9	1				5,000	17	5	04
8515229	850910	0200	180000	109.19	9	1				4,491	17	1	01

RECORD STATS: 16 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8518741	851112	1638	180000	289.02	9	1			2	2,500	17	1	04
8517231	851017	1930	180000	80.20	9	1				1,000	17	5	04
8520709	851211	1430	180000	280.83	9	1			1		17	1	04
8521368	851219	2345	180000	291.85	9	1			2	4,000	17	4	04
8521495	851220	1230	180000	87.84	9	1				3,000	17	1	04

RECORD STATS: 16 FOUND; 16 READ; 16 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8500220	850103	1607	180000	291.42	9	1				1,500	25	1	04
8501183	850115	1627	180000	94.70	9	1				750	25	1	04
8500578	850108	1510	180000	248.42	9	1			1	2,000	25	4	04
8501882	850111	1115	180000	278.27	9	2			1	800	25	1	04
8502272	850130	1257	180000	293.78	9	1				860	25	1	04
8503897	850220	0215	180000	257.86	9	1				500	25	1	04
8503898	850220	1000	180000	251.03	9	1				6,000	25	2	04
8505174	850307	1309	180000	51.25	9	1				4,000	25	5	04
8506658	850331	0016	180000	282.98	9	1		2		2,500	25	4	01
8508743	850411	1315	180000	149.81	9	1			1	1,000	25	4	04
8508758	850421	0115	180000	290.86	9	1				2,200	25	1	01

RECORD STATS: 22 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8508763	850412	2310	180000	273.09	9	1		1		10,000	25	4	01
8508765	850428	0622	180000	270.84	9	1			1	750	25	1	01
8512914	850731	0035	180000	241.63	9	1				200	25	5	01
8514981	850906	0001	180000	197.62	9	1				2,000	25	4	01
8514314	850824	0600	180000	288.89	9	1		1		9,000	25	4	01
8504952	850306	1645	180000	291.85	2	1					25	1	04
8507861	850420	0000	180000	292.85	9	1				25	25	X	X
8515930	850922	1000	180000	273.39	9	1			1	600	25	X	X
8518355	851106	2030	180000	60.29	9	1				750	25	6	04
8520720	851211	1329	180000	288.86	1	2				1,200	25	4	04
8519598	851124	1545	180000	126.50	9	1				5,000	25	4	04

RECORD STATS: 22 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8508781	850511	0000	180000	199.77	9	1				300	26	1	01
8518664	851111	1030	180000	273.14	9	1				5,500	26	4	04

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8511738	850712	0019	180000	267.93	9	1			1	6,000	29	4	01
8511252	850703	1805	180000	257.86	9	1					29	X	01
8517314	851018	1300	180000	39.91	9	1				5,000	29	6	04
8521734	851223	1205	180000	152.64	9	1				2,000	29	4	04

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8503729	850217	0915	180000	285.52	9	1				1,500	30	1	01
8515352	850913	0157	180000	219.15	9	1				1,000	30	1	01
8521703	851222	2330	180000	290.82	9	1			1	200	30	1	04

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8501852	850124	1450	180000	289.41	9	1				1,500	40	1	04
8503682	850131	1447	180000	282.57	9	1				8,000	40	4	04
8503895	850220	1515	180000	220.35	9	1				1,000	40	2	04
8504194	850201	1915	180000	259.76	9	1			1	1,300	40	1	04
8504221	850212	2315	180000	272.39	9	1				2,000	40	1	04
8505664	850314	2015	180000	290.52	9	1				2,000	40	1	01
8505665	850314	1858	180000	286.40	9	3					40	1	04
8506117	850322	0745	180000	291.96	9	1				1,200	40	1	01
8505843	850317	0645	180000	282.19	9	1				1,000	40	4	01
8509666	850602	2350	180000	208.96	9	1				1,000	40	2	01
8509767	850604	0505	180000	88.14	9	1			1	6,500	40	1	01

RECORD STATS: 35 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8510971	850629	1436	180000	293.84	9	1				2,500	40	1	01
8511729	850712	2015	180000	152.14	9	1			1	400	40	4	02
8514339	850825	1030	180000	73.20	9	2		1		1,500	40	4	01
8502587	850204	0525	180000	275.14	9	1				1,000	40	1	04
8502507	850202	1530	180000	248.98	9	1					40	1	04
8502516	850202	1000	180000	260.88	9	1					40	5	04
8504081	850223	1300	180000	252.98	9	1				8,000	40	1	04
8508641	850202	1100	180000	260.18	9	1				1,400	40	X	X
8516945	851011	1830	180000	215.88	9	1				4,000	40	4	01
8514368	850825	1050	180000	47.11	9	1					40	4	01
8515206	850910	1800	180000	133.24	9	1					40	X	X

RECORD STATS: 35 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8518666	851111	1604	180000	282.65	9	1				3,500	40	1	04
8514964	850615	1030	180000	7.01	9	1				80,000	40	5	01
8516868	851010	0830	180000	147.27	9	2					40	1	05
8517990	851030	1930	180000	52.82	9	1				800	40	4	04
8519750	851126	0845	180000	52.32	9	1			1	3,000	40	5	04
8520719	851211	0850	180000	285.36	9	1					40	1	04
8518574	851110	1000	180000	59.96	9	1				5,000	40	5	04
8519028	851116	0945	180000	228.46	9	1				3,000	40	2	04
8519899	851128	1030	180000	224.16	9	1					40	1	04
8520728	851211	0750	180000	282.21	9	1				1,200	40	1	04
8521742	851223	0920	180000	289.11	9	1			1	8,000	40	1	04

RECORD STATS: 35 FOUND; 33 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

1:24 pm Monday August 31, 1987 CAPS

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8522126	851230	0100	180000	272.96	9	1			1	2,000	40	1	04
8522183	851231	1600	180000	293.10	9	1				2,000	40	4	04

RECORD STATS: 35 FOUND; 35 READ; 35 QUALIFIED.

1:24 pm Monday August 31, 1987 CAPS

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8519627	851125	2258	180000	292.27	9	1			1	850	50	1	04
8521650	851221	1615	180000	290.06	9	1				3,000	50	1	04

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8602134	860209	1430	180000	291.49	9	1			2	3,000	17	4	04
8603375	860301	1945	180000	73.20	9	1				500	17	5	04
8603376	860301	1500	180000	73.20	9	1				800	17	5	04
8606671	860405	0400	180000	286.84	9	1				1,500	17	4	04
8606784	860207	0630	180000	273.47	9	1			1	4,000	17	4	04
8608519	860620	2200	180000	142.22	9	1			2	6,500	17	1	02
8607782	860603	0630	180000	123.93	9	1				6,500	17	2	01
8608225	860613	0220	180000	61.29	9	1				600	17	X	X
8608265	860614	0800	180000	231.31	9	1				1,140	17	X	X
8609489	860719	1954	180000	291.07	9	1				3,000	17	1	02
8609983	860726	2145	180000	194.03	9	1				50	17	X	X

RECORD STATS: 26 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

1:46 pm Monday August 31, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8611462	860826	0440	180000	204.07	9	1				7,000	17	X	X
8614377	860808	1830	180000	234.33	9	1				1,000	17	2	01
8614383	860810	0515	180000	252.98	9	1			1	5,000	17	1	01
8614285	861018	2345	180000	248.26	9	1				900	17	1	04
8615296	860730	1100	180000	222.49	9	1				500	17	4	02
8616350	861125	0001	180000	253.18	9	1				3,000	17	1	04
8616487	861128	1237	180000	54.78	9	1				3,700	17	5	04
8617118	861206	1430	180000	280.00	9	1				1,500	17	1	04
8617279	861208	0910	180000	292.85	1	2				1,000	17	5	04
8617487	861211	0630	180000	282.06	2	2				1,000	17	4	04
8618800	861103	1240	180000	212.31	9	1			2		17	4	04

RECORD STATS: 26 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

1:46 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8618857	861212	1300	180000	254.98	9	1				20,000	17	5	04
8618858	861216	1015	180000	257.86	9	1			1	4,000	17	4	04
8618874	861230	0900	180000	254.88	9	1			1	5,000	17	5	04
8618875	861230	0930	180000	258.86	9	1				2,500	17	1	04

RECORD STATS: 26 FOUND; 26 READ; 26 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8600221	860104	1820	180000	69.18	9	1			1	3,000	25	5	04
8602014	860207	2323	180000	278.84	9	1				1,500	25	1	04
8608422	860618	1905	180000	62.16	9	1			1	8,000	25	5	01
8609033	860702	0605	180000	291.34	9	1				800	25	1	01
8616230	861124	1335	180000	55.74	9	1			3	3,700	25	5	04
8618765	861025	0950	180000	55.24	9	1			1	4,000	25	5	04

RECORD STATS: 6 FOUND; 6 READ; 6 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8613482	861004	2315	180000	283.85	9	1				5,150	26	1	04
8616552	861128	2334	180000	293.29	9	1			1	5,175	26	1	04

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

1:44 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8607405	860823	2315	180000	217.02	9	1			1	5,000	29	1	01
8607645	860531	0215	180000	197.49	9	1			2	2,500	29	1	01
8612442	860914	0510	180000	289.86	9	1			1	100	29	1	01
8615186	861103	1330	180000	198.79	9	1			1		29	1	04

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8612079	860907	2115	180000	201.01	9	1				300	30	X	X
8617491	861211	2303	180000	285.85	9	1			2	4,500	30	1	04

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

1:42 pm Monday August 31, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8600332	860107	0820	180000	66.70	9	1				2,500	40	5	04
8600419	860108	1700	180000	236.26	9	1			1	2,000	40	4	10
8601834	860204	0738	180000	286.20	9	1				3,000	40	1	04
8601879	860205	1503	180000	228.50	9	1			3		40	5	04
8604619	860118	1730	180000	66.20	9	1				1,000	40	5	04
8608185	860613	1415	180000	49.38	9	1				3,500	40	4	01
8608281	860615	2110	180000	285.85	9	1				500	40	4	01
8607933	860607	2322	180000	293.05	9	1			1	4,000	40	4	01
8608558	860621	0723	180000	284.84	9	1	1			5,000	40	1	02
8607130	860517	1600	180000	218.85	9	1			2	5,000	40	1	01
8607395	860524	1625	180000	287.04	9	1		1	3	10,000	40	1	01

RECORD STATS: 28 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

1:49 pm Monday August 31, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8607402	860320	0900	180000	141.09	9	1			1	1,500	40	1	04
8607696	860602	1529	180000	273.84	9	1			1	1,800	40	4	01
8609284	860708	0930	180000	71.18	6	1					40	5	01
8610610	860808	0430	180000	120.12	9	1		1		3,500	40	4	01
8612015	860906	1500	180000	199.49	9	2		1	1	14,000	40	4	01
8613528	860701	1530	180000	235.47	9	1			1	6,000	40	1	01
8612924	860923	1650	180000	199.52	9	1			1	3,000	40	1	02
8614017	861012	1115	180000	234.52	9	1				1,500	40	2	04
8613481	861004	2045	180000	278.79	9	1			1	5,000	40	1	04
8614000	861012	0700	180000	228.00	9	1			4	3,500	40	5	04
8615278	860622	2230	180000	243.61	9	1				5,000	40	4	02

RECORD STATS: 28 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

1:49 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8615295	860729	1230	180000	246.59	9	1		2			40	2	10
8616889	861203	1545	180000	291.32	9	3			3	9,500	40	4	04
8617278	861208	1119	180000	273.67	9	1				2,000	40	5	04
8617708	861214	0730	180000	292.85	9	1				400	40	1	04
8618795	861103	1116	180000	292.85	9	1				5,000	40	4	04
8618913	860607	1845	180000	185.74	9	1	1	1	1	6,000	40	1	01

RECORD STATS: 28 FOUND; 28 READ; 28 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8607136	860518	1730	180000	292.85	2	2				57	50	1	01
8610164	860729	1415	180000	281.29	9	2				3,650	50	1	01
8611584	860828	1900	180000	65.99	9	1				6,500	50	4	01
8612186	860909	1445	180000	261.83	9	1				35,000	50	4	01
8618797	861103	1705	180000	280.40	9	2				1,500	50	1	04

RECORD STATS: 5 FOUND; 5 READ; 5 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8503298	850211	1811	190000	97.37	9	1				14,000	17	1	04
8506432	850207	1930	190000	23.65	9	1				1,500	17	4	04
8509051	850518	1944	190000	106.80	9	1			1	5,000	17	4	01
8509266	850524	1528	190000	161.73	9	1				16,000	17	4	01
8510161	850418	0200	190000	2.14	9	1			1	2,000	17	1	01
8509524	850530	1650	190000	235.15	9	1			1	4,000	17	5	01
8509858	850606	1930	190000	53.21	9	1			1	8,000	17	1	02
8510638	850622	0230	190000	112.84	9	1			2	3,000	17	1	01
8512083	850718	1523	190000	98.19	9	1			1		17	1	01
8514287	850823	1600	190000	121.36	9	1				3,000	17	1	01
8514703	850831	1730	190000	118.15	9	1				8,000	17	1	01

RECORD STATS: 18 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:13 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8502510	850202	1530	190000	112.84	9	1			1	500	17	X	04
8515816	850920	1608	190000	182.94	9	1			1	4,000	17	4	01
8513495	850811	1600	190000	46.15	9	1			2	7,000	17	2	01
8516160	850926	1914	190000	110.44	9	1			2	4,000	17	3	01
8517111	851014	0630	190000	173.74	9	1				5,000	17	1	01
8519631	851125	1645	190000	12.46	4					2,500	17	1	04
8520573	851209	1430	190000	258.84	9	1			1	2,200	17	2	04

RECORD STATS: 18 FOUND; 18 READ; 18 QUALIFIED.

2:14 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8505403	850310	0010	190000	8.73	9	1			1	1,500	25	1	04
8501357	850118	0743	190000	7.66	9	1				300	25	X	X
8514191	850822	1600	190000	115.61	9	1			1		25	5	02
8514604	850830	0819	190000	128.06	9	1			1	1,000	25	1	X
8514663	850806	2130	190000	28.75	9	1		2			25	5	01
8514667	850831	0700	190000	8.01	9	1	1		2		25	1	01
8515657	850912	1320	190000	11.59	9	1			1	3,700	25	4	02
8523608	850722	0000	190000	29.48	9	1	1			5,000	25	5	X

RECORD STATS: 8 FOUND; 8 READ; 8 QUALIFIED.

2:14 pm Monday August 31, 1987 CAPS NUM

MORE ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8512191	850805	2320	170000	6.35	9	1		1		7,500	29	4	02
8505611	850313	1500	170000	0.40	5	1				2,500	29	2	01
8516329	850929	0100	170000	2.75	9	1				1,500	29	5	01
8608021	860609	1300	170000	55.65	9	1				500	29	4	01
8611548	860828	1130	170000	127.42	9	1			1	14,000	29	5	02
8614788	861028	0900	170000	34.25	9	1			1	500	29	2	01

RECORD STATS: 6 FOUND; 6 READ; 6 QUALIFIED.

10:18 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8515052	850907	0300	170000	55.66	3	1				3,200	26	4	01

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

10:18 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8509048	850518	2030	170000	18.11	9	1				1,050	30	6	02
8502701	850203	2000	170000	10.83	9	1				358	30	1	04
8615153	861103	1550	170000	7.28	9	1				500	30	1	01
8618454	861229	1150	170000	56.33	9	1			1	1,200	30	1	04
8601610	860126	2250	170000	2.07	9	1				3,500	30	X	04

RECORD STATS: 6 FOUND; 6 READ; 5 QUALIFIED.

10:19 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8502561	850202	0130	170000	21.59	9	1				2,500	40	1	04
8501001	850112	1930	170000	14.02	9	1				1,500	40	1	04
8501924	850126	2230	170000	30.72	9	1			2	1,000	40	3	04
8501925	850126	1315	170000	31.24	9	1				2,000	40	1	04
8502833	850205	0150	170000	3.85	9	1				2,000	40	1	04
8503302	850211	1610	170000	6.27	9	1				500	40	1	04
8503301	850211	1530	170000	6.27	9	1				2,000	40	1	04
8505404	850310	1500	170000	41.23	9	1				2,300	40	1	04
8508995	850517	1530	170000	31.62	9	1			1	2,500	40	5	01
8509567	850531	1910	170000	31.22	9	1			1	10,000	40	4	01
8509856	850606	0000	170000	10.92	9	1				2,000	40	4	01

RECORD STATS: 62 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:21 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8509866	850607	1400	170000	38.81	9	1				700	40	1	02
8510857	850626	1830	170000	34.42	9	1				400	40	1	01
8510315	850615	1420	170000	56.60	9	1			1	250	40	1	02
8511000	850629	1826	170000	26.53	9	1				3,000	40	4	01
8511958	850716	0320	170000	4.64	9	1		2		6,000	40	2	01
8511973	850716	0500	170000	42.80	9	1			1	1,500	40	5	01
8512918	850731	0000	170000	31.92	9	1				2,500	40	1	01
8513078	850802	1610	170000	37.72	9	1				3,000	40	4	01
8513164	850804	0100	170000	30.82	9	1			1	10,000	40	5	01
8511476	850707	1100	170000	47.22	9	1				2,500	40	1	02
8511477	850707	0730	170000	32.33	9	1			2	9,000	40	1	01

RECORD STATS: 62 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:21 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8610849	860829	0351	170000	57.04	9	1				300	40	4	02
8611423	860325	1910	170000	37.34	9	1				[illegible],000	40	2	01
8613337	861002	2040	170000	73.33	9	1				700	40	1	01
8612540	860703	1500	170002	36.84	9	1				[illegible]	40	1	01
8613558	860706	2100	170000	97.00	9	1					40	5	01
8613586	860714	1800	170000	94.31	9	1				[illegible]	[illegible]	1	01
8614264	861017	1747	170000	2.46	9	1						5	01
8614903	861031	1653	170000	3.84	9	1			1	[illegible]		[illegible]	01
8615059	861102	1700	170000	58.97	9	1				2,[illegible]			04
8615118	861104	0500	170000	49.03	9	1			1				04
8614943	861101	1830	170000	33.33	9	1				2,000			04

RECORD STATS: 62 FOUND; 55 READ; 55 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > (

10:22 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8614360	861101	1110	170000	13.32	9	1				2,000	40	5	04
8614968	861101	1107	170000	19.82	9	1				7,500	40	4	04
8615633	860305	2200	170000	109.24	9	2				13,500	40	4	01
8616204	861123	2154	170000	14.82	9	1			1	2,500	40	4	02
8617668	861214	2330	170000	27.11	9	1				6,000	40	2	04

RECORD STATS: 62 FOUND; 62 READ; 60 QUALIFIED.

10:22 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8514025	850820	0750	170000		9	1				200	40	1	02
8513947	850818	1815	170000	65.11	9	1				2,000	40	1	01
8515673	850919	1950	170000	42.90	9	1			3	15,000	40	1	02
8516449	851001	1400	170000	13.56	9	1				520	40	4	01
8519317	851121	1530	170000	66.56	9	1				1,500	40	4	04
8521123	851216	1405	170000	54.69	9	1				4,520	40	1	04
8521308	851218	1215	170000	51.68	9	1			1	2,500	40	1	04
8521770	851223	1300	170000	85.28	9	1				1,500	40	1	05
8521413	851219	1630	170000	30.32	9	1				3,000	40	4	04
8521416	851219	1530	170000	53.88	9	1				3,520	40	4	05
8522292	851231	1645	170000	2.19	9	1			1	2,159	40	2	04

RECORD STATS: 62 FOUND; 33 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:21 am Friday January 4, 1990

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
[illegible]	860517	0126	170000	8.66	9	1	1	1		2,500	40	1	01
[illegible]	860110	0945	170000	73.37	9	1				1,500	40	2	04
8600067	860102	1315	170000	114.32	9	1				4,000	40	1	04
[illegible]	860324	1100	170000	76.22	9	1				[illegible]	40	1	01
8606395	860510	0945	170000	106.24	9	1				3,000	40	4	05
8607555	860528	2103	170000	2.32	9	1				5,000	40	5	01
8607770	860603	1800	170000	19.82	9	1			1	2,000	40	1	01
8608513	860620	1015	170000	52.88	9	1			1	3,000	40	5	01
8609495	860713	0600	170000	24.75	9	1				5,000	40	1	02
8612301	860812	1045	170000	183.85	9	1		1	1	500	40	1	02
8610950	860816	0545	170000	17.63	9	1			2	5,000	40	2	01

RECORD STATS: 62 FOUND; 44 READ; 44 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:22 am Friday January 4, 1990

ORE ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8600594	860112	1755	170000	2.32	9	2				2,200	50	2	01
8608282	860615	1720	170000	9.60	9	1				1,100	50	1	01
8607270	860522	1850	170000	11.40	9	1			1	3,000	50	1	01
8612849	860524	2200	170000	35.28	9	2				150	50	1	02
8613541	860703	1530	170000	127.93	9	1		1		5,000	50	2	01
8614506	861022	1830	170000	37.34	9	1				35,000	50	2	01
8614661	861025	1200	170000	45.25	9	1				5,000	50	4	01
8615410	861108	1405	170000	31.32	9	1				750	50	6	04
8618529	861230	1510	170000	11.73	9	1				2,000	50	5	04

RECORD STATS: 9 FOUND; 9 READ; 9 QUALIFIED.

10:24 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8403365	840217	1300	170000	255.92	9	1				1,000	40	5	10
8404637	840306	0100	170000	138.75	9	1				4,000	40	5	04
8405886	840408	1100	170000	132.00	9	1				1,500	40	5	02
8406023	840414	2020	170000	251.00	9	1				400	40	X	X
8406317	840425	2100	170000	315.27	9	1			1	1,025	40	1	01
8410481	840703	1100	170000	228.71	9	1				2,000	40	4	02
8411675	840721	1230	170000	220.31	9	1				2,000	40	1	03
8411697	840726	1130	170000	316.11	9	1				500	40	2	01
8411484	840729	0330	170000	211.27	9	1			2	2,000	40	4	01
8414141	840819	0630	170000	212.76	9	1			4	2,000	40	2	02
8414570	840907	1943	170000	306.16	9	1		1	1	1,800	40	1	01

RECORD STATS: 23 FOUND; 12 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:03 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8415503	840831	1000	170000	316.61	9	1				500	40	3	01
8415988	840920	0538	170000	294.48	9	1				12,500	40	5	01
8417212	841012	1000	170000	302.01	9	1				2,600	40	5	04
8417157	841012	1930	170000	303.63	9	1				3,000	40	5	04
8422202	841221	1515	170000	291.55	9	1				6,500	40	5	04
8417631	841017	1900	170000	263.76	9	1			2	600	40	4	04
8419769	841121	1252	170000	280.26	9	1			2	3,500	40	5	04
8421929	841206	2100	170000	172.16	5	1			2	3,000	40	6	04
8423537	840903	1700	170000	225.47	9	1				1,500	40	5	01
8406958	840526	0200	170000	309.12	9	1			1		40	X	X

RECORD STATS: 23 FOUND; 23 READ; 21 QUALIFIED.

RECORD STATS: 23 FOUND; 23 READ; 21 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:04 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8403114	840211	0700	170000	300.08	9	1			1	30,000	17	5	04
8400965	840113	1030	170000	291.12	9	1				15,000	17	5	04
8404590	840306	1155	170000	130.21	9	1				10,000	17	4	04
8404583	840315	2300	170000	182.31	9	1			1	4,000	17	5	01
8406064	840415	1745	170000	172.46	9	1				2,000	17	2	04
8406192	840421	2015	170000	251.50	9	1			1	5,000	17	1	01
8410893	840625	1300	170000	254.75	9	1			1	3,000	17	1	01
8411169	840717	1305	170000	251.50	9	1				225	17	X	X
8411773	840805	0750	170000	254.22	9	1				2,000	17	4	02
8415269	840827	0600	170000	237.72	9	1			3	3,000	17	1	01
8415878	840918	0215	170000	277.14	9	1				500	17	2	02

RECORD STATS: 15 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'Y' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:06 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8416378	840927	0440	170000	254.72	9	1			1	4,000	17	4	01
8417248	841013	1232	170000	280.66	8	2			1	3,000	17	5	04
8420529	841202	1845	170000	159.16	9	1				3,000	17	5	04
8419139	841113	1030	170000	148.27	9	1			1	3,000	17	5	01

RECORD STATS: 15 FOUND; 15 READ; 15 QUALIFIED.

11:07 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8405862	840407	1130	170000	176.11	9	1				4,000	25	1	01
8414259	840903	2200	170000	262.23	3	1			1	2,000	25	2	01

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

11:08 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8414403	840304	1300	172000	340.67	3	1			1	1,000	29	1	04

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8406267	840426	0345	170000	147.66	3	1				5,000	30	4	01
8423073	841231	1300	170000	204.62	9	1				1,000	30	3	04

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

11:12 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8700248	870124	1105	170000	315.57	9	1				200	17	X	X
8703521	870109	2315	170000	287.47	9	1				1,000	17	5	04
8707865	870701	1500	170000	264.75	9	1		1	1	50	17	4	01
8709026	870731	0100	170000	154.27	9	1			1	2,000	17	5	02
8710135	870827	2030	170000	284.06	9	1			2	2,000	17	1	01
8710533	870701	0708	170000	133.87	9	1		1		6,000	17	1	01
8711137	870920	1600	170000	203.75	9	2			2	9,000	17	2	02
8712396	871025	1130	170000	273.63	9	1			1	3,000	17	5	04
8712088	871016	1105	170000	304.13	9	1			1	3,500	17	5	04
8712300	871023	1745	170000	188.57	9	1				2,897	17	1	04
8712555	870902	2130	170000	253.72	9	1			1	2,000	17	4	01

RECORD STATS: 16 FOUND; 12 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:14 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8712653	870914	2045	170000	251.68	9	1			1	3,000	17	4	01
8712301	871023	0200	170000	283.66	9	1				6,500	17	X	X
8714052	871123	0215	170000	301.01	9	1				10,000	17	5	04
8776894	871205	2226	170000	307.69	9	1			2	6,000	17	5	04

RECORD STATS: 16 FOUND; 16 READ; 15 QUALIFIED.

11:14 am Friday January 4, 1980

.MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8707593	870530	1930	170000	142.23	9	1				5,000	25	2	01
8706713	870502	0430	170000	294.48	3	1			1	12,000	25	5	01
8710481	870904	2230	170000	273.66	9	1				2,000	25	5	01
8712086	871016	1115	170000	160.76	9	1			3	5,000	25	4	04

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8712768	870822	0330	170000	312.38	3	1			1	4,000	29	2	01

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

11:16 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8707961	870704	0510	170000	255.21	9	1				4,616	30	X	X
8710307	870831	1130	170000	207.82	9	1				500	30	5	02
8711330	870806	0300	170000	205.68	9	1			1	10,000	30	5	01

RECORD STATS: 4 FOUND; 4 READ; 3 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8705761	870506	1500	170000	129.39	9	1				5,000	40	5	01
8707600	870606	1430	170000	278.15	9	1				2,000	40	2	01
8706702	870425	0500	170000	213.66	9	1		1		4,000	40	5	01
8708565	870720	1600	170000	291.56	9	1			2	1,500	40	5	01
8707313	870620	1430	170000	296.63	9	1		1		5,500	40	2	01
8708970	870729	2130	170000	166.88	9	1			1	500	40	1	02
8712310	871023	1745	170000	145.23	9	1				3,000	40	6	04
8713224	871012	0930	170000	229.22	9	1			1	2,500	40	1	04

RECORD STATS: 8 FOUND; 8 READ; 8 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8600553	860111	2030	190000	84.30	9	1				5,000	40	5	04
8600791	860116	2030	190000	82.87	9	1				6,000	40	5	04
8601141	860123	1630	190000	168.23	9	1				3,912	40	5	04
8602017	860207	1600	190000	95.18	9	1			1	4,000	40	1	04
8604621	860118	0700	190000	268.56	9	1				1,500	40	1	01
8605325	860405	0615	190000	104.30	9	1					40	1	01
8606802	860212	2102	190000	20.25	9	1			1	3,000	40	4	04
8606960	860516	2030	190000	9.14	9	1				1,000	40	1	01
8613345	861002	2030	190000	61.43	9	1				5,000	40	4	04
8613560	860706	0750	190000	269.46	9	1				8,000	40	1	01
8614011	861012	1500	190000	65.09	9	1					40	4	01

RECORD STATS: 16 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:23 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8614380	860809	2030	190000	7.66	9	1				1,500	40	1	02
8614210	861016	2000	190000	193.56	9	1					40	4	04
8615272	860417	0715	190000	2.89	9	1			1	1,200	40	4	01
8615714	861113	1730	190000	146.18	9	1			1		40	2	04
8613566	860706	1000	190000	236.65	9	1		3	2	1,300	40	2	01

RECORD STATS: 16 FOUND; 16 READ; 16 QUALIFIED.

2:24 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8601391	860129	1455	190000	182.85	9	1					50	5	04

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

2:22 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8513545	850812	0430	230000	26.67	9	1			1	7,500	17	1	03
8515972	850923	1030	230000	68.07	9	1			1	5,000	17	5	02

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

2:04 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8503250	850210	1230	230000	60.70	9	1				3,000	25	5	04
8511347	850705	1030	230000	54.48	9	1			3	3,000	25	1	01
8511383	850705	1830	230000	48.60	9	1			1	1,000	25	1	01
8515499	850314	1615	230000	122.84	9	1		1		150	25	1	03

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

2:03 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8508885	850515	2130	230000	95.10	9	1			1	8,000	40	5	01
8511065	850701	0500	230000	92.02	9	1			1	6,000	40	1	01
8511199	850703	1830	230000	101.39	9	1		1		7,500	40	4	01
8513255	850806	0800	230000	86.84	9	1			1	2,000	40	5	01
8503840	850220	1530	230000	115.40	9	1				2,000	40	X	X

RECORD STATS: 5 FOUND; 5 READ; 5 QUALIFIED.

2:08 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8510011	850610	1400	230000	72.42	8	2				284	50	2	10

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

2:06 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8607474	860526	0300	230000	88.32	9	1				4,000	17	5	01
8607787	860604	0400	230000	73.72	9	1			1	8,000	17	1	01
8615300	860804	2007	230000	36.99	9	1				3,000	17	1	01
8615137	861104	1500	230000	52.07	9	1		1	1	10,000	17	2	04
8617664	861209	2030	230000	30.74	9	1				500	17	1	04

RECORD STATS: 5 FOUND; 5 READ; 5 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8609266	860708	1630	230000	65.61	9	1				5	30	X	X

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8609690	860718	0000	230000	110.29	9	1				2,500	40	1	02
8618773	861029	1035	230000	13.93	9	1				2,500	40	2	04

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8403236	840214	1426	170000	34.40	1	2				200	17	1	04
8403498	840221	1829	170000	6.27	9	6				1,300	17	1	04
8400671	840107	0350	170000	21.18	9	1				5,200	17	1	04
8402326	840118	1300	170000	11.18	9	1				500	17	4	04
8405970	840411	0700	170000	15.32	9	1		1	2	3,500	17	4	04
8404486	840225	0000	170000	14.32	9	1				750	17	1	04
8406227	840423	1955	170000	67.87	9	1			3	500	17	2	01
8406505	840505	0540	170000	3.33	9	1				2,500	17	2	10
8407838	840608	2041	170000	31.28	9	1				60,200	17	5	02
8410416	840702	1255	170000	5.64	9	1		2		5,000	17	2	02
8410161	840628	0145	170000	1.32	9	1				15,000	17	4	01

RECORD STATS: 42 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:57 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8409954	840624	2327	170000	5.83	9	1			1	450	17	1	01
8411131	840714	1749	170000	31.22	9	1			1	2,000	17	4	01
8411911	840812	1830	170000	0.81	9	1			1	2,300	17	5	X
8414157	840901	1730	170000	125.40	9	1				800	17	5	01
8414490	840906	1445	170000	16.55	9	1			1	200	17	4	01
8414522	840907	2315	170000	124.09	9	1				2,500	17	2	01
8414049	840812	1720	170000	21.43	9	1			1	3,000	17	1	01
8414053	840812	1300	170000	10.83	1	2				1,000	17	1	01
8416059	840921	0715	170000	11.43	9	1			3	3,000	17	4	01
8417648	841021	1200	170000	64.01	9	1				25,000	17	4	04
8419211	841119	0000	170000	2.02	9	1			1	10,000	17	6	04

RECORD STATS: 42 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:58 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8420093	841116	2130	170000	1.01	9	1			2	3,500	17	2	04
8420094	841116	1430	170000	3.84	9	1			1	1,000	17	1	04
8418980	841117	0700	170000	41.29	9	1			1	5,000	17	1	01
8418721	841103	2400	170000	50.74	9	1		1		2,000	17	1	01
8421588	841215	1100	170000	3.67	9	1			1	1,000	17	2	01
8423363	840702	0655	170000	15.93	9	1				750	17	1	02
8700942	870114	0300	170000	14.82	9	1				1,000	17	1	04
8704598	870325	1214	170000	19.62	9	1		2	2	3,500	17	2	01
8705687	870503	1730	170000	0.50	5	1			1	1,000	17	1	01
8706134	870518	0850	170000	38.81	9	1				2,000	17	5	01
8706163	870519	2220	170000	4.95	9	1				800	17	2	01

RECORD STATS: 42 FOUND; 34 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:58 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8707446	870623	0359	170000	2.32	9	1				1,000	17	2	01
8710319	870901	0100	170000	2.32	9	1		2		16,000	17	5	01
8710925	870724	0300	170000	41.29	9	1				4,000	17	1	01
8710949	870730	2310	170000	14.42	9	1				2,000	17	4	02
8710950	870730	2300	170000	14.52	9	1				1,500	17	4	02
8712712	871101	1120	170000	63.81	9	1				400	17	4	04
8713319	871111	0239	170000	4.85	9	1			1	4,000	17	2	02

RECORD STATS: 42 FOUND; 42 READ; 40 QUALIFIED.

11:59 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8404570	840305	0130	170000	125.40	9	1				10,000	25	5	04
8405521	840318	1950	170000	32.94	9	1			2	6,000	25	5	01
8404587	840305	2333	170000	124.09	9	1				3,000	25	2	04
8404591	840306	0030	170000	123.99	9	1				2,000	25	5	04
8416346	840926	2330	170000	11.42	9	1			1	3,000	25	4	01
8419108	841111	0555	170000	23.80	9	1				1,500	25	2	01
8701703	870128	0745	170000	50.19	9	2				3,300	25	1	04
8702710	870216	1130	170000	112.83	9	1			1	3,500	25	2	04
8703018	870223	0545	170000	49.23	9	1				1,000	25	X	04
8702681	870216	1300	170000	111.26	9	1				3,478	25	1	04
8704787	870403	0930	170000	62.63	9	1				2,000	25	1	05

RECORD STATS: 14 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:04 pm Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8706005	870514	1925	170000	20.92	9	1		1		2,000	25	4	01
8707729	870628	0415	170000	23.38	9	1				1,500	25	3	02
8714598	871203	0350	170000	37.34	9	1				1,000	25	2	04

RECORD STATS: 14 FOUND; 14 READ; 14 QUALIFIED.

12:05 pm Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8409357	840503	1900	170000	103.22	9	1	2			15,000	29	5	01
8407899	840610	0645	170000	62.07	9	1			1	4,500	29	1	01
8423682	840725	1400	170000	25.75	9	1			2	15,000	29	5	02
8710489	870622	1301	170000	126.01	9	1		1	1	10,000	29	1	01

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

12:06 pm Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8410348	840606	0400	170000	6.81	9	1				700	30	1	01
8410992	840708	0515	170000	11.83	9	1			1	3,500	30	4	01
8416183	840922	1530	170000	14.62	9	1				550	30	1	01
8705798	870507	1800	170000	4.84	9	1				192	30	1	01

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

12:06 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8400180	840104	0000	170000	18.33	9	1				900	40	4	04
8402533	840202	1125	170000	6.32	9	1				2,000	40	1	04
8402730	840205	0100	170000	4.34	9	1			1	2,000	40	2	04
8403155	840212	0955	170000	6.32	9	1				1,000	40	1	04
8403586	840223	1530	170000	78.24	9	1				1,200	40	1	04
8404488	840227	1559	170000	5.34	9	1				1,500	40	1	04
8404924	840312	0526	170000	2.32	9	1			1	1,500	40	2	01
8405811	840406	0400	170000	11.63	9	1				1,000	40	1	04
8406101	840417	0715	170000	20.32	9	1				2,000	40	4	04
8406196	840421	0700	170000	70.18	5	1				3,000	40	1	01
8406256	840427	1930	170000	97.61	9	1			2	2,500	40	5	02

RECORD STATS: 68 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:07 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8406720	840514	2100	170000	31.12	9	1			2	3,000	40	5	01
8406784	840517	0310	170000	3.13	9	1		1		4,000	40	2	01
8406638	840511	0030	170000	2.62	9	1			2	2,000	40	5	01
8407878	840609	1600	170000	14.82	9	1			2	4,500	40	1	01
8407874	840609	0145	170000	44.14	9	1				3,000	40	1	02
8409518	840526	0100	170000	48.41	9	1				5,000	40	5	01
8410403	840701	2100	170000	31.32	9	1			2	6,000	40	4	01
8410478	840703	1000	170000	74.06	9	1		1	1	5,500	40	5	01
8410356	840609	1900	170000	24.80	9	1	1	1		2,000	40	5	01
8410393	840701	0730	170000	25.73	9	1				1,100	40	5	01
8411233	840719	0000	170000	37.07	9	1			1	750	40	5	02

RECORD STATS: 68 FOUND; 23 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:07 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8413323	840801	2210	170000	13.82	9	1			1	3,000	40	5	01
8413324	840801	0230	170000	14.42	9	1				500	40	1	02
8413713	840701	0000	170000	11.49	9	1				3,000	40	4	02
8413801	840713	1823	170000	88.81	9	1				9,000	40	1	02
8414216	840902	0920	170000	32.33	9	1			1	9,000	40	1	01
8414342	840818	1825	170000	34.61	9	1			3	4,000	40	1	02
8414924	840822	1330	170000	12.03	9	1			2	1,000	40	1	02
8415720	840915	1330	170000	2.83	9	1			2	1,600	40	2	01
8416229	840924	0000	170000	50.49	9	1			1	2,500	40	4	01
8416286	840925	0721	170000	11.43	9	1			1	9,000	40	4	02
8421257	840911	2000	170000	48.46	9	1	1			500	40	5	01

RECORD STATS: 68 FOUND; 35 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:08 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8418587	841108	1840	170000	21.45	9	1				600	40	2	01
8419242	841120	1445	170000	11.33	9	1			1	2,500	40	4	04
8418397	841104	1230	170000	73.75	4	1				4,000	40	1	01
8418586	841108	1050	170000	22.23	9	1				2,000	40	1	01
8422778	841228	2145	170000	27.24	9	1				750	40	3	04
8423246	841020	2310	170000	31.44	9	1			1	3,000	40	5	04
8423394	841008	1210	170000	7.30	9	1				2,500	40	4	02
8700035	870101	1400	170000	63.71	9	1				2,000	40	5	04
8700040	870101	2300	170000	31.32	9	1				1,000	40	4	04
8701164	870117	0230	170000	28.61	9	1				1,500	40	5	04
8703709	870211	2130	170000	5.85	9	1				2,000	40	1	04

RECORD STATS: 68 FOUND; 47 READ; 44 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:08 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8704159	870211	1643	170000	24.40	9	1			1	1,000	40	1	01
8704185	870308	1230	170000	115.70	9	1			1	1,000	40	5	04
8704597	870317	1949	170000	13.82	9	1				4,000	40	1	01
8705383	870423	1645	170000	81.05	9	1			3	15,000	40	1	01
8704778	870403	0730	170000	33.61	9	1				3,200	40	4	04
8707902	870702	1745	170000	14.42	9	1			1	500	40	4	01
8708308	870713	0830	170000	18.82	9	1				2,000	40	2	01
8708299	870712	1730	170000	45.05	9	1		2		500	40	4	02
8706624	870606	0907	170000	3.17	9	1		2	1	2,500	40	2	02
8706939	870609	1925	170000	37.82	9	1				5,000	40	1	01
8706989	870611	1555	170000	6.35	9	1				500	40	2	01

RECORD STATS: 68 FOUND; 55 READ; 55 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:06 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8710806	870912	1850	170000	10.83	9	1			2	3,520	40	1	01
8710856	870722	1730	170000	33.54	9	1			1	10,000	40	2	02
8710557	870731	0150	170000	11.18	9	1			1	3,000	40	4	02
8711342	870810	0005	170000	43.30	9	1			1	2,000	40	4	01
8711343	870813	1005	170000	114.33	9	1				1,000	40	1	02
8711795	871009	1750	170000	3.33	9	1				3,000	40	2	01
8715051	871209	1100	170000	41.59	9	1			1	1,200	40	4	04
8715190	871211	2338	170000	74.69	9	1				1,000	40	X	X
9773801	871209	1320	170000	34.41	9	1			3	2,500	40	1	04
9776973	870409	2330	170000	35.62	9	1	1			2,000	40	1	01

RECORD STATS: 68 FOUND; 68 READ; 65 QUALIFIED.

RECORD STATS: 68 FOUND; 68 READ; 65 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:08 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8400331	840105	2126	170000	6.57	1	2			2	1,500	50	1	04
8404498	840301	1333	170000	52.68	9	2				100	50	5	01
8407091	840501	1800	170000	31.83	9	2				450	50	2	01
8412556	840806	0000	170000	18.28	9	1				55,000	50	6	01
8414159	840901	0645	170000	24.79	9	1				9,000	50	2	01
8414240	840903	1600	170000	16.62	9	2				431	50	1	01
8700157	870102	1449	170000	[illegible].33	9	1			2	7,000	50	4	04
8701125	870117	0230	170000	9.56	9	1			1		50	1	05
8705293	870420	1945	170000	63.91	9	1				2,500	50	4	01
8708061	870706	1600	170000	78.82	9	1				7,500	50	1	01

RECORD STATS: 10 FOUND; 10 READ; 10 QUALIFIED.

RECORD STATS: 10 FOUND; 10 READ; 10 QUALIFIED.

TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

12:10 pm Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8501265	850116	2045	170000	21.32	9	1			1	1,500	17	X	04
8503155	850124	0110	170000	5.35	9	1			1	3,500	17	2	02
9504674	850307	0120	170000	1.27	9	1				2,000	17	1	04
8507639	850415	2000	170000	25.73	9	1			2	4,100	17	5	01
8508283	850504	0930	170000	35.32	9	1			2	5,000	17	1	01
8507764	850417	2245	170000	11.63	9	1		1	1	14,000	17	4	01
8509508	850529	1545	170000	1.01	9	1			1	1,000	17	2	02
8509553	850531	0415	170000	0.81	5	1			2	2,500	17	2	01
8509756	850606	0500	170000	20.87	9	1		1	2	250	17	1	01
8511351	850705	1326	170000	5.87	9	1		2	2	500	17	3	01
8514180	850822	0230	170000	86.08	9	1				4,000	17	2	01

RECORD STATS: 42 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:14 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8515382	850913	1430	170000	21.73	9	1				2,000	17	1	01
8515452	850914	0335	170000	0.37	9	1			2		17	2	02
8546936	850403	2130	170000	23.80	9	1				1,800	17	X	X
8516740	851007	2230	170000	114.87	9	1				500	17	X	X
8519456	851122	1415	170000	1.51	9	1			1	2,000	17	2	04
8519960	851129	0330	170000	25.28	9	1				3,000	17	3	01
8520034	851201	0140	170000	0.37	9	1			2	3,500	17	2	01
8521715	851222	1710	170000	82.80	9	1				1,500	17	X	X
8601154	860124	1540	170000	16.13	9	2				3,525	17	4	01
8601632	860201	2200	170000	24.80	9	1		1		15,000	17	5	04
8603962	860311	2330	170000	1.87	9	1				500	17	5	04

RECORD STATS: 42 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:15 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8606147	860427	1500	170000	10.83	3	1			1	3,000	17	1	01
8606460	860506	1900	170000	3.84	3	1				500	17	2	01
8607117	860517	0130	170000	32.84	3	1			1	4,200	17	5	01
8607923	860606	1940	170000	5.55	9	1				4,200	17	2	01
8609055	860702	2345	170000	4.84	3	1			1	8,000	17	1	01
8611129	860819	1310	170000	11.33	3	1			1		17	4	01
8611484	860826	1530	170000	50.19	3	1				2,050	17	4	02
8611671	860829	1245	170000	63.32	9	1		1	1	3,000	17	1	01
8611369	860602	0650	170000	18.23	9				1	2,000	17	5	01
8613645	860728	1240	170000	75.22	9	1		1	1	7,000	17	1	01
8614228	861017	2030	170000	61.11	9	1				3,400	17	X	X

RECORD STATS: 42 FOUND; 35 READ; 33 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:15 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8614370	860807	0030	170000	35.42	3	1			1	5,000	17	1	01
8614542	861022	0800	170000	33.33	3	1			1	5,200	17	1	01
8614443	861020	0510	172000		3	1			3	2,000	17	4	04
8615209	861105	0930	170000	19.62	3	1				8,000	17	5	04
8615321	860604	0245	170000	11.33	3	1				2,500	17	1	01
8615634	860907	2320	170000	71.27	3	1				30,000	17	1	02
8618646	860917	1423	170020	51.49	3	1			1	300	17	4	02

RECORD STATS: 42 FOUND; 42 READ; 40 QUALIFIED.

10:15 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8502787	850203	0030	170000	48.01	9	1				2,000	25	5	04
8504533	850228	1030	170000	2.95	9	1				1,500	25	2	04
8504534	850228	1035	170000	2.93	9	1			1	550	25	2	04
8509057	850519	2135	170000	23.41	9	1		1		3,500	25	3	01
8516059	850925	2345	170000	2.31	9	1				7,500	25	5	01
8519309	851120	1145	170000	103.05	9	1				4,000	25	3	04
8600577	860111	1415	170000	54.38	9	1				2,000	25	4	04
8612847	860524	2115	170000	25.28	9	1	1		1		25	6	01
8615632	860906	0350	170000	9.30	9	1				4,000	25	4	02
8616613	861129	0430	170000	32.33	9	1				1,200	25	5	04
8618342	861226	1300	170000	108.54	9	1				700	25	5	04

RECORD STATS: 12 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

10:16 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8619579	861231	0015	170000	59.42	9	1				4,000	25	2	04

RECORD STATS: 12 FOUND; 12 READ; 12 QUALIFIED.

10:17 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8705543	870427	1900	170000	252.28	9	1		1	1	12,000	50	4	01
8707157	870616	1800	170000	147.77	9	1			1		50	5	01
8710605	870825	1300	170000	213.46	9	2				860	50	1	01

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8400938	840112	1100	180000	291.60	9	1			2	2,000	17	4	04
8400962	840113	0830	180000	290.76	9	1		1		1,500	17	1	04
8402389	840108	0800	180000	94.30	9	1				750	17	1	04
8403974	840306	0741	180000	228.82	1	2				600	17	1	04
8403994	840306	1100	180000	293.59	1	2				2,300	17	1	04
8405329	840402	1100	180000	84.49	9	1				4,550	17	1	01
8406062	840415	0321	180000	283.91	9	1				1,500	17	4	04
8406265	840426	0230	180000	274.37	9	1				385	17	1	01
8406560	840507	2327	180000	272.59	9	1			3	3,000	17	1	01
8408015	840616	0840	180000	293.59	9	1				1,500	17	1	01
8408123	840621	0410	180000	287.74	9	1				1,500	17	1	01

RECORD STATS: 29 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:21 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8410085	840627	1300	180000	289.41	9	1				5,000	17	4	02
8411565	840601	0315	180000	295.85	9	1			1	3,000	17	4	01
8411578	840625	0014	180000	277.23	9	1			1	6,500	17	4	01
8411646	840719	1315	180000	149.27	9	1			1	500	17	4	01
8411686	840723	1355	180000	143.32	9	1				1,200	17	1	01
8414211	840902	0515	180000	289.45	9	1			2	4,000	17	1	01
8402258	840131	0300	180000	121.43	9	1				15,000	17	X	X
8414923	840822	1100	180000	257.85	9	1			1	3,000	17	1	01
8415762	840916	0043	180000	247.32	9	1				5,300	17	1	01
8415985	840920	0420	180000	121.51	9	1				400	17	5	01
8415661	840914	1430	180000	148.07	9	1		1	13	6,000	17	5	01

RECORD STATS: 29 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:22 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8416790	841004	0715	180000	286.84	9	1				2,500	17	1	01
8416924	841007	1139	180000	251.21	9	1				800	17	5	02
8416999	841008	2210	180000	238.75	9	1			1	4,500	17	2	01
8417316	841014	2030	180000	15.68	9	1				800	17	4	04
8417899	841024	1850	180000	292.95	9	1				3,000	17	4	04
8418713	841103	1830	180000	138.66	9	1				1,500	17	4	04
8421938	841206	1540	180000	244.60	9	1				1,000	17	4	04

RECORD STATS: 29 FOUND; 29 READ; 29 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8402590	840203	1325	180000	82.49	9	1			1	18,000	25	2	04
8402971	840209	1630	180000	37.31	9	1				1,000	25	4	04
8401141	840114	1330	180000	55.28	9	1			1	400	25	1	04
8406299	840424	1713	180000	267.81	9	1				2,000	25	1	01
8411004	840709	1828	180000	68.25	9	1			3	4,000	25	6	02
8411067	840712	1310	180000	57.20	9	1			2	800	25	2	01
8411559	840523	1508	180000	30.45	9	1			1	7,000	25	2	01
8411526	840713	0000	180000	153.64	9	1			1	5,000	25	1	01
8411774	840805	0350	180000	8.91	9	1			1	1,800	25	1	02
8418027	841026	1755	180000	199.77	9	1		1	1	3,000	25	4	04
8423646	840213	1303	180000	91.47	9	1				750	25	1	04

RECORD STATS: 11 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > (

11:24 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8405014	840316	0125	180000	285.36	9	1				3,700	26	1	04

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

11:25 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8405265	840331	1330	180000	207.89	9	1			2	3,000	29	1	01
8406721	840514	1945	180000	289.56	9	1			1	2,000	29	4	01
8415441	840831	1400	180000	55.45	9	1				1,500	29	4	01
8419010	841117	0120	180000	195.05	9	1				3,000	29	1	04

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

11:26 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8413790	840709	0157	180000	285.75	9	1	1				40	1	01
8414684	840910	0030	180000	217.69	9	1			1	2,000	40	4	01
8415755	840916	0745	180000	34.32	9	1				5,000	40	4	01
8416101	840922	0600	180000	290.82	9	1				2,500	40	1	01
8416736	841003	0742	180000	293.72	9	1				1,200	40	4	02
8416738	841003	0202	180000	275.47	9	1			1	6,000	40	1	02
8420440	841201	0815	180000	293.10	9	1				5,000	40	1	04
8421752	841208	2136	180000	291.46	9	1		1		3,000	40	4	04
8418058	841028	0700	180000	52.40	9	1			1	3,000	40	5	04
8422186	841217	2300	180000	51.25	9	1			1	3,000	40	5	04

RECORD STATS: 33 FOUND; 33 READ; 32 QUALIFIED.

RECORD STATS: 33 FOUND; 33 READ; 32 QUALIFIED.

TYPE '(' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:28 am Friday January 4, 1980

CASE NUMBER	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NUM VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8704804	870403	1541	180000	54.67	5	1			1	33,000	30	5	01
8708466	870718	0530	180000	207.47	5	1				2,050	30	1	01
8712545	870731	0718	180000	255.86	6	1		1		3,500	30	1	01

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

11:34 am Friday January ~, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8701816	870130	0220	180000	275.49	9	1				4,000	40	1	04
8701861	870131	0100	180000	284.55	9	1			1	4,000	40	1	04
8703106	870226	0430	180000	291.45	9	1				478	40	4	01
8702449	870210	1855	180000	135.85	9	2				3,500	40	4	04
8703512	870107	2048	180000	292.85	9	1			2	1,800	40	5	04
8704461	870204	2140	180000	267.30	9	1			1	1,500	40	1	04
8708494	870716	0113	180000	281.82	9	1				2,500	40	1	01
8706718	870508	1455	180000	136.47	9	1				1,000	40	1	01
8706992	870611	1825	180000	95.43	9	1				2,500	40	1	01
8707115	870615	0519	180000	282.62	9	1		1		4,000	40	4	01
8707406	870622	1540	180000	291.85	9	1				4,000	40	1	02

RECORD STATS: 20 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > (

11:35 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8709067	870801	1900	180000	167.03	9	1				2,000	40	1	01
8708800	870726	0232	180000	281.84	9	1				1,500	40	1	01
8711341	870809	0054	180000	281.46	9	1				1,020	40	4	01
8712087	871016	1330	180000	234.03	9	1			2	2,000	40	5	04
8712092	871016	1600	180000	283.42	9	1				3,000	40	1	01
8712546	870713	0505	180000	237.76	9	1		2		8,000	40	5	02
8712229	871020	2034	180000	282.82	9	1				1,500	40	1	01
8712769	870823	0506	180000	282.72	9	1			1	4,000	40	1	01
8776303	871212	2200	180000	225.05	9	1			1	6,000	40	5	04

RECORD STATS: 20 FOUND; 20 READ; 20 QUALIFIED.

11:35 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8402600	840203	2001	180000	285.90	9	1				1,800	30	1	04
8403955	840306	1000	180000	280.71	9	1				857	30	2	04
8403934	840305	0535	180000	280.96	9	1			1	4,800	30	5	04
8405095	840321	0935	180000	78.89	9	1				8,000	30	2	04
8406696	840513	0700	180000	252.98	9	1				290	30	1	01
8416526	840929	1950	180000	233.43	9	1			1	3,000	30	2	01
8423145	841222	2100	180000	259.83	9	2				1,200	30	1	04
8422891	841227	0640	180000	269.32	9	2				800	30	1	04

RECORD STATS: 9 FOUND; 9 READ; 8 QUALIFIED.

11:26 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8400939	840112	1609	180000	273.47	3	1		1		1,500	40	4	04
8401069	840113	1910	180000	290.22	9	1				500	40	1	04
8402736	840205	0200	180000	281.22	9	1			2	1,500	40	5	04
8403414	840218	1715	180000	81.02	9	1				500	40	1	04
8400964	840113	0105	180000	291.94	9	1				2,000	40	1	04
8405327	840402	2215	180000	275.51	9	1				3,000	40	2	04
8405147	840324	0140	180000	273.09	3	1				3,000	40	4	04
8404922	840312	2008	180000	90.60	5	1				2,000	40	1	01
8404923	840312	1330	180000	7.88	3	1				1,200	40	5	04
8406123	840418	0700	180000	261.53	9	1				3,000	40	4	01
8405769	840405	1330	180000	282.32	9	1			1		40	1	01

RECORD STATS: 33 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:27 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8406056	840415	1140	180000	4.25	9	1			1	6,000	40	5	01
8406478	840504	1100	180000	179.14	9	1			1	5,000	40	1	01
8407933	840612	0112	180000	292.89	9	1				2,000	40	4	01
8408978	840416	1830	180000	186.24	9	1				5,000	40	1	01
8407866	840609	1400	180000	212.68	9	1			1	3,000	40	4	01
8407867	840609	2100	180000	282.86	9	1			1	3,000	40	1	01
8411140	840714	0030	180000	31.46	9	1			1	3,000	40	5	02
8411561	840526	1212	180000	47.11	9	1				1,500	40	6	01
8411575	840624	1135	180000	71.18	9	1				4,000	40	6	01
8411602	840705	0130	180000	204.57	9	1			1	3,000	40	1	01
8411753	840804	2340	180000	178.35	9	1		1	1	5,000	40	1	02

RECORD STATS: 33 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:28 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8702923	870221	1130	180000	291.03	9	1				3,000	17	4	04
8701833	870130	1545	180000	48.92	9	1				17,000	17	5	04
8702405	870209	0700	180000	287.34	9	1				1,000	17	1	04
8704467	870310	0640	180000	279.79	9	1		1			17	1	01
8705547	870428	1620	180000	290.85	9	1			1	500	17	1	01
8704818	870404	1430	180000	234.31	9	1				4,222	17	1	04
8706483	870529	0450	180000	94.70	9	1			1	4,400	17	1	01
8707592	870529	0350	180000	71.18	9	1			1	37,000	17	1	01
8707045	870613	0535	180000	276.67	9	1				6,000	17	5	02
8706772	870604	0415	180000	37.73	9	1			3	10,000	17	2	03
8707141	870615	2200	180000	102.69	9	1				1,000	17	1	01

RECORD STATS: 21 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:31 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8707313	870620	0230	180000	285.33	9	1				2,000	17	1	01
8707486	870622	1100	180000	324.65	9	1				6,000	17	5	01
8708834	870728	1800	180000	238.23	7	1			2	2,500	17	X	X
8710483	870618	0900	180000	146.77	9	1			1	2,000	17	4	01
8712201	871019	1050	180000	291.32	9	1				1,000	17	4	05
8712259	871021	1335	180000	238.35	9	1				2,000	17	5	04
8712766	870822	0153	180000	286.72	9	1				9,000	17	1	01
8713593	871114	1047	180000	236.26	9	1				2,022	17	5	04
8776913	871217	1558	180000	288.82	9	1			1	10,000	17	1	04
8776862	871109	1745	180000	68.25	9	1				3,100	17	5	04

RECORD STATS: 21 FOUND; 21 READ; 21 QUALIFIED.

RECORD STATS: 21 FOUND; 21 READ; 21 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:31 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8401293	840116	0600	180000	259.86	9	1				3,000	50	1	04
8418820	841112	1608	180000	280.40	9	2				3,000	50	1	04
8421910	841204	2241	180000	292.97	9	1			1	3,000	50	4	04
8418393	841104	1307	180000	281.92	9	1			1	5,500	50	1	04

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

11:29 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8704346	870323	0551	120000	273.22	3	1			1	200	22	1	04
8712763	870821	1500	120020	236.26	5	1				3,000	22	3	01

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

11:33 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8707643	870626	0409	180000	293.44	9	1			2	75	25	1	01
8711228	870804	0200	180000	99.18	9	1		1		4,150	25	1	01
8715315	870920	1050	180000	4.97	9	1				1,100	25	5	02

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

11:22 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8702286	870206	1340	180000	291.02	9	5				10,500	50	1	04
8704591	870328	1138	180000	292.35	9	2				200	50	1	01
8707738	870629	1450	180000	162.27	9	1				2,500	50	2	01

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8403410	840218	0545	190000	73.22	9	1				500	17	4	04
8404917	840312	2240	190000	109.27	9	1			1	550	17	5	01
8406338	840428	1709	190000	110.44	9	1				3,500	17	4	01
8408144	840621	1831	190000	110.94	9	1			2	6,000	17	4	01
8407980	840614	1230	190000	132.20	9	1			1	7,000	17	1	01
8406996	840528	1050	190000	7.96	9	1			1	300	17	1	01
8406941	840525	2000	190000	169.26	9	1			1	8,000	17	5	02
8410401	840701	0345	190000	94.38	9	1			2	5,000	17	1	01
8409945	840624	1255	190000	64.60	9	1		2	1	5,000	17	1	01
8411350	840723	0445	190000	5.17	9	1			1	6,250	17	X	X
8412779	840519	0747	190000	3.50	9	1			1	2,500	17	4	01

RECORD STATS: 28 FOUND; 12 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:37 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8415592	840913	0200	190000	183.24	9	1				2,500	17	1	01
8415771	840916	1745	190000	235.15	9	1				9,000	17	5	01
8416740	841003	1130	190000	201.42	9	1			1	3,500	17	1	01
8419833	841126	1310	190000	183.55	9	2				30,000	17	6	04
8417706	841020	1305	190000	91.58	9	1				500	17	X	04
8420267	840813	2345	190000	110.24	9	1	1			3,500	17	4	01
8419829	841126	0802	190000	270.06	9	1			1	3,000	17	2	04
8421229	840704	2215	190000	108.22	9	1				1,800	17	5	01
8421250	840904	0230	190000	110.24	9	1			1	3,000	17	5	01
8418381	841102	2000	190000	114.20	9	1			1	1,500	17	5	01
8418430	841104	0645	190000	115.40	9	1			2	1,500	17	1	01

RECORD STATS: 28 FOUND; 23 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:38 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8507065	850407	2000	190000	50.30	9	1				4,000	30	5	04

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

2:17 pm Monday August 31, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8500085	850102	1550	190000	118.63	9	1				3,000	40	1	04
8500983	850112	0745	190000	270.84	9	1				4,000	40	1	04
8506424	850127	0815	190000	13.90	9	1				3,000	40	1	04
8504761	850303	1230	190000	23.65	9	1				3,000	40	5	04
8505379	850309	0119	190000	268.17	9	1				1,500	40	1	04
8505767	850315	0645	190000	234.05	9	1			1	10,000	40	5	04
8510113	850612	1300	190000	235.13	9	1		1		30,000	40	5	01
8513610	850813	2200	190000	261.29	9	1				5,000	40	5	01
8513970	850819	1000	190000	234.83	9	1		1	1	4,000	40	1	01
8514726	850902	1945	190000	125.37	9	1				4,212	40	1	01
8502914	850206	1400	190000	97.17	9	1				2,000	40	3	04

RECORD STATS: 20 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:09 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8503530	850215	0300	190000	104.55	9	1				2,039	40	2	04
8515818	850920	1548	190000	265.32	9	3			1	80,000	40	1	01
8515871	850921	1837	190000	211.08	9	1			1	3,500	40	1	01
8516010	850924	1930	190000	257.70	9	1				2,000	40	1	04
8516899	851010	1005	190000	5.56	9	1			1	5,000	40	1	04
8515976	850923	2145	190000	268.66	9	1			1	3,000	40	1	01
8515203	850910	1400	190000	171.24	9	1				2,000	40	2	05
8517912	851103	1400	190000	67.07	9	1				4,542	40	4	04
8520746	851211	0900	190000	268.66	9	1				3,000	40	1	04

RECORD STATS: 20 FOUND; 20 READ; 20 QUALIFIED.

2:11 pm Monday August 31, 1987 CAPS NUM

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8602337	860212	2100	190000	20.78	9	1				600	17	4	04
8601145	860123	2200	190000	17.77	9	1				1,500	17	X	X
8600188	860103	1845	190000	270.67	9	1				1,000	17	X	X
8607511	860527	1140	190000	96.53	9	1			2	2,000	17	1	01
8607429	860525	1235	190000	87.18	9	1			2	5,000	17	4	01
8607475	860526	1600	190000	121.76	9	1			1	8,000	17	4	01
8607697	860602	1930	190000	134.16	9	1			1	6,500	17	2	01
8608923	860629	2005	190000	169.24	9	1				5,000	17	5	01
8611069	860817	2043	190000	140.67	9	1			2	3,000	17	4	01
8612181	860615	0738	190000	98.19	9	1			2	5,000	17	1	01
8612384	860913	2130	190000	67.07	9	1				1,537	17	X	X

RECORD STATS: 15 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

2:21 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8612835	860522	0730	190000	8.90	9	1				2,000	17	1	01
8614494	861021	2200	190000	36.36	9	1			1	2,500	17	2	04
8615091	861102	1613	190000	109.94	9	1		1		1,500	17	5	04
8618300	860125	1500	190000	109.45	9	1			3	2,000	17	5	04

RECORD STATS: 15 FOUND; 15 READ; 15 QUALIFIED.

2:22 pm Monday August 31, 1987 CAPS NUM

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8607773	860603	2330	190000	57.22	9	1			1	5,000	25	1	01
8610702	860810	2145	190000	209.81	9	1		1		6,000	25	5	02
8614493	861021	0803	190000	74.83	9	1				1,000	25	1	04
8614635	861023	0300	190000	85.17	9	1				500	25	5	04
8615630	860905	1230	190000	106.40	9	1				1,000	25	4	02

RECORD STATS: 5 FOUND; 5 READ; 5 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8604311	860319	1145	190000	37.95	9	1			1	1,500	30	1	04
8604643	860123	0110	190000	17.77	9	1			1	3,500	30	4	04
8604879	860327	1329	190000	8.64	9	1				3,500	30	1	04
8609716	860718	0830	190000	73.68	9	1				2,000	30	1	01
8609378	860710	1900	190000	228.26	9	1					30	X	X
8617089	861205	1345	190000	179.49	9	1					30	5	04

RECORD STATS: 6 FOUND; 6 READ; 6 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8422719	841214	1139	190000	34.38	3	1				2,000	17	2	04
8422729	841208	1712	190000	105.29	3	1			1	2,000	17	5	04
8422731	841126	1630	190000	190.75	3	1				1,000	17	X	04
8423472	841012	0830	190000	5.52	3	1				1,800	17	1	04
8423261	840930	2330	190000	131.45	3	1			1	800	17	1	01

RECORD STATS: 28 FOUND; 28 READ; 27 QUALIFIED.

11:38 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8405292	840220	2032	190000	4.94	9	1				1,000	25	1	04
8406649	840406	0500	190000	10.61	9	1			1	5,000	25	4	04
8412480	840703	0700	190000	215.82	9	1				6,000	25	5	01
8412047	840625	0100	190000	52.00	9	1				500	25	1	01
8415551	840914	2230	190000	110.44	9	1				4,000	25	5	01

RECORD STATS: 5 FOUND; 5 READ; 5 QUALIFIED.

11:33 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8419577	841124	1930	190000	229.78	9	1				3,500	29	1	04
8423686	840601	0245	190000	116.95	3	1				2,000	29	3	01

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

11:40 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8402437	940131	1855	190000	2.98	9	1				1,500	30	4	04
8403769	840216	0530	190000	94.19	9	1				475	30	4	04
8410739	840705	1930	190000	153.19	9	1				500	30	1	01

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

11:41 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8402412	840126	0240	190000	0.38	9	1				2,000	40	1	04
8403296	840215	1815	190000	57.62	9	1				500	40	1	04
8403460	840220	1800	190000	87.08	9	1				2,000	40	1	04
8402337	840125	1920	190000	100.71	9	1				1,000	40	1	04
8403977	840306	0330	190000	266.82	9	1			1	6,000	40	1	04
8405049	840318	0400	190000	267.46	9	1				1,500	40	1	01
8405296	840229	1209	190000	0.40	9	2				1,500	40	4	01
8404916	840312	1054	190000	115.61	9	1			1	5,200	40	1	01
8403876	840302	1330	190000	214.98	9	1				3,500	40	4	04
8406384	840414	1230	190000	248.25	9	1			2	3,000	40	5	04
8406760	840516	1730	190000	111.24	9	1		1		2,000	40	1	10

RECORD STATS: 32 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:42 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8408028	840617	0400	190000	268.46	9	1			2	4,000	40	1	01
8408066	840618	1100	190000	141.67	9	1				3,500	40	4	01
8407007	840529	0830	190000	249.61	9	1				1,500	40	5	01
8410094	840627	0715	190000	151.46	9	1				20,150	40	2	01
8411275	840720	1805	190000	197.12	9	1		1	1	3,000	40	4	01
8411429	840726	0130	190000	178.25	9	1				3,000	40	1	02
8411642	840718	1900	190000	260.49	9	1			3	3,000	40	1	01
8412783	840603	2350	190000	12.46	9	1		1		2,000	40	1	01
8413459	840722	0750	190000	134.65	9	1			2	3,500	40	4	01
8414137	840819	0214	190000	121.05	9	1	1			2,000	40	1	01
8414210	840902	0340	190000	268.36	9	1				9,000	40	1	01

RECORD STATS: 32 FOUND; 22 READ; 22 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:42 am Friday January 4, 1980

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8416739	841003	0800	190000	258.00	9	1				9,000	40	2	01
8421231	840706	0612	190000	21.73	9	1		1	1		40	4	01
8417158	841012	1230	190000	267.82	9	1				3,000	40	4	02
8416677	841002	1200	190000	193.86	9	1			1	2,500	40	1	01
8417591	841018	0345	190000	244.70	9	1			1	2,500	40	5	04
8418670	841103	1959	190000	12.09	9	1			1	500	40	4	01
8418477	841105	1500	190000	225.50	9	1				4,000	40	2	04
8422704	841226	1330	190000	105.90	9	1				1,000	40	3	04
8423471	841012	0820	190000	5.50	9	1				3,500	40	1	04
8418974	841117	1230	190000	270.84	9	1				2,000	40	4	01

RECORD STATS: 32 FOUND; 32 READ; 32 QUALIFIED.

RECORD STATS: 32 FOUND; 32 READ; 32 QUALIFIED.

TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:42 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8410194	840629	1545	190000	58.67	9	1			2	4,000	50	2	01
8411335	840725	1725	190000	18.78	3	1				1,130	50	X	03
8417633	841021	1615	190000	45.65	9	1			1		50	1	05
8421248	840903	1310	190000	115.10	5	1			3	2,000	50	5	01
8418077	841027	0030	190000	45.30	3	1				800	50	1	01

RECORD STATS: 5 FOUND; 5 READ; 5 QUALIFIED.

11:44 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8707660	870701	1500	190000	123.90	9	1			1	7,000	17	1	01
8712147	871018	1359	190000	118.63	9	1				2,000	17	1	04
8776881	870922	0415	190000	107.29	9	1	1			9,500	17	1	01

RECORD STATS: 3 FOUND; 3 READ; 3 QUALIFIED.

11:45 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8700660	870109	0820	190000	6.50	9	1				1,150	25	2	04
8702965	870222	1515	190000	184.71	9	1				3,000	25	6	04
8706033	870515	1613	190000	116.40	9	1			3		25	4	01
8708674	870723	0315	190000	47.63	9	1				1,500	25	1	01
8710485	870619	1737	190000	2.90	9	1				800	25	1	02
8712151	871018	0936	190000	68.96	9	1			1	3,500	25	1	04
8776812	871213	1930	190000	12.94	9	1				1,000	25	1	04

RECORD STATS: 7 FOUND; 7 READ; 7 QUALIFIED.

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8710959	870731	0551	190000	271.34	9	1				1,082	26	1	01

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

11:46 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8715424	871116	1715	190000	4.41	9	2				1,200	30	1	04

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8700772	870111	0100	190000	105.23	9	1				1,962	40	1	04
8705651	870205	1540	190000	10.61	9	1				5,000	40	4	04
8705703	870322	2312	190000	12.66	9	1				5,000	40	4	04
8706556	870531	0230	190000	269.86	9	1				5,000	40	2	02
8709374	870808	2147	190000	0.61	9	1			1	1,400	40	1	01
8711006	870917	1400	190000	177.25	9	1			2	23,404	40	4	01
8710385	870527	1930	190000	66.08	9	1			2	5,000	40	X	02
8710221	870830	0900	190000	244.60	9	1		1	1	8,000	40	5	01
8711484	871001	1930	190000	66.08	9	1				475	40	1	04
8713228	871002	1905	190000	216.26	9	1		1	1		40	4	01
8713305	871105	1845	190000	269.46	9	1		1		8,000	40	1	01

RECORD STATS: 12 FOUND; 11 READ; 11 QUALIFIED.
TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

11:48 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8715074	871106	0800	190000	2.84	9	1				4,500	40	1	04

RECORD STATS: 12 FOUND; 12 READ; 12 QUALIFIED.

11:48 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8701783	870129	1100	190000	122.16	2	2			1	1,050	50	1	04

RECORD STATS: 1 FOUND; 1 READ; 1 QUALIFIED.

11:49 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8403604	840224	1650	230000	40.01	9	1				60,000	17	5	04
8411165	840715	0900	230000	83.40	9	1			1		17	6	02
8417767	841023	0930	230000	13.84	9	1				100	17	4	04
8712544	870712	2240	230000	51.60	9	1	1		1	9,000	17	X	X

RECORD STATS: 4 FOUND; 4 READ; 4 QUALIFIED.

11:51 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA- GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8406412	840501	0000	230000	1.48	9	1				2,000	25	1	01
8414734	840825	1512	230000	63.12	9	1			2	3,500	25	5	01

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

11:52 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8405360	840331	0830	230000	85.75	9	1			1	2,000	40	2	04
8410500	840724	0240	230000	47.56	9	1				2,500	40	6	01
8411254	840719	1655	230000	60.33	9	1			1	500	40	5	01
8415165	840825	0500	230000	14.73	9	1				3,500	40	1	02
8416998	841008	1530	230000	121.10	9	1				6,000	40	1	01
8701876	870131	1030	230000	4.06	9	1			2	5,150	40	2	04
8706658	870603	1100	230000	32.47	9	1				964	40	2	03
8710093	870827	1700	230000	85.75	9	1				3,000	40	X	X
8710096	870827	0800	230000	74.65	9	1		1	1		40	X	X

RECORD STATS: 12 FOUND; 12 READ; 9 QUALIFIED.

11:55 am Friday January 4, 1980

MORE

ACCNBR	ACCDTE YYMMDD	TIME	ROUTE	MILE POINT	ACC DIA-GRAM	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8407923	840611	1330	230000	23.45	3	1				3,000	50	1	01
8713051	871106	1400	230000	52.97	3	1				2,300	50	2	04

RECORD STATS: 2 FOUND; 2 READ; 2 QUALIFIED.

11:56 am Friday January 4, 1980

APPENDIX B

Photo Log and Accident Report Reviews

This appendix contains the accident records that were reviewed on the photo log as well as the reviews of the police accident reports. The list of accident records of the first data set is followed by the police accident report reviews for the first data set. The order is repeated for the supplemental data set.

In addition to the accident number, date and CDS milepost, the following information is provided.

DITCH: the side of the road which the vehicle went down as indicated by polar directions, N, S, E and W, and by M for cars running into the center median of the 4-lane.

HSB: hit-snow-bank, this box will be X if the accident report indicated that there was snow present on the embankment

SNOW: this box will be selected if the accident report indicated that there was snow present on the embankment.

OBJ: object hit, this box will be marked if an object, i.e. tree, stream, large rock, fence, telephone pole, RR sign, etc. is involved.

ROLL: vehicle rolled on embankment, this column should be disregarded because all information was not reported here.

$$$$: vehicular damage estimate by police officer or by participant.

**: guardrail on both sides

*: guardrail only on one side.

PHOTO LOG REVIEW
Data Set 1

ROUTE 170000

ACCN	MLTP	TYPE	COMMENTS
8514025		40	
8614443		17	
8515452	0.37	17	
8520034	0.37	17	
8505611	0.40	29	
8509553	0.81	17	
8509508	1.01	17	
8504674	1.27	17	
8603962	1.87	17	
8601610	2.07	30	
8522289	2.19	40	
8516098	2.31	25	
8607555	2.32	40	
8600594	2.32	50	
8614264	2.42	40	
8516329	2.75	29	
8504533	2.93	25	
8504534	2.93	25	
8606460	3.84	17	
8614903	3.84	40	
8511958	4.64	40	
8609055	4.84	17	
8503155	5.35	17	
8607923	5.55	17	
8502835	5.85	40	
8609440	5.87	30	
8511351	5.87	17	
8503302	6.27	40	
8503301	6.27	40	
8513191	6.98	29	
8615153	7.28	30	
8523610	8.86	40	
8615632	9.80	25	
8608282	9.80	50	
8502701	10.83	30	
8606147	10.83	17	
8509856	10.92	40	
8611129	11.33	17	
8615301	11.33	17	
8607270	11.40	50	
8507764	11.63	17	
8618529	11.73	50	
8516449	13.56	40	
8501001	14.02	40	
8616204	14.82	40	
8601154	16.13	17	
8610991	17.83	40	
8611868	18.23	17	

PHOTO LOG REVIEW
Data Set 1

ROUTE 170000

ACCN	MLTP	TYPE	COMMENTS
8615209	18.82	17	
8607770	18.82	40	
8614960	19.32	40	
8614962	19.82	40	
8501925	21.24	40	
8501269	21.32	17	
8502561	21.59	40	
8515383	21.73	17	
8614542	22.33	17	
8506936	23.80	17	
8609495	24.78	40	
8601632	24.80	17	
8519456	25.20	17	
8612847	25.28	25	
8612849	25.28	50	
8507639	25.73	17	
8511000	26.53	40	
8617668	27.11	40	
8509048	28.11	30	
8509057	29.42	25	
8618579	29.42	25	
8521413	30.32	40	
8513164	30.82	40	
8509567	31.21	40	
8615410	31.32	50	
8508995	31.62	40	
8616613	32.30	25	
8511477	32.33	40	
8607117	32.84	17	
8614788	34.25	29	
8510857	34.42	40	
8617763	34.82	40	
8508383	35.32	17	
8614370	35.42	17	
8613540	36.84	40	
8614506	37.34	50	
8611423	37.34	40	
8513078	37.72	40	
8505404	41.29	40	
8511973	42.80	40	
8515673	42.90	40	
8614661	45.25	50	
8511476	47.22	40	
8608529	47.90	17	
8502787	48.01	25	
8615118	49.03	40	
8611484	50.19	17	
8618646	51.49	17	
8521308	51.68	40	
8608513	52.88	40	

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ROUTE 170000

ACCN	MLTP	TYPE	COMMENTS
8600518	53.69	40	
8600577	54.38	25	
8521123	54.69	40	
8515052	55.66	26	
8608021	55.66	29	
8615059	58.97	40	
8501924	60.72	40	
8614228	61.11	17	
8611671	63.32	17	
8513947	65.11	40	
8519317	66.56	40	
8610649	67.04	40	
8510315	68.60	40	
8615634	71.27	17	
8613337	73.00	40	
8604485	76.22	40	
8613645	79.22	17	
8521715	82.80	17	
8521770	85.28	40	
8514180	86.08	17	
8509866	88.81	40	
8509766	90.87	17	
8512918	91.92	40	
8614943	93.33	40	
8521416	93.88	40	
8613588	94.31	40	
8618454	96.33	30	
8613558	97.80	40	
8608099	100.84	17	
8519309	103.05	25	
8606596	106.34	40	
8618342	108.84	25	
8615629	109.34	40	
8610801	109.85	40	
8618437	109.85	40	
8600067	114.36	40	
8516740	114.87	17	
8611548	127.42	29	
8613541	127.93	50	
8507870	128.89	25	On bridge; very high embankment, reject
8603464	129.39	40	Straight; embk both sides; very low
8610493	133.37	40	Curve; possible; both sides; very low; hill, reject
8613525	136.40	40	Curve; Embk very low; both sides
8504860	140.25	30	Curve transition; embk RHS low
8613993	141.23	40	Curve; embk, low; both sides; Approach to rest area;low LHS; very low RHS @ 144.91
8604639	144.93	30	Straight; Embk, low LHS; very low RHS
8516654	149.78	25	Curve; embk, very low RHS
8608381	151.86	40	Cut area, reject
8607927	156.95	25	Straight; embk, low-med both sides

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ROUTE 170000

ACCN	MLTP	TYPE	COMMENTS
8603828	159.06	40	Curve; embk RHS very low, LHS med (guard rail)
8604223	161.77	17	Straight; embk low-med both sides
8616681	162.07	40	Transition; coming out of curve, embk low both sides
8618715	162.78	40	Straight; embk low both sides
8608303	164.58	40	Straight; embk low -med both sides; edge of approach @ 164.60
8516591	171.96	25	Straight; embk med both sides
8604478	179.90	30	Curve; low embk both sides, RHS-edge of approach
8513132	183.54	30	Straight, OHS low, RHS, river w/ guard rail
8602135	186.06	25	Straight; embk both sides; LHS low, RHS river
8606598	186.06	40	Straight; embk both sides; LHS low, RHS river
8613454	189.59	40	Cut area, reject
8612834	198.71	40	Straight; embk med to high both sides
8609322	201.31	30	Cut area, reject
8616414	211.87	40	Cut area; Ditch LHS; End of guardrail LHS @ 211.89; End of guardrail RHS @ 211.93, reject
8615141	218.46	25	Curve, embk both sides guard rails; LHS high, RHS med
8618808	222.49	25	Straight approaching curve, embk low both sides
8609292	225.59	40	Curve, embk LHS; high guard rail coming up on RHS, reject
8617090	228.71	17	Curve, embk very low both sides. Approach @ 228.67
8613841	235.72	40	Straight, embk low LHS, RHS rest area
8608080	237.22	17	Straight; embk RHS low, LHS med
8618852	245.32	40	Straight; embk very low both sides
8516305	251.00	29	Curve, embk low both sides; pull off entrances at end of curves
8615275	251.98	40	Curve, embk med both sides
8511008	252.72	17	Straight; embk very low both sides
8504813	254.52	25	Curve, embk low both sides
8513237	254.72	17	Curve, approach LHS, Embk RHS very low
8512597	264.95	17	Straight approaching curve; embk low both sides
8517050	265.92	17	Straight, embk low both sides
8504591	271.67	25	Curve, embk; RHS high guard rail, LHS very low *approaching Nenana bridge o .5 mile away
8613490	273.63	17	Straight; embk low either side
8504737	273.63	25	Straight; embk low either side
8515224	273.63	17	Straight; embk low either side
8613489	273.63	17	Straight; embk low either side
8614271	277.67	25	Hill area, reject
8616188	278.15	25	Curve, embk low RHS
8505515	278.67	30	Straight, embk low either side
8608307	281.73	25	Hill area either side, reject
8513965	281.93	25	Hill area either side, reject
8608978	283.46	17	Possible RHS; hills either side though, reject
8610337	284.65	17	Curve; possible low embankment LHS, reject
8613711	284.65	40	Curve; possible low embankment LHS, reject
8613624	285.65	40	Curve; embk; low both sides
8618859	286.67	17	Curve; embk LHS low
8614061	287.67	40	LHS possible low embk, reject
8614643	289.67	17	Curve; embankment low both sides
8618919	292.17	40	Curve; embankment med both sides
8613673	294.06	17	Possible low embankment LHS; reject
8509177	295.39	17	Cut area; ditches either side; reject

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ROUTE 170000

ACCN	MLTP	TYPE	COMMENTS
8610232	303.71	40	Slight curve; embk low LHS (approach guard rail)
8504197	305.96	17	Embk very low LHS; transition @ end of guardrail
8515320	307.42	17	Approaching curve, embk, RHS low, LHS high, guard rail
8604179	308.22	17	Straight; embk low both sides
8513474	312.01	50	Straight; embk low
8618294	312.01	40	Straight; embk low
8515867	314.60	17	Approaching curve, embk low RHS, med LHS
8504227	317.95	17	Straight; very low embankment both sides
8520517	318.84	17	Bridge; reject
8504196	319.63	50	Intersection; reject
8501911	320.03	50	In Fbks; no embankment; reject
8602223	320.03	40	In Fbks; no embankment; reject
8510729	320.75	17	In Fbks; no embankment; reject

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Route 180000

ACCN	MLPT	TYPE	COMMENTS
8514964	7.01	40	Low embk LHS; straight
8508767	12.69	17	Embk high RHS; approaching crest of vert. curve
8517314	39.91	29	Embk med RHS;, approach LHS
8514368	47.11	40	Low med embk both sides; straight; swampy area
8608185	49.38	40	Low to med embk both sides; curve
8505174	51.25	25	Very low embk both sides. Parking area @ 52.00; reject
8519750	52.32	40	Hilly section; curve; reject
8517990	52.82	40	Possible low embk LHS; curve
8616487	54.78	17	Possible low embk; curve
8618765	55.24	25	Through hilly/curve area; reject
8616230	55.74	25	Embk low? RHS curve
8518574	59.96	40	Med low embk both sides. Approach @ 59.94
8518355	60.29	25	Med low embk both sides; straight
8608225	61.29	17	Med embk LHS; straight
8608422	62.16	25	Low embk LHS
8611584	65.99	50	Low embk both sides
8604619	66.20	40	Low embk both sides; curve
8600332	66.70	40	Very low RHS embk; curve
8600221	69.18	25	Embk RHS med; curve
8504010	70.17	17	Crest vert curve; flat; reject
8609284	71.18	40	Embk RHS curve med
8603376	73.20	17	Embk low med swampy; both sides straight
8514339	73.20	40	Embk low med swampy; both sides straight
8603375	73.20	17	Embk low med swampy; both sides straight
8510045	78.12	17	Low embk RHS; curve
8517231	80.20	17	High embk RHS; curve
8521495	87.84	17	Flat; Straight; reject
8509767	88.14	40	Med embk RHS; approach (Campground) LHS; Guardrail ends RHS @ 88.17
8501183	94.70	25	Flat, straight through residential area; approach; reject
8515229	109.19	17	Straight; basically flat; through cut area; reject
8610610	120.12	40	Under const. widening; flat and straight; reject
8607782	123.93	17	Under const. widening both sides; straight, flat; reject
8519598	126.50	25	Guardrails both sides; approaching bridge; reject
8515206	133.24	40	Under const.; flat and straight; reject
8607402	141.09	40	Guardrail LHS; high embk; reject
8608519	142.22	17	Med-low embk both sides; curve
8516868	147.27	40	Flat, straight; reject
8508743	149.81	25	Low LHS; approach LHS @ 149.83
8511729	152.14	40	Very low both sides, straight
8521734	152.64	29	Low embk LHS; curve
8618913	185.74	40	Straight, flat; reject
8609983	194.03	17	Guardrail either side; reject
8607645	197.49	29	Very low embk both sides; flat, straight
8514981	197.62	25	Very low embk both sides; approach @ 197.63
8615186	198.79	29	Near Delta; Straight, flat; lots of approaches; reject
8612015	199.49	40	Near Delta; straight, flat; reject
8612924	199.52	40	Delta; straight, flat; Very Low LHS; reject
8508781	199.77	26	Very low LHS; 1/4 mile away from intersection; reject
8612079	201.01	30	Delta; reject

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Route 180000

ACCN	MLPT	TYPE	COMMENTS
8611462	204.07	17	Very low both
8509666	208.96	40	Very low both straight
8618800	212.31	17	Very low both straight
8516945	215.88	40	Low-med both sides; straight
8607405	217.02	29	Curve, very low embk both sides
8607130	218.85	40	Straight, flat, very low embk both sides
8515352	219.51	30	Low embk both sides; water (swamp) RHS
8503895	220.35	40	Low embk both sides
8615296	222.49	17	Water both sides (river/guardrail RHS; Swamp/lake LHS)
8519899	224.16	40	Very low both sides (crest of hill)
8614000	228.00	40	High RHS, Low-med LHS (Swampy)
8519028	228.46	40	Low both sides
8601879	228.50	40	Low both sides
8608265	231.31	17	Guardrail RHS - high; reject
8614377	234.33	17	High LHS, very low RHS
8614017	234.52	40	High LHS, low RHS
8613528	235.47	40	Med LHS
8600419	236.26	40	Very low LHS, curve
8511727	240.13	17	Low embk both sides
8512914	241.63	25	Road approach, guardrail RHS; reject
8615278	243.61	40	Hill, throughcut area; reject
8615295	246.59	40	Guardrail RHS; reject
8614285	248.26	17	Driveway, very low
8500578	248.42	25	Straight, driveway approach RHS, very low both sides
8502507	248.98	40	Straight very low both sides
8503898	251.03	25	Driveway returns, guardrail ends RHS, med embk
8614383	252.98	17	Uphill, curve, no real embk; reject
8504081	252.98	40	Uphill, curve, no real embk; reject
8616350	253.18	17	Low embk, both sides; curve
8618874	254.88	17	Straight, flat, very very low
8618857	254.98	17	Driveway either side, straight, low
8508776	254.98	17	Driveway either side, straight, low
8512219	255.86	17	Low embk both sides, straight
8618858	257.86	17	Med. embk RHS; low guardrail @ 257.88
8511252	257.86	29	Med. embk RHS; low guardrail @ 257.88
8503897	257.86	25	Med. embk RHS; low guardrail @ 257.88
8618875	258.86	17	Very low embk; long curve both sides
8504194	259.76	40	Driveway, low embk both sides, flat, straight
8508641	260.18	40	Low embk; both sides, straight, flat
8512053	260.83	17	Flat, straight; reject
8502516	260.88	40	Approach drive RHS
8612186	261.83	50	RHS low embk
8511738	267.93	29	Straight, very low embk both sides
8508765	270.84	25	Straight, very low embk both sides
8504221	272.39	40	Straight, very low embk both sides
8522126	272.96	40	Straight, very low embk both sides
8508763	273.09	25	Driveway, Straight, very low embk
8518664	273.14	26	Straight, very low embk both sides; approach driveway
8515930	273.39	25	Straight, very low embk both sides
8606784	273.47	17	Converging into 2 lane, straight flat; reject

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Route 190000

ACCN	MLPT	TYPE	COMMENTS
8516160	110.44	17	Very low embk both sides; straight; approach @ 110.45
8502510	112.84	17	Low embk; curve; both sides
8510638	112.84	17	Low embk; curve; both sides
8514191	115.61	25	High embk both sides; guardrail; curve
8514703	118.15	17	Low embk both sides; straight
8500085	118.63	40	Intersection; reject
8514287	121.36	17	Cut area; end of guardrail LHS; guardrail ends RHS @ 121.33; reject
8607475	121.76	17	Low embk both sides
8514726	125.37	40	Straight; very low embk both sides
8514604	128.06	25	Straight; low embk LHS, very low RHS
8607697	134.16	17	Straight, low embk LHS
8611069	140.67	17	Curve; low embk both sides
8615714	146.18	40	Straight; very low embk both sides
8509266	161.73	17	Straight; very low; through flat area
8601141	168.23	40	Straight; low embk RHS
8608923	169.24	17	Straight; low embk both sides
8515203	171.24	40	Straight; low embk both sides
8517111	173.74	17	Straight, low embk both sides; edge of approach @ 173.77
8617089	179.49	30	Straight, low embk both sides
	182.84		Approach on LHS
8601391	182.85	50	Curve, low embk both sides; approach on LHS @ 182.84
8515816	182.94	17	Straight, low-med embk RHS
8614210	193.56	40	Curve; embk RHS med; river
8610702	209.81	25	Flat area; river about 30' from RHS of road; reject
8515871	211.08	40	Very flat open area; possible parking areas; reject
8609378	228.26	30	Curve, very low, RHS
8505767	234.05	40	Straight, very low RHS
8513970	234.83	40	Curve; low-med embk RHS
8510113	235.13	40	Curve, low-med embk both sides
8509524	235.15	17	Curve, low-med embk both sides
8613566	236.65	40	Curve, low embk RHS
8516010	257.70	40	Film dark- very low
8520573	258.84	17	Very low???-film too dark to see anything
8513610	261.29	40	Flat; very low embk
8515818	265.32	40	Flat; very low embk
8505379	268.17	40	Flat; very low
	268.55		Approach
8604621	268.56	40	Flat; approach @ 268.55; reject
8520746	268.66	40	Flat; approach; approach @ 268.67; reject
8515976	268.66	40	Flat; approach; approach @ 268.67; reject
8613560	269.46	40	Delta Junction - Intersection; reject
8600188	270.67	17	Flat; very low
8500983	270.84	40	Flat

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ROUTE 230000

ACCN	MLPT	TYPE	COMMENTS
8618773	13.93	40	Embk very low, both sides; curve
8513545	26.67	17	Embk LHS low; river; reject
8617664	30.74	17	Embk low both sides; curve
8615300	36.99	17	Flat; reject
8511383	48.60	25	Embk both sides med; straight; approach edge @ 48.65
8615137	52.07	17	Embk low med LHS; straight
8511347	54.48	25	Embk med LHS; straight
8503250	60.70	25	Low med both sides; straight
8609266	65.61	30	Med embk LHS; curve
8515972	68.07	17	Med embk LHS; straight
8510011	72.42	50	LHS low med embk; straight
8607787	73.72	17	Low embk both sides; straight
8513255	86.84	40	Embk LHS med. *Possible parking RHS
8607474	88.92	17	Embk Med LHS; low RHS; curve
8511065	92.02	40	LHS very low embk; store @ 92.05
8508885	95.10	40	Flat, very low embk both sides; curve
8511199	101.39	40	Flat, very low embk both sides; straight
8609690	110.29	40	Flat; very low embk both sides; straight
8503840	115.40	40	Very low embk both sides; straight
8515499	122.84	25	Intersection; reject

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ROUTE 170000

ACCN	MLPT	TYPE	COMMENTS
8504197	305.96	17	
8504227	317.95	17	Upside down on snow berm at side of road
8504591	271.67	25	Blown off road-no diagram-rest on shoulder
8504737	273.63	25	Hit snow berm on side of road
8504813	254.52	25	Northbound-ran into snow/ditch-semi-lost load
8504860	140.25	30	Hit berm-not off road
8505515	278.67	30	Northbound-hit berm-flipped-diagram indicates off-road but car was driven off
8511008	252.72	17	Off road in shrubs-southbound side
8512597	264.95	17	Overturn on west side of road
8513132	183.54	30	MC-ran off road going north-off east side
8513237	254.72	17	Heading north ran off west side
8513474	321.01	50	Trailer disconnected-remained on road
8515224	273.63	17	Southbound off east side road
8515320	307.42	17	Southbound into SB ditch-out across road into NB ditch (assume for accident)
8515867	314.60	17	East ditch - snow present
8516305	251.00	29	Ran into trees - direction not indicated
8516591	171.96	25	Rolled off east side of road
8516654	149.78	25	Southbound - West ditch
8517050	265.92	17	Northbound - of right side

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ROUTE 170000

DATE	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	COMMENT
860123	8604639	144.93	W		X			1,200		Lost control
860209	8602135	186.06	W		X			500		Icy road-officer not on site
860308	8603828	159.06	E		X		X	3,600		Ice on road
860313	8608303	164.58	E		X		X	5,000		
860316	8604179	308.22	W		X		X	?	X	No police report-spun in road hit ditch
860317	8604223	161.77	E		X		X	2,000		Ice- rolled on ditch
860323	8604478	179.90	E		X		X		X	Hit moose
860510	8606598	186.06	E		X		X	3,000		Rolled
860521	8612834	198.71	E					1,000	X	Rolled trying to pull into roadside rest
860606	8607927	156.95	W				X	2,500		
860608	8615275	251.98	E					15,000	X	Car rolled across road into ditch
860610	8608080	237.22	E					5,000	X	Ran dual semi off road-stopped on 2 large trees
860720	8613624	285.65							X	Overturn in road
860726	8618919	292.17	W					7,500	X	Rolled in road then went into ditch
860731	8610232	303.71	E					4,000		Pulling trailer-lost control-went]nto ditch
860811	8614643	289.67	W				X	5,000		Officer not on scene
861004	8613489	273.63	W		X			3,000		Hit ditch; rolled
861004	8613490	273.63	W		X			3,000		Hit ditch; rolled
861004	8613525	136.40	W		X			Total	X	82 Datsun - no police report
861009	8613841	235.72	E		X			Total	X	84 Ford PU - no police report
861009	8618715	162.78	E & W		X			3,000		Stayed upright
861011	8613993	141.23						?	X	Not police report
861103	8615141	218.46						?	X	Not police report
861104	8618808	222.49	W		X			2,000		Rolled in ditch
861123	8616188	278.15						?	X	Not police report
861130	8616681	162.07	E	X	X			7,000		
861205	8617090	228.71	E	X	X			2,000	X	Not police report
861205	8618852	245.32	E		X			4,000		Deep snow
861217	8618859	286.67	E		X		X	2,000		
861225	8618294	312.01	E		X			8,000		

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 180000

DATE	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	COMMENT
850103	8500220	291.42							X	Not off road
850108	8500578	248.42	E							
850111	8501882	278.27	M						X	Into median at intersection; 4/lane
850124	8501852	289.41	M							4 lane
850130	8502272	293.78	E	X			X		X	Hit curb at Airport & Rich
850131	8503682	282.57	M	X			X			4 lane
850201	8504194	259.76	W					1,300		
850202	8502507	248.98	E					?	?	No police report
850202	8502516	260.88	?					?	X	No police report
850202	8508641	260.18		X					X	Flipped no indication if left road
850204	8502587	275.14	E					1,000		Not police report
850205	8504206	282.53	E					3,500		
850212	8504221	272.39							N/A	
850214	8503729	285.52		X					X	Ended on top of snow berm
850220	8503895	220.35	E					1,000		
850220	8503897	257.86	E	X	X				X	Ended on berm
850220	8503898	251.03	E						X	Semi-no diagram
850306	8504952	291.85			X				X	No diagram
850307	8505174	51.25		X	X				X	No diagram
850314	8505664	290.52	M						X	4/lane; no diagram
850314	8505665	286.40	M	X	X				X	4/lane
850317	8505843	282.19	M	X	X		X		X	4/lane; median
850322	8506117	291.96	W	X	X			1,200		Ended on shoulder
850331	8506658	282.98		X					X	Ended in road
850411	8508743	149.81	N	X				1,000	X	Ended on berm
850412	8508763	273.09	M							4 lane
850420	8507861	292.85	?						X	No police report; hit snow berm
850421	8508758	290.86							X	Hit RR sign in median
850428	8508765	270.84	E							On snow berm; off shoulder
850503	8508767	12.69						700		No diagram
850508	8508776	254.98	E					5,000		Hit pile of rocks
850602	8509666	208.96	E					1,000		Multicar
850604	8509767	88.14	S					6,500		
850610	8510045	78.12	N					3,000		
850615	8514964	7.01	?					16,000	X	No police report; pictures; diagram
850629	8510971	293.84							X	In road
850703	8511252	257.86								Hit tree and shrubs
850712	8511727	240.13								
850712	8511729	152.14	S							
850712	8511738	267.93	W			X			X	Hit tree
850720	8512219	255.86				X			X	Guard rail
850824	8514314	288.89				X			X	Telephone pole
850825	8514339	73.20							X	On road
850825	8514368	47.11							X	Not police report
850829	8514539	289.86	W					Total		'70 Plymouth
850906	8514981	197.62	E					2,000		
850913	8515352	219.51				X			X	Hit downed lines
850922	8515930	273.39							N/A	
851011	8516945	215.88	W	X	X			4,000		

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 180000

DATE	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	COMMENT
851017	8517231	80.20	S	X	X			1,000		Not police report
851018	8517314	39.91	?	X	X					
851030	8517990	52.82	?	X	X			800		
851106	8518355	60.29	S	X	X			750		Hit shrubs
851110	8518574	59.96	N					5,000		
851111	8518664	273.14	?					5,000	X	Hit fence; no diagram
851111	8518666	282.65	E			X				Hit fence
851112	8518741	289.02	M				X			Flip; 4 lane
851116	8519028	228.46	E		X					
851125	8519627	292.27	N		X					
851128	8519899	224.16	?							No diagram
851211	8520709	280.83	M							4 lane
851211	8520719	285.36	W	X						4 lane
851211	8520720	288.86							X	Hit by 2nd vehicle
851211	8520728	282.21		X					X	On road
851219	8521368	291.85	M						?	At intersection
851221	8521650	290.06	M							4 lane
851222	8521703	290.82	E	X	X		X			4 lane
851223	8521734	152.64	S	X	X		X			Rolled plow truck
851223	8521742	289.11	M	X	X					4 lane
851230	8522126	272.96	M	X	X					4 lane
851231	8522183	293.10	M	X	X		X			4 lane

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 180000

ACCN	MLPT	TYPE	COMMENTS
8500220	291.42	25	Off road at intersection; into snow berm; not off road, reject
8500578	248.42	25	Hit embankment on opposite side of road; no diagram; veh S bound
8501852	289.41	40	Into median ditch; caught snow; 4 lane
8501882	278.27	25	S bound; 4 lane; drove into median at intersection
8502272	293.78	25	Tire hit snow berm on curbside of Rich at airport; flipped vehicle
8502507	248.98	40	Hit snow berm and flipped next to road
8502516	260.88	40	Hit hard snowbank; rolled
8502587	275.14	40	Hit snow on side of 4 lane; rolled
8503682	282.57	40	Hit snow berm on 4 lane; rolled into median
8503729	285.52	30	Hit snow on right; ended up on top of snow berm
8503895	220.35	40	Hit snow; ended on drivers side with rear in road
8503897	257.86	25	Hit berm; ended on shoulder and embankment
8503898	251.03	25	Semitruck N bound; run off road; no diagram
8504194	259.76	40	Hit snow on right; overturned on shoulder; embankment
8504206	282.53	17	Overturned on embankment
8504221	272.39	40	Not available
8504952	291.85	25	No diagram; ended in snow off road
8505174	51.25	25	Into ditch; overturning; no diagram
8505664	290.52	40	Into median on 4 lane; snow
8505665	286.40	40	Hit berm of median; overturned; 4 lane
8505843	282.19	40	Overturn in median
8506117	291.96	40	Hit berm; ended on shoulder
8506658	282.98	25	Hit berm; ended in roadway
8507861	292.85	25	Hit snow bank; no diagram
8508641	260.18	40	Flipped-in roadway? no diagram, reject
8508743	149.81	25	Slid off road
8508758	290.86	25	Hit RR sign in median, reject
8508763	273.09	25	Hit snow bank in median of 4 lane
8508765	270.84	25	Flipped on right hand berm; no diagram
8508767	12.69	17	Trailer rolled off highway; no diagram
8508776	254.98	17	Left road; overturned; went over pile of rocks
8509666	208.96	40	Motorcycle; ran off side of road
8509767	88.14	40	Left right shoulder; flipped, slid across both lanes to left shoulder
8510045	78.12	17	Car hit shoulder; overturned in road; trailer ended in ditch; $1,000 damage
8510971	293.84	40	Flipped on roadway, reject
8511252	257.86	29	Hit tree 40' down embankment-shrubs also, reject
8511727	240.13	17	Hit trees; stopped in creek, reject
8511729	152.14	40	Rolled over on embankment
8511738	267.93	29	Run off road; hit trees, reject
8512219	255.86	17	Hit guard rail, reject
8514314	288.89	25	Hit telephone pole, reject
8514339	73.20	40	Overturned; no diagram; assumed on shoulder
8514368	47.11	40	Rolled into ditch
8514539	289.86	17	Rolled off road into woods; damage from embankment
8514964	7.01	40	Semi; wheels locked & slid off road; hit guard rail on way to woods

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 180000

ACCN	MLPT	TYPE	COMMENTS
8514981	197.62	25	Rolled into ditch
8515352	219.51	30	Damage due to downed powerlines, reject
8515930	273.39	25	Not available
8516945	215.88	40	Run off road
8517231	80.20	17	Slid into ditch; snow on road
8517314	39.91	29	Slid into ditch; snow on road
8517990	52.82	40	Pulled into ditch by snow
8518355	60.29	25	Slid on ice into trees
8518574	59.96	40	Went off road into ditch and up embankment; Northside
8518664	273.14	26	Travel north off eastside; into fence, reject
8518666	282.65	40	Off road; hit fence; north travel; off east side
8518741	289.02	17	Travel North; into median; flipped
8519028	228.46	40	Off road; snow; eastside
8519627	292.27	50	Off northside of road
8519899	224.16	40	Rolled off road
8520709	280.83	17	4 lane; forced into median; southbound
8520719	285.36	40	SB lane; 4 lane; hit snow berm; rolled
8520720	288.86	25	Stuck in berm; hit by another vehicle, reject
8520728	282.21	40	Vehicle remained on road after striking berm, reject
8521368	291.85	17	East bound median at intersection
8521650	290.06	50	Into median; 4 lane
8521703	290.82	30	4 Lane; N bound; rolled on snow
8521734	152.64	29	Rolled plow truck; east bound
8521742	289.11	40	Into median; snow; 4 lane
8522126	272.96	40	Into median; snow; 4 lane
8522183	293.10	40	Overturned in median

ACCIDENT REVIEW REPORT
Data Set 1

ROUTE 180000

DATE	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	
860104	8600221	69.18							X	Collision at intersection
860107	8600332	66.70	W		X		X	2,500		
860108	8600419	236.26	E		X		X	2,000		Not police report
860118	8604619	66.20							N/A	
860204	8601834	286.20	E					3,000	X	Run off road at intersection 4 lane
860205	8601879	228.50	E					Totaled		84 Jeep
860209	8602134	291.49	M		X			3,000		
860301	8603375	73.20	N		X		X	500		
860301	8603376	73.20	S	X	X			800		
860405	8606671	286.84	M					1,500		
860517	8607130	218.85	W					5,000		
860518	8607136	292.85							X	Did not leave road
860524	8607395	287.04	W					1,000	X	Ended on road
860531	8607645	197.49	W			X		2,500		Hit tree
860602	8607696	273.84	M					1,800		
860607	8607933	293.05	W					4,000		
860613	8608185	49.38	S					3,500		
860613	8608225	61.29							X	Moose
860615	8608281	285.85	N					500	X	Off at intersection
860618	8608422	62.16	S					8,000		
860620	8608519	142.22	S					6,500		
860621	8608558	284.84	E					5,000		
860701	8613528	235.47	N					6,000		
860702	8609033	291.34	?					800		Vehicle headed south - run off road
860708	8609284	71.18	?					Totaled	X	Not police report
860719	8609489	291.07	E					3,000		
860729	8610164	281.29							X	Two vehicle accident
860730	8615296	222.49	E					500		
860808	8614377	234.33	W					500		
860823	8607405	217.02						N/A	N/A	
860826	8611462	204.07							X	Moose
860828	8611584	65.99	W					6,500		
860909	8612186	261.83	W					35,000		
860914	8612442	289.86	E					1,000		
861004	8613482	283.85	E			X		5,000		Hit fence, overturned,down embankmt
861012	8614000	228.00	W					3,500		Not police report
861012	8614017	234.52	W					1,500		No diagram
861018	8614285	248.26	E					900		Not police report
861103	8618796	292.85	E					5,000		No diagram
861103	8618797	280.40							X	Multicar accident in road
861103	8618800	212.31	E					0		No diagram
861124	8616230	55.74	W					3,700		
861125	8616350	253.18				X	X		X	TP
861128	8616487	54.78	E					3,700		
861128	8616552	293.29				X			X	Hit fence
861203	8616889	291.32							X	Multivehicle on road
861208	8617278	273.67	M					2,000		Median 4 lane
861208	8617279	292.85							X	Multicar accident on roadway

ACCIDENT REVIEW REPORT
Data Set 1

ROUTE 180000

DATE	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	
861211	8617487	282.06	W					1,000		
861211	8617491	285.85	M					4,500		
861212	8618857	254.98	E					2,000		Semi - hit cross road of Salcha wayside
861214	8617708	292.85	W					400		
861216	8618858	257.86	W					4,000		
861230	8618874	254.88	W					5,000		
861230	8618875	258.86								

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 190000

DATE	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	COMMENT
850112	8500983	270.84	E					4,000		
850118	8501357	7.66		X	X		X		X	Not off road
850127	8506424	13.90		X	X		X		X	Not off road
850202	8502510	112.84	?					500		No police report
850206	8502914	97.17	E				X	2,000		No police report
850207	8506432	23.65	E		X			1,500		
850211	8503298	97.37	W		X			14,000		Truck
850215	8503530	104.55	E		X			2,039		No police report
850303	8504761	23.65		X	X			3,000	X	On road
850309	8505379	268.17		X	X		X		X	Not off road
850310	8505403	8.73		X	X		X		X	
850315	8505767	234.05	E					10,000		Semi
850407	8507065	50.30		X	X		X		X	Not off road
850418	8510161	2.14	?					2,000		
850518	8509051	106.80	E					5,000		
850524	8509266	161.73	E					16,000		
850530	8509524	235.15	E					?		Unk dmage; lost load on embank/semi
850606	8509858	53.21	E					8,000	X	Upside down on fogline
850612	8510113	235.13							X	Collision at intersection
850622	8510638	112.84	?					3,000		
850718	8512083	98.19	W					?		51' from fogline; 84 Renault; total
850722	8523608	29.48	W					5,000		
850811	8513495	46.15	W					7,000		
850813	8513610	261.29	W					5,000		
850819	8513970	234.83	E					4,000		
850822	8514191	115.61	W							85 Chevy Van; Totaled
850830	8514604	128.06	E					1,000		
850831	8514667	8.01				X			X	Hit berm holding up park sign
850831	8514703	118.15	N				X			24' from fogline
850902	8514726	125.37				X			X	Hit TP Pole
850910	8515203	171.24						2,000	X	No police report reject
850912	8515657	11.59							N/A	
850920	8515816	182.94	E							316' from fogline
850920	8515818	265.32	E						X	No damage reported; vehicle rolled
850924	8516010	257.70	E					2,000		
850926	8516160	110.44	S				X			34' from fogline
851014	8517111	173.74							X	Semi second trailer rolled on soft shoulder
851103	8517912	67.07	?					4,542		No police report
851125	8519631	12.46							X	At intersection; rollover
851209	8520573	258.84	E					2,200		

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 190000

	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	COMMENT
860103	8600188	270.67							X	No info
860110	8604643	17.77							N/A	
860111	8600553	84.30	W		X			5,000		Not police report; good description
860116	8600791	82.87	?					6,000	X	Not police report; side of road not indicated
860123	8601141	168.23	W	X	X			3,912		Not police report
860123	8601145	17.77	?					1,500	X	Not police report; hit mailbox
860125	8618300	109.45							N/A	
860129	8601391	182.85							X	On road
860207	8602017	95.18	W		X		X	4,000		Roll on ditch
860212	8606802	20.25	E		X		X	3,000		Rolled on embank; ended on road
860327	8604879	8.64		X	X			3,500	X	hit berm; stayed on road
860405	8605325	104.30	M	X	X			30		Into snow on median
860417	8615272	2.89							X	Did not leave road; hit fire hydrant
860516	8606960	9.14	W					1,000	X	Trailer came loose; rolled van on shoulder
860522	8612835	8.90	S					2,000		Drove off/ asleep
860525	8607429	87.18	E					5,000		Rolled
860526	8607475	121.76	W					8,000	X	Hit driveway
860527	8607511	96.53	E					2,000		
860602	8607697	134.16	E					6,500		Backed into ditch
860603	8607773	57.22	E					5,000		Asleep
860615	8612181	98.19	S					5,000	X	Car on side as entered ditch
860629	8608923	169.24	E				X	5,000		
860706	8613566	236.65	N					6,000		Lost control; rolling trailer
860710	8609378	228.26							X	Hit moose
860718	8609716	73.68							X	Moose
860809	8614380	7.66	E					1,500		
860817	8611069	140.67	E					3,000	X	Hit large rock on embankment
860905	8615630	106.40	S					1,000		
860913	8612384	67.07							X	Hit moose
861002	8613345	61.43	F					5,000	X	Ended in river
861016	8614210	193.56	W					?	X	Not police report/totaled vehicle
861021	8614493	74.83	E					1,000		
861023	8614635	85.17	?		X		X	500		Truck jack-knifed & rolled
861113	8615714	146.18							X	Not police report/no info
861205	8617089	179.49						?	X	Totaled 86 Ford truck;not police report; hit rock

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 230000

ACCN	MLPT	TYPE	COMMENTS
8511383	48.60	25	MC/east bound ditch/ under contstruction/gravel, Reject
8511347	54.48	25	Into eastbound ditch
8513250	60.70	25	Rolled into southbound ditch
8515972	68.07	17	Off road in North bound ditch
8510011	72.42	50	Broken Windscreen, reject
8513255	86.84	40	North bound ditch
8511065	92.02	40	Not available
8508885	95.10	40	Did not leave road, reject
8511199	101.39	40	North bound/ into north bound ditch/ back on road/ upside down
8503840	115.40	40	No info on report, reject

ACCIDENT REPORT REVIEW
Data Set 1

ROUTE 230000

DATE	ACCN	MLPT	DITCH	HSB	SNOW	OBJ	ROLL	$$$$	REJECT	COMMENT
860526	8607474	88.92						4,000	X	Did not leave road
860604	8607787	73.72	E					8,000		
860708	8609266	65.61							X	Stayed on road
860718	8609690	110.29	W					2,500		
861104	8615137	52.07	E		X		X	14,000		
860804	8615300	36.99	S					3,000		
861209	8617664	30.74	?					500		
861029	8618773	13.93							X	Stayed in road

Photo Log Review
Data Set 2

ROUTE 170000

ACCN	DATE	MLPT	TYPE	COMMENTS
8614443	861020		17	
8514025	850820		40	
8515452	850914	.37	17	Junction w/ road, right
8520034	851201	.37	17	Junction w/ road, right
8505611	850313	.40	29	
8705687	870503	.50	17	
8411911	840812	.81	17	
8509553	850531	.81	17	
8420093	841116	1.01	17	
8509508	850529	1.01	17	
8504674	850307	1.27	17	Junction w/ road, left
8410161	840628	1.32	17	Church @ 1.34 on left
8519456	851122	1.51	17	
8603962	860311	1.87	17	Junction w/ road, right
8419211	841119	2.02	17	
8601610	860126	2.07	30	
8706824	870606	2.17	40	
8522289	851231	2.19	40	
8516098	850925	2.31	25	Junction w/ road @ 2.30 right
8707446	870623	2.32	17	Junction w/ road @ 2.34 left
8710319	870901	2.32	17	
8404924	840312	2.32	40	
8607555	860528	2.32	40	
8600594	860112	2.32	50	
8614264	861017	2.42	40	
8406638	840511	2.62	40	
8516329	850929	2.75	29	Junction w/ road left
8415720	840915	2.83	40	
8504533	850228	2.93	25	Business right
8504534	850228	2.93	25	
8406784	840517	3.13	40	
8406505	840505	3.33	17	
8711795	871009	3.33	40	
8421588	841215	3.67	17	Junction w/ road right
8420094	841116	3.84	17	Junction w/ road left
8606460	860506	3.84	17	
8614903	861031	3.84	40	
8402730	840205	4.34	40	Wasilla (start), Reject
8511958	850716	4.64	40,	Reject
8705798	870507	4.84	30,	Reject
8609055	860702	4.84	17,	Reject
8713319	871111	4.85	17	Junction w/ road right, Reject
8706163	870519	4.95	17,	Reject
8404488	840227	5.34	40,	Reject
8503155	850124	5.35	17,	Reject
8607923	860606	5.55	17,	Reject
8410416	840702	5.64	17	Junction w/ road @ 5.65 left, Reject
8703709	870211	5.85	40,	Reject
8502835	850205	5.85	40,	Reject

Photo Log Review
Data Set 2

ROUTE 170000

ACCN	DATE	MLPT	TYPE	
8511351	850705	5.87	17	Junction w/ road right, Reject
8409954	840624	5.89	17,	Reject
8403498	840221	6.27	17	4 lane divided (begin @ 6.27), Reject
8503302	850211	6.27	40,	Reject
8503301	850211	6.27	40,	Reject
8402532	840202	6.32	40	Wayside right, Reject
8403155	840212	6.32	40,	Reject
8706989	870611	6.35	40,	Reject
8400391	840105	6.37	50,	Reject
8410348	840606	6.81	30	Junction w/ road right, Reject
8513191	850805	6.98	29	Intersection, Reject
8615153	861103	7.28	30	Junction w/ road right, Reject
8423394	841008	7.30	40,	Reject
8523610	850817	8.86	40,	Reject
8701125	870117	9.56	50,	Reject
8615632	860906	9.80	25,	Reject
8608282	860615	9.80	50	Wasilla (end), Reject
8414053	840812	10.83	17	
8710806	870912	10.83	40	
8606147	860427	10.83	17	
8502701	850203	10.83	30	
8509856	850606	10.92	40	
8402326	840118	11.18	17	Junction w/ road right
8710967	870731	11.18	40	
8419242	841120	11.33	40	
8700157	870102	11.33	50	
8611129	860819	11.33	17	
8615301	860804	11.33	17	
8607270	860522	11.40	50	Junction w/ railroad
8416346	840926	11.42	25	
8416059	840921	11.43	17	
8416286	840925	11.43	40	
8413713	840701	11.49	40	
8405811	840406	11.63	40	
8507764	850417	11.63	17	
8618529	861230	11.73	50	
8410992	840708	11.83	30	
8414924	840822	12.03	40	
8516449	851001	13.56	40	Junction w/ road right
8413323	840801	13.82	40	
8704597	870317	13.82	40	
8501001	850112	14.02	40	
8404486	840225	14.32	17	
8710949	870730	14.42	17	
8413324	840801	14.42	40	
8707902	870702	14.42	40	
8710950	870730	14.52	17	
8416183	840922	14.62	30	Junction w/ road right
8700942	870114	14.82	17	
8407878	840609	14.82	40	
8616204	861123	14.82	40	

Photo Log Review
Data Set 2

ROUTE 170000

ACCN	DATE	MLPT	TYPE
8405970	840411	15.32	17
8423363	840702	15.93	17
8601154	860124	16.13	17 cafe right
8414490	840906	16.55	17
8414240	840903	16.82	50
8610990	860816	17.83	40 Houston (begin), Reject
8611868	860602	18.23	17, Reject
8412996	840806	18.28	50, Reject
8400180	840104	18.33	40, Reject
8708308	870713	18.82	40, Reject
8615209	861105	18.82	17, Reject
8607770	860603	18.82	40, Reject
8614960	861101	19.32	40, Reject
8704598	870325	19.62	17 Junction w/ road right @ 19.60, Reject
8614962	861101	19.82	40, Reject
8406101	840417	20.32	40 Junction w/ road right, Reject
8706005	870514	20.92	25, Reject
8400671	840107	21.18	17 Junction w/ ARR, Reject
8501925	850126	21.24	40, Reject
8501269	850116	21.32	17, Reject
8414049	840812	21.43	17 Junction w/ road right, Reject
8418587	841108	21.45	40, Reject
8502561	850202	21.59	40, Reject
8515382	850913	21.73	17, Reject
8418586	841108	22.23	40 Gas Station left, Reject
8614542	861022	22.33	17 Market left, Reject
8707729	870628	23.38	25, Reject
8419108	841111	23.80	25, Reject
8506936	850403	23.80	17, Reject
8704159	870211	24.40	40, Reject
8414159	840901	24.78	50, Reject
8609495	860713	24.78	40, Reject
8410356	840609	24.80	40, Reject
8601632	860201	24.80	17, Reject
8519960	851129	25.28	17, Reject
8612847	860524	25.28	25, Reject
8612849	860524	25.28	50, Reject
8423682	840725	25.72	29, Reject
8410393	840701	25.73	40, Reject
8507639	850415	25.73	17 Houston (end), Reject
8511000	850629	26.53	40
8617668	861214	27.11	40
8422778	841228	27.24	40
8509048	850518	28.11	30
8701164	870117	28.61	40
8509057	850519	29.42	25
8618579	861231	29.42	25
8521413	851219	30.32	40
8513164	850804	30.82	40
8406720	840514	31.12	40
8407838	840608	31.28	17

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ROUTE 170000

ACCN	DATE	MLPT	TYPE	
8411131	840714	31.32	17	Junction w/ ARR
8410403	840701	31.32	40	
8700040	870101	31.32	40	
8509567	850531	31.32	40	
8615410	861108	31.32	50	
8423246	841020	31.44	40	Intersection @ 31.43
8508995	850517	31.62	40	Gas pull out @ 31.60 left
8407091	840601	31.83	50	
8616613	861129	32.30	25	
8414216	840902	32.33	40	
8511477	850707	32.33	40	
8607117	860517	32.84	17	
8405521	840318	32.94	25	
8710856	870722	33.94	40	Junction w/ road left
8614788	861028	34.25	29	Church, left @ 34.23
*8403236	840214	34.40	17	Pull outs both sides
8510857	850626	34.42	40	Junction road right @ 34.43
8414342	840818	34.61	40	
8508383	850504	35.32	17	
8614370	860807	35.42	17	
8776973	870409	36.62	40	
8613540	860703	36.84	40	
*8714598	871203	37.34	25	Wayside both
*8611423	860825	37.34	40	Wayside both
*8614506	861022	37.34	50	Wayside both
8513078	850802	37.72	40	
8706134	870518	38.81	17	
8418980	841117	41.29	17	
8710925	870724	41.29	17	
8505404	850310	41.29	40	
8715051	871209	41.59	40	
8511973	850716	42.80	40	
8515673	850919	42.90	40	
8711342	870810	43.00	40	
8407874	840609	44.14	40	
8708299	870712	45.05	40	
8614661	861025	45.25	50	
8511476	850707	47.22	40	Junction w/ road left @ 47.21
8502787	850203	48.01	25	Junction w/ road right
8409618	840526	48.41	40	
8421257	840911	48.46	40	Junction w/ road left @ 48.48
8615118	861104	49.03	40	
8703018	870223	49.23	25	
8701703	870128	50.19	25	
8611484	860826	50.19	17	
8416229	840924	50.49	40	
8418721	841103	50.74	17	
8618646	860917	51.49	17	
8521308	851218	51.68	40	
8404498	840301	52.68	50	
8608513	860620	52.88	40	

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ROUTE 170000

ACCN	DATE	MLPT	TYPE	
8600518	860110	53.69	40	
8600577	860111	54.38	25	
8521123	851216	54.69	40	
8515052	850907	55.66	26	
8608021	860609	55.66	29	
8615059	861102	58.97	40	
8501924	850126	60.72	40	
8705383	870423	61.05	40	
8614228	861017	61.11	17	End of bridge
8407899	840610	62.07	29	
8704787	870403	62.63	25	
8611671	860829	63.32	17	Junction w/ road right (Talkeetna Rd)
8704778	870403	63.61	40	Junction w/ road right
8700039	870101	63.71	40	
8712712	871101	63.81	17	
8705293	870420	63.91	50	Turn out left @ 63.89
8417648	841021	64.01	17	
8776801	871209	64.41	40	
8513947	850818	65.11	40	Junction w/ road right @ 65.12
8519317	851121	66.56	40	
8610649	860809	67.04	40	Junction w/ road right
8406227	840423	67.87	17	
8510315	850615	68.60	40	
8406196	840421	70.18	40	
8615634	860907	71.27	17	
8613337	861002	73.00	40	
8410478	840703	74.06	40	
8715190	871211	74.69	40	
8604485	860324	76.22	40	
8403586	840223	78.24	40	
8708061	870706	78.82	50	
8613645	860728	79.22	17	
8418397	841104	79.75	40	
8521715	851222	82.80	17	
8521770	851223	85.28	40	
8514180	850822	86.08	17	
8413801	840713	88.81	40	
8509866	850607	88.81	40	
8509766	850604	90.87	17	
8512918	850731	91.92	40	
8614943	861101	93.33	40	
8521416	851219	93.88	40	
8613588	860714	94.31	40	
8618454	861229	96.33	30	
8411233	840719	97.07	40	
8406256	840427	97.61	40	
8613558	860706	97.80	40	
8706939	870609	97.82	40	
8519309	851120	103.05	25	
8409357	840503	103.82	29	
8606596	860510	106.34	40	

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ROUTE 170000

	ACCN	DATE	MLPT	TYPE	
	8618342	861226	108.84	25	
	9615629	860905	109.34	40	
	8610801	860812	109.85	40	
	8702681	870216	111.36	25	
	8702710	870216	112.83	25	
	8600067	860102	114.36	40	
	8711348	870813	114.36	40	
	8516740	851007	114.87	17	
	8404591	840306	123.99	25	
	8414522	840907	124.09	17	
	8404587	840305	124.09	25	
	8414157	840901	125.40	17	
	8404570	840305	125.40	25	
	8704185	870308	125.70	40	
	8710489	870622	126.01	29	
	8611548	860828	127.42	29	
	8613541	860703	127.93	50	
	8705761	870506	129.39	40	
	8404590	840306	130.21	17	
	8405886	840408	132.00	40	
	8710533	870701	133.87	17	
	8404637	840306	138.75	40	
	8707593	870530	142.23	25	
Box #44	8712310	871023	145.23	40	Moderate RHS, Steep LHS
begin-	8406267	840426	147.26	30	Moderate/Steep both sides
170.99	8707157	870616	147.77	50	Moderate both sides
end-	*8419139	841113	148.27	17	Curve left, cut area RHS, steep LHS
143.53	8709026	870731	154.27	17	Moderate RHS, steep RHS
8/6/85	8420529	841202	159.16	17	Shallow LHS, leaving guardrail RHS
	*8712086	871016	160.76	25	Moderate/steep LHS, rest area RHS
	8708970	870729	166.88	40	Steep RHS, moderate LHS, appears hill LHS
Box #43	8421929	841206	172.16	40	Moderate both sides
begin-	8406064	840415	172.46	17	Moderate both sides
203.470	8405862	840407	176.11	25	Moderate slopes, leaving driveway LHS
end-	**8404983	840315	182.31	17	Curve right, hill RHS, guard rail LHS, Reject
171.00					
8/6/85	**8712300	871023	188.57	17	Moderate/steep, area appears cut then fill, Reject
Box #42	8423073	841231	204.62	30	Moderate/steep RHS, driveway LHS
Begin-	**8711330	870806	205.68	30	Cut area RHS, Guardrail LHS, Reject
234.99	8710307	870831	207.82	30	Steep both sides
end-	8711137	870920	209.75	17	Steep both sides, approaching & leaving driveway RHS
203.47	8411484	840729	211.27	40	Moderate/steep both sides, pull out RHS
	8414141	840819	212.76	40	Moderate/steep both sides, approaching driveway RHS
	8710605	870825	213.46	50	Shallow/moderate
	8706702	870425	213.66	40	Moderate slope RHS, shallow LHS, leaving bridge, approach LHS
	8411675	840721	220.31	40	Moderate/steep both sides
	8423537	840903	225.47	40	Moderate slopes, approach LHS
	8410481	840703	228.71	40	Moderate both sides leaving approach LHS
	8713224	871012	229.22	40	Curve left, moderate LHS, steep RHS

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ROUTE 170000

	ACCN	DATE	MLPT	TYPE	
Box #41	8415269	840827	237.72	17	Moderate slopes
Begin-	8414403	840904	240.67	29	Moderate slopes
263.25	8406023	840414	251.00	40	Moderate slopes
end-	8406192	840421	251.50	17	Moderate slopes
235.00	8411189	840717	251.50	17	Moderate slopes
8/6/85	8712683	870914	251.68	17	Curve left, moderate slopes
	8705543	870427	252.28	50	Moderate slopes
	8712555	870902	253.72	17	Curve right, moderate slopes
	8411773	840805	254.22	17	Curve left, moderate slopes, leaving driveway RHS
	8416378	840927	254.72	17	Shallow/moderate slopes, leaving driveway RHS
Positive	8707961	870704	256.21	30	Level, straight, moderate slopes
Box #36	8417631	841017	263.76	40	Straight, level,moderate slopes
255.386-	8410893	840625	264.75	17	Moderate slopes
287.998	8707865	870701	264.75	17	Moderate slopes
9/14/84	8712396	871025	273.63	17	Shallow slopes
	8415878	840918	277.14	17	Shallow slopes
	8707600	870606	278.15	40	Moderate RHS & steep LHS
	8710481	870904	279.66	25	Moderate slopes
	8417248	841013	280.66	17	Guardrail LHS & moderate slope RHS
	8419769	841121	280.86	40	Guardrail LHS & steep slope RHS
	8414259	840903	282.23	25	Moderate both sides
	*8712301	871023	283.66	17	Cut LHS & steep RHS
	*8710135	870827	284.06	17	Cut LHS & shallow RHS
	8703521	870109	287.47	17	Moderate slopes
Box #39	*8400965	840113	291.12	17	Upslope LHS, steep RHS
Begin-	*8422202	841221	291.56	40	Curve left, guardrail RHS, moderate LHS
323.02	*8708565	870720	291.66	40	Moderate/steep RHS, cut bank LHS
end-	8415988	840920	294.48	40	Moderate slopes
291.00	8706713	870502	294.48	25	Moderate slopes
8/6/85	8403365	840217	295.80	40	Moderate RHS, steep LHS
	8707313	870620	296.63	40	Curve left, moderate slopes
	*8403114	840211	300.08	17	Moderate/steep RHS, cut bank LHS
	8714052	871123	301.01	17	Curve right, steep slopes
	**8417212	841012	302.01	40	Guardrail RHS, cut bank LHS, approaching guardrail RHS, Reject
	8417157	841012	303.83	40	Moderate slopes
	8712088	871016	304.13	17	Moderate slopes
	*8414570	840907	306.16	40	Guardrail RHS, steep slope LHS
	*8776894	871205	307.69	17	Steep both sides, cut bank LHS
	*8406958	840526	309.12	40	Guardrail RHS, moderate/steep slope RHS
	8712768	870822	312.28	29	Moderate/steep slopes, approaching driveways both sides
	*8406317	840425	315.27	40	Tailings/fill RHS, moderate/steep LHS
	**8700248	870104	315.57	17	Guardrail both sides, Reject
	8411697	840726	316.11	40	Curve right, moderate/steep slopes
	8415503	840831	316.61	40	Curve left, steep slopes

* Guardrail one side or cut one side

** Guardrail or cut both sides (reject)

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ROUTE 180000

	ACCN	DATE	MLPT	TYPE	
7/27/85					
AK Hwy	8406066	840415	4.25	40	Both sides, moderate
Box #81	8712915	870920	4.97	25	RHS steep; LHS moderate
Begin	8404923	840312	7.88	40	LHS guardrail
29.99	8411774	840805	8.91	25	LHS steep; RHS moderate w/ embankment
end 2.13	8417316	841014	15.68	17	Moderate slopes both sides
	8411559	840523	30.45	25	Mild to moderate both sides
Box #80	8411140	840714	31.46	40	LHS mild; RHS moderate
Begin	8415755	840916	34.32	40	Moderate slopes
56.07	8402971	840209	37.31	25	Both sides gentle
end	8706772	870604	37.73	17	LHS gentle slope; RHS gentle - moderate
30.00	8411561	840526	47.11	40	Both sides moderate
7/27/85	8701833	870130	48.92	17	Curve; both sides moderate
	8422186	841217	51.25	40	Both sides moderate
	8418058	841028	52.40	40	Curve; steep LHS; moderate RHS
	8401141	840114	55.28	25	Moderate slopes both sides
	8415441	840831	55.45	29	Moderate slopes both sides
Box #79	8411067	840712	57.20	25	Mild both sides
Begin	8704804	870403	64.67	30	Cut RHS, steep LHS
84.99	*8411004	840709	68.25	25	Cut RHS, LHS mild
end	*8776862	871109	68.25	17	Cut RHS, LHS mild
86.50	8411575	840624	71.18	40	RHS mild, LHS very steep
7/27/85	8707592	870529	71.18	17	RHS mild, LHS very steep
	8405095	840321	78.89	30	RHS mild, LHS steep
	8403414	840218	81.02	40	Mild both sides
	**8402590	840203	82.49	25	Guardrails both sides, leaving bridge, reject
	8405329	840402	84.49	17	Moderate both sides
Box #78	8404922	840312	90.80	40	Moderate both sides
Begin	8423646	840213	91.47	25	Moderate both sides
116.30	8706483	870529	94.70	17	Moderate RHS, road LHS
end	8402389	840108	94.80	17	Moderate RHS, road LHS
86.50	8706992	870611	95.43	40	Mild slopes
	8711322	870804	99.18	25	Mild/moderate both sides
	8707141	870615	102.69	17	Mild/moderate slopes both sides
Box #77	8402258	840131	121.43	17	Mild slopes both sides
Begin	8415985	840920	121.51	17	Mild slopes both sides
144.98	8706718	870508	136.47	40	Mild both sides
end	8418713	841103	138.66	17	Moderate both sides
116.31	8411686	840723	143.32	17	Mild/moderate both sides
Box #76	8710483	870618	146.77	17	Mild/moderate both sides
Begin	8415661	840914	148.07	17	Moderate/steep both sides
175.89	8411646	840719	149.27	17	Moderate both sides
end	8411626	840713	153.64	25	Moderate both sides
144.98	8707738	870629	162.27	50	Road LHS
7/27/85	8709067	870801	167.03	40	Mild both sides
Box #75	8411753	840804	178.35	40	Mild both sides
Begin	8406478	840504	179.14	40	Flat both sides
200.96	8408978	840416	186.24	40	Flat/moderate both sides
end	8419010	841117	195.05	29	Moderate both sides
195.89	8418027	841026	199.77	25	Moderate/steep

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ROUTE 180000

	ACCN	DATE	MLPT	TYPE		
Box #74	8411602	840705	204.57	40	Roads both sides	
Begin	8708486	870718	207.47	30	Moderate	
234.88	8405265	840331	207.89	29	Moderate/steep	
end	8407866	840609	212.68	40	Moderate/steep	
201.00	8414684	840910	217.89	40	Moderate both sides	
7/27/85	*8707426	870622	224.65	17	Guardrail RHS, steep LHS	
	8776903	871212	225.05	40	Steep both sides	
	**8416526	840929	233.43	30	Guardrail both sides, reject	
	**8712087	871016	234.03	40	Cut RHS, just left guardrail both sides, reject	
	8704818	870404	234.31	17	Steep RHS, very steep LHS	
Box #73	8713593	871114	236.26	17	Moderate/steep	
Begin	8712763	870821	236.26	29	Moderate/steep	
264.48	8712546	870713	237.76	40	Moderate/steep	
End	8708884	870728	238.23	17	Steep	
234.88	8712259	871021	238.35	17	Steep	
7/27/85	*8416999	841008	238.75	17	Moderate/steep RHS, cut LHS	
	8421928	841206	244.60	17	Steep RHS, very steep LHS	
	8415762	840916	247.92	17	Moderate/steep	
	8416924	841007	251.21	17	Moderate/steep	
	8406696	840513	252.98	30	Moderate	
	8712545	870731	255.86	30	Steep	
	8414923	840822	257.86	17	Moderate	
	8423145	841222	259.83	30	Moderate/steep	
	8401293	840116	259.86	50	Moderate/steep	
	**8406123	840418	261.53	40	Hill RHS, Guardrail LHS, reject	
Box #72	8704461	870304	267.30	40	Road RHS	
Begin	8406299	840424	267.81	25	Moderate	
294.85	8422891	841227	269.32	30	Moderate	
End	8406560	840507	272.59	17	Moderate	
264.50	8405147	840324	273.09	40	Moderate	
7/27/85	8704346	870323	273.26	29	Moderate	
	8400939	840112	273.47	40	Steep both sides	
	8406265	840426	274.37	17	Begin median	
	8416738	841003	275.47	40	Intersection nearby	
	8701816	870130	275.49	40	Intersection nearby	
	8405327	840402	275.51	40		
	8707045	870613	276.67	17		
	8411578	840625	277.23	17		Median-moderate
	8704467	870310	279.79	17		
	8418820	841112	280.40	50	Approaching intersection	Outside-mod/steep
	8403955	840306	280.71	30		
	8403934	840305	280.96	30		
	8402736	840205	281.22	40	Uncontrolled median turnaround	
	8711341	870809	281.46	40	Leaving intersection	
	8708494	870716	281.82	40		
	8708800	870726	281.84	40	Approaching intersection	
	8418393	841104	281.92	50	Approaching intersection	
	**8405769	840405	282.32	40	Overpass exists now (North Pole), reject	
	8707115	870615	282.62	40	Median-moderate, LHS moderate/steep	
	8712769	870823	282.72	40	Median-moderate, LHS moderate/steep	
	8712229	871020	282.82	40	Median-moderate, LHS moderate/steep	

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ROUTE 180000

ACCN	DATE	MLPT	TYPE	
8407867	840609	282.86	40	Median-moderate, LHS moderate/steep
8712092	871016	283.42	40	Median-moderate, LHS moderate/steep
8406062	840415	283.91	17	Leaving intersection
8701861	870131	284.55	40	Approaching intersection
8707315	870620	285.35	17	Intersection LHS, Median and outside moderate
8405014	840316	285.36	26	Intersection LHS
8413790	840709	285.75	40	LHS steep
8411565	840601	285.85	17	Median moderate, LHS flat
8702449	870210	285.85	40	Median moderate, LHS flat
8402600	840203	285.90	30	Median moderate, LHS flat
8712766	870822	286.72	17	Intersection LHS, Outside & median moderate
8416790	841004	286.84	17	Outside & median moderate
8702405	870209	287.34	17	Approaching intersection. Outside & median moderate
8408123	840621	287.74	17	Outside & median moderate
8403974	840306	288.82	17	Leaving intersection, Outside & median moderate
8776913	871217	288.82	17	Leaving intersection, Outside & median moderate.
8410085	840627	289.41	17	Outside & median moderate
8414211	840902	289.45	17	Outside & median moderate
8406721	840514	289.56	29	Median moderate, outside moderate
8401069	840113	290.22	40	Median moderate, outside moderate
8400962	840113	290.76	17	Median moderate, outside moderate
8416101	840922	290.82	40	Median moderate, outside moderate
8705547	870428	290.85	17	Median moderate, outside moderate
8702286	870206	291.02	50	Median moderate, outside moderate, approaching intersection
8702923	870221	291.03	17	Median moderate, outside moderate, approaching intersection
8712201	871019	291.32	17	Median moderate, outside moderate
8703106	870226	291.45	40	Median moderate, outisde moderate/steep, leaving intersection
8421752	841208	291.46	40	Median moderate, outside moderate/steep, leaving intersection
8400938	840112	291.60	17	Median moderate, outside moderate/steep
8400964	840113	291.84	40	Median moderate, outside moderate/steep
8707406	870622	291.85	40	Median moderate, outside moderate/steep
8704591	870328	292.35	50	RHS & median moderate, intersection LHS
8703512	870107	292.85	40	Leaving intersection, median moderate, outside moderate/steep
8407933	840612	292.89	40	Leaving intersection, median moderate, outside moderate/steep
8417889	841024	292.95	17	Leaving intersection, median moderate, outside moderate/steep
8421910	841204	292.97	50	Leaving intersection, median moderate, outside moderate/steep
8420440	841201	293.10	40	Leaving intersection, median moderate, outside moderate/steep
8707643	870626	293.44	25	Median-moderate, outside-moderate
8403994	840406	293.59	17	Steep outside, moderate median
8408015	840616	293.59	17	Steep outside, moderate median
8416736	841003	293.72	40	Steep outside, moderate median

Photo Log Review
Data Set 2

ROUTE 190000

	ACCN	DATE	MLPT	TYPE	
RichHwy	**8402412	840126	.38	40	Valdez, reject
Box 125	**8405296	840229	.40	40	Valdez, reject
Begin	**8709374	870808	.61	40	IN Valdez, no slopes, reject
37.85	8715074	871106	2.84	40	Moderate slopes; tidal flats
end	*8710485	870619	2.90	25	Moderate slopes, tidal flats both sides
0.00	8402437	840131	2.98	30	Moderate slopes, driveway/road RHS; bike path LHS
CDS	8412779	840519	3.90	17	Both sides driveways, LHS bike path
190,000	*8715424	871116	4.41	30	LHS driveway, moderate slope RHS
Valdez-	*8405292	840220	4.94	25	RHS Grocery store pull off area
Delta	8411350	840723	5.17	17	Moderate slope & cut brush
Jnct.	*8423471	841012	5.50	40	Moderate slopes, driveway LHS
9-1-86	**8423472	841012	5.52	17	Guardrails/bridge, reject
	*8700660	870109	6.50	25	Moderate slopes, RHS driveway
	*8406996	840528	7.96	17	Moderate, LHS driveway exit
	8406649	840406	10.61	25	Mild gravel slopes
	8705651	870205	10.61	40	
	8418670	841103	12.09	40	Embankment to river; mild slope w/ lots of clear zone
	8412783	840603	12.46	40	Steep slope to river; mild slope then embankment
	8705703	870322	12.66	40	Steep slope to river; mild slope then embankment
	8776812	871213	12.94	25	Steep slope to river; gravel slope
	**8411395	840725	18.78	50	Guardrail, Keystone Canyon, reject
	8421231	840706	21.73	40	Gravel slopes, trees
RichHwy	8418077	841027	45.30	50	Both sides moderate
Box 124	8417693	841021	45.65	50	LHS mild; RHS steep
Begin	8708674	870723	47.63	25	LHS steep; RHS steep to river
65.00	8410047	840625	52.00	25	Mild slope, 5' embankment
End	8403296	840215	57.62	40	Moderate slopes, curve
37.85	8410194	840629	58.67	50	Steep slopes
	8409945	840624	64.60	17	Moderate slopes
	8710385	870527	66.08	40	
	8711484	871001	66.08	40	
	8712151	871018	68.96	25	
	8403410	840218	79.22	17	
	8422719	841214	84.38	17	
	8403460	840220	87.08	40	
	8417706	841020	91.58	17	
	8403769	840216	94.19	30	
	8410401	840701	94.38	17	
	8402337	840125	100.71	40	
	8422729	841208	105.29	17	
	8700772	870111	105.29	40	
	8422704	841226	105.90	40	
	8776881	870922	107.29	17	
	8421229	840704	108.22	17	
	8404917	840312	109.27	17	
	8420267	840813	110.24	17	
	8421250	840904	110.24	17	
	8406338	840428	110.44	17	
	8415651	840914	110.44	25	
	8408114	840621	110.94	17	

Photo Log Review
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ROUTE 190000

	ACCN	DATE	MLPT	TYPE	
	8406760	840516	111.24	40	
	8418381	841102	114.20	17	
	8421248	840903	115.10	50	
	8418430	841104	115.40	17	
	8404916	840312	115.61	40	
	8706033	870515	116.40	25	
	8423686	840601	116.95	29	
	8712147	871018	118.63	17	
	8414137	840819	121.05	40	
	8701783	870129	122.16	50	
	8707860	870701	123.90	17	
RchHwy	**8423261	840930	131.45	17	Guard rails both sides, reject
Box 121	8407980	840614	132.20	17	Moderate slopes; road RHS
Begin	8413459	840722	134.66	40	Mild slopes
155.22	8408066	840618	141.67	40	Mild slopes
end	8410094	840627	151.46	40	Moderate slopes
125.00	8410739	840705	153.19	30	Moderate slopes; begin curve
RchHwy	8711006	870917	177.25	40	Moderate slopes both sides
Box 120	8411429	840726	178.25	40	Mild gravel slope
Begin	8415592	840913	183.24	17	LHS gravel road; moderate slope RHS
185.00	8419833	841126	183.55	17	Moderate slopes
end					
155.22	8702965	870222	184.71	25	Moderate slopes both sides
RchHwy	8406941	840525	189.26	17	Both sides mild slope
Box 119	8422731	841126	190.75	17	LHS mod slope; RHS mild slope
Begin	*8416677	841002	193.86	40	LHS guard rail; moderate to steep slope RHS
214.60	8411275	840720	197.12	40	LHS steep slope to lake; RHS
end					
185.00	8416740	841003	201.40	17	Mild gravel slope
	8403876	840302	214.98	40	
	8410480	840703	215.82	25	
	8713228	871002	216.26	40	
	8418477	841105	225.50	40	
	8419577	841124	229.78	29	
	8415771	840916	235.15	17	
	8710221	870830	244.60	40	
	8417591	841018	244.70	40	
	8406384	840414	248.25	40	
	8407007	840529	249.61	40	
	8416739	841003	258.00	40	
	8411642	840718	260.49	40	
	8403977	840306	266.82	40	
	8405049	840318	267.46	40	
	8417158	841012	267.82	40	
	8414210	840902	268.36	40	
	8408028	840617	268.46	40	
	8713305	871105	269.46	40	
	8706556	870531	269.86	40	
	8419829	841126	270.06	17	
	8418974	841117	270.84	40	
	8710959	870731	271.34	26	

Photo Log Review
Data Set 2

ROUTE 230000

ACCN	DATE	MLPT	TYPE	Comments
Tok-cut off, Box 54, Begin 22.9, End 0.25, 7-28-85				
*8406412	840501	1.48	25	Guardrail RHS; moderate slope LHS
8701876	870131	4.06	40	Road RHS; moderate sope LHS
8417767	841023	13.84	17	Moderate to steep slope on both sides
*8415165	840825	14.73	40	Guardrail LHS; steep slope RHS
Tok-cut off, Box 53, Begin 23.00, end 55.08, 7-28-85				
8407923	840611	29.45	50	Both sides gentle slope
8706658	870603	32.47	40	RHS road; LHS gentle slope
8403604	840224	40.01	17	Both sides mild slope
8410500	840704	47.56	40	Both sides moderate slopes
8712544	870712	51.60	17	RHS steep; LHS stee/moderate
8713051	871106	52.97	50	RHS steep; LHS moderate
Tok-cut off, Box 52, Betgin 83.99, end 55.18, 7-28-85				
8411254	840719	60.30	40	Gentle slopes both sides
8414734	840829	63.12	25	RHS steep, LHS gentle slope
*8710096	870827	74.65	40	RHS rest area pull off; LHS moderate
8411165	840715	83.40	17	Gentle slopes both sides
Tok-cut off, Box 51, Begin 115.32, End 84.00, 7-28-85				
8405260	840331	85.75	40	Steep/moderate slopes
8710093	870827	85.75	40	Steep/ moderate slopes
8416998	841008	121.10	40	

Accident Report Review
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DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
850914	8515452	.37	X			X	Went thru stop sign into ditch across intersection
851201	8520034	.37	X		X	X	Drove thru stop sign
850313	8505611	.40	SOUTH		X		Going west, hit ice, crossed road centerline
870503	8705687	.50	X			X	Turning into driveway
840812	8411911	.81	OOC			?	Reconst(?), slid on gravel, slid into ditch, rolled
850531	8509553	.81	SOUTH			?	Off road, C.110 ft. before hitting side road
841116	8420093	1.01	WEST		X		
850529	8509508	1.01	SOUTH				Haul truck dumped load on car
850307	8504674	1.27	WEST		X		L.C., X-ed centerline into ditch, rolled
840628	8410161	1.32	X			X	L.C., off road, catapulted by driveway
851122	8519456	1.51	SOUTH		X		Crossed centerline and rolled
860311	8603962	1.87	X		X	X	Turning to side road
841119	8419211	2.02	WEST		X		Braked, L.C. off road, rolled
860126	8601610	2.07	SOUTH		X		Braked, L.C. on ice, rolled
870606	8706824	2.17	SOUTH				Asleep, drove down embankment
851231	8522289	2.19	WEST		X		Went into borrow pit and rolled
850925	8516098	2.31	SOUTH				Crossed and rolled
840312	8404924	2.32	EAST		X		Left road to avoid oncoming vehicle
860528	8607555	2.32	X			X	Drove off road and rolled several X's trying to return
870623	8707446	2.32	SOUTH				Passed, L.C. rolled down embankment
870901	8710319	2.32	WEST			X	Tire blew out, hit guardrail
861017	8614264	2.42	X			X	Rear End
840511	8406638	2.62	WEST				Distracted, wheel off road, L.C., off road, rolled several X's
850929	8516329	2.75	X			X	Acct. not on Parks Highway
840915	8415720	2.83	SOUTH				Braked, L.C. off road, rolled over
850228	8504533	2.93	NORTH		X	X	Hit ice, crossed centerline, rested against tree
850228	8504534	2.93	?SOUTH		X		Hit ice, went into ditch, hit sign post
840517	8406784	3.13	WEST				Xed centerline, off road, rolled several X's
840505	8406505	3.33	NORTH				Xed centerline, off road into mud and rocks
871009	8711795	3.33	WEST				Attending child, L.C. rolled into ditch
841215	8421588	3.67	SOUTH		X		Oncoming car in lane, braked, L.C. Xed centerline, left road
841116	8420094	3.84	X		X	X	Glenn Highway
860506	8606460	3.84	EAST-X			X	Tire blew out, went into ditch, spun 180 degrees, rested 1/2 on road
861031	8614903	3.84	SOUTH				Passing, over corrected, airborne, landed on top
840812	8414053	10.83	X			X	Multi-car accident (rear end)
850203	8502701	10.83	WEST		X	?	Crossed centerline to avoid turning vehicle, tire caught and rolled
860427	8606147	10.83	X			X	Driver exiting Parks Highway
870912	8710806	10.83	SOUTH				Road blocked w/ vehicles, sideswiped trailer
850606	8509856	10.92	EAST				Car went off road and rolled
840118	8402326	11.18	X		X	X	No report
870731	8710967	11.18	X			X	No report
841120	8419242	11.33	NORTH		X		Icy, L.C. Xed centerline, off road, roll over
860804	8615301	11.33	SOUTH				Intersection
860819	8611129	11.33	WEST				Lost control, rolled 1 X
870102	8700157	11.33	X		X	X	L.C., off road and rolled
860522	8607270	11.40	SOUTH				May have been racing
840926	8416346	11.42	W & E				Off road, returned, Xed centerline, off road, rolled
840921	8416059	11.43	EAST				Off road, returned, overcorrected, off road, O.T.
840925	8416286	11.43	EAST				Off road (oncoming vehicle in lane), O.T.
840701	8413713	11.49	SOUTH				Spun out of control, off road, O.T.

Accident Report Review
Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
840406	8405811	11.63	NORTH		X		Icy, L.C., spun off road, tipped over
850417	8507764	11.63	SOUTH		X		Slid sideways
861230	8618529	11.73	WEST		X		Lost traction on curve, off road
840708	8410992	11.83	WEST			?	Xed centerline, left road, 130 paces before rock, O.T.
840822	8414924	12.03	NORTH				L.C., off road, rolled
851001	8516449	13.56	OOC				Drifted right (outside curve) & rolled
840801	8413323	13.82	N & S				Off road, returned, Xed centerline, off road, rolled
870317	8704597	13.82	SOUTH		X		Icy, L.C. left road, O.T.
850112	8501001	14.02	WEST		X	X	Stopped on road/ditch then rolled
840225	8404486	14.32	SOUTH	X	X		Slid, HSB, flipped
840801	8413324	14.42	NORTH				Left road & rolled
870702	8707902	14.42	WEST				Out of control, Xed centerline, left road, O.T.
870730	8710949	14.42	WEST				Left road and rolled at least once
870730	8710950	14.52	NORTH				Left road & rolled
840922	8416183	14.62	X			X	No file
840609	8407878	14.82	SOUTH				Rt. wheels took truck off road, hit driveway & rolled
861123	8616204	14.82	SOUTH		X		Xed centerline, L.C., left road, O.T.
870114	8700942	14.82	X		X	X	Appeared right turn, rolled on top
840411	8405970	15.32	SOUTH		X		Ice, L.C. off road and rolled
840702	8423363	15.93	X			X	No file
840906	8414490	16.55	E & W				Off road, returned, Xed centerline, off road
850629	8511000	26.53	EAST				Claims soft shoulder caused roll over
861214	8617668	27.11	?		X		L.C. rolled down steep embankment
841228	8422778	27.24	EAST		X		Xed centerline avoid moose, off road & O.T.
850518	8509048	28.11	EAST				Asleep, hit mailbox, over X-road
870117	8701164	28.61	X		X	X	Left road, sucked in by snow, flipped at driveway
850519	8509057	29.42	X			X	Crossed centerline, vehicle rolled
861231	8618579	29.42	WEST		X		L.C. rolled D. side; rested against trees
851219	8521413	30.32	X		X	X	Rolled onto top
850804	8513164	30.82	X			X	Lost control and overturned
840514	8406720	31.12	WEST				L.C., off road & O.T.
840608	8407838	31.28	SOUTH				Stopping for train, 2nd unit uncoupled, crossed CL, off road
840701	8410403	31.32	X			X	L.C., Xed centerline, off road
840714	8411131	31.32	EAST				Lost control, rolled 1 X
850531	8509567	31.32	X			X	Spun, crossed centerline, HSB, rolled into ditch
861108	8615410	31.32	NORTH		X		Lost control, struck embankment and overturned
870101	8700040	31.32	WEST	X	X		Icy, slid off road
841020	8423246	31.44	?		X		Icy, L.C. off road, O.T.
850517	8508995	31.62	?				Asleep, left road and overturned
861129	8616613	32.30	WEST		X		Icy, L.C., off road
840902	8414216	32.33	EAST				Asleep, Xed centerline, off road, O.T.
850707	8511477	32.33	EAST				Asleep, overturn to top
860517	8607117	32.84	WEST				Asleep, crossed centerline, L.C. left road, O.T.
840318	8405521	32.94	WEST		X		L.C. left road, down embankment, front hit ground
870722	8710856	33.94	X			X	At intersection
861028	8614788	34.25	WEST				Brakes failed, L.C., crossed centerline, off road
850626	8510857	34.42	E & W				Off E. side, c. 300 ft., Xed road, rolled 1X
840818	8414342	34.61	WEST				Avoid squirrel, off road, rolled
850504	8508383	35.32	EAST	X	X		Off N/B edge, over-correct; off road, H.S.B.
860807	8614370	35.42	WEST				Wheel off road, L.C. rolled several time
870409	8776973	36.62	X			X	No report

Accident Report Review
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DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
860703	8613540	36.84	?				Left road, O.T.
860825	8611423	37.34	X			X	Avoided moose, HSB & OT
861022	8614506	37.34	EAST				Rolled and stayed on highway
871203	8714598	37.34	?	X	X		Back trailer of tandom came loose, left road
850802	8513078	37.72	?				N/B, off road avoiding rock, overturned
870518	8706134	38.81	X			X	Rolled on roof, stayed on road
841117	8418980	41.29	WEST		X		Distracted, off road, hit gas, struck trees
850310	8505404	41.29	?		X		Asleep, left road, flipped E.O.E., resting on roof
870724	8710925	41.29	EAST				N/B, hit slippery spot, HSB rolled on top
871209	8715051	41.59	EAST		X		Shifting, L.C. left road, O.T.
850716	8511973	42.80	X			X	S/B, lost control & overturned
850919	8515673	42.90	X			X	Spun around on hwy, rolled 2X, rested in ditch
870810	8711342	43.00	X			X	No report
840609	8407874	44.14	EAST				Oncoming vehicle in lane, Xed centerline, off road, roll over
870712	8708299	45.05	WEST				Asleep, left road, rolled several times
861025	8614661	45.25	X			X	Tire blew out, struck trees
850707	8511476	47.22	X			X	Tire blow out, lost control, vehicle rolled
850203	8502787	48.01	?	X	X		N/B, too fast, lost control, NSB, rolled roof
840526	8409618	48.41	WEST				Asleep, off road, rolled to roof
840911	8421257	48.46	?				Left hwy, rolled to roof
861104	8615118	49.03	EAST		X		Icy, L.C., O.T.
870223	8703018	49.23	EAST	X	X		Swerved (moose), HSB, O.T.
860826	8611484	50.19	WEST				Asleep, crossed road, hit mailbox, rolled
840924	8416229	50.49	WEST				Left road, rolled to roof
841103	8418721	50.74	X		X	X	Asleep, not investigated
860917	8618646	51.49	X			X	Could not find
851218	8521308	51.68	EAST		X		Veered RT, left road and overturned
860620	8608513	52.88	X			X	Off Hwy, hit side approach & OT
860110	8600518	53.69	WEST		X		Icy, L.C. crossed centerline, left road & OT
860111	8600577	54.38	EAST	X	X		Icy, L.C., HSB, rolled driver's side
851216	8521123	54.69	EAST		X		Icy, left road and overturned
850907	8515052	55.66	EAST				Vehicle left road and rolled
860609	8608021	55.66	SIGN				Left road, struck brush and sign
861102	8615059	58.97	EAST		X		Icy, lost control, slid off road
850126	8501924	60.72	?	X	X		S/B, avoided moose, HSB, rolled roof
870423	8705383	61.05	WEST				Asleep, crossed centerline, rolled C. 3X
861017	8614228	61.11	X			X	Undercarriage damage due to construction
840610	8407899	62.07	WEST				Asleep, Xed centerline, off road, hit two trees
870403	8704787	62.63	EAST		X		Hit dip, L.C., left road & O.T.
860829	8611671	63.32	X			X	Drove through T-intersection
870403	8704778	63.61	WEST	X	X		L.C., HSB, O.T. - landed roof
870101	8700039	63.71	WEST	X	X		L.C., spun, crossed centerline, HSB, rolled over
871101	8712712	63.81	?		X		Slippery, L.C. left road, rolled over
870420	8705293	63.91	X			X	S/B, off road, hit driveway continued on
841021	8417648	64.01	?		X		Hydroplaned off road, rolled P.S.
871209	8776801	64.41	?	X	X		Icy, L.C. HSB rolled on side
850818	8513947	65.11	X			X	S/B, asleep, off edge, swerved, L.C., rolled roof
851121	8519317	66.56	?		X		N/B, icy, L.C. left pavement and overturned
860809	8610649	67.04	X			X	N/B, left road, corrected, flipped 2X, once on Gr. road
840423	8406227	67.87	EAST		X		Off, on, crossed CL, off, on, crossed CL, off, rolled to roof
850615	8510315	68.60	WEST				Mid. Pass, hit SW, LC, rested roof

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DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
840421	8406196	70.18	EAST		X		Asleep, off road, attempt return, rolled roof
860907	8615634	71.27	EAST				Driver blinded by lights, back trailer off, rig rolled
861002	8613337	73.00	EAST				Left road, rolled
840703	8410478	74.06	WEST				Asleep, off road, rolled
871211	8715190	74.69	X		X	X	Hit moose
860324	8604485	76.22	EAST	X	X		Asleep, crossed centerline, HSB, O.T.
840223	8403586	78.24	WEST	X	X		Crossed centerline, HSB, rolled on side
870706	8708061	78.82	X			X	No file
860728	8613645	79.22	W & E				Asleep, off road, overcorrect, crossed centerline & OT
841104	8418397	79.75	EAST		X		Vehicle pulled in front, off road, rolled
851222	8521715	82.80	X		X	X	Hit moose, moose left scene
851223	8521770	85.28	?		X		N/B, icy, lost control, left road & O.T.
850822	8514180	86.08	WEST				Off road avoiding moose
840713	8413801	88.81	?				Distracted, ran into ditch
850607	8509866	88.81	EAST				Asleep, over correct, roll over
850604	8509766	90.87	?				N/B, lost control, struck ditch
850731	8512918	91.92	?				S/B, L.C. left road, O.T.
861101	8614943	93.33	EAST		X		Icy, driveline broke, L.C., left road and rolled on side
851219	8521416	93.88	WEST		X		Left road, rolled to roof
860714	8613588	94.31	?				Vehicle found abandoned
861229	8618454	96.33	EAST		X		Icy, L.C. left road and OT
840719	8411233	97.07	?				S/B, LC, left road & OT
840427	8406256	97.61	WEST				Towing car, Car 2 lost control, pull #1 off, both rolled
860706	8613558	97.80	?				Load shifted, 1st trailer, pulled rig off road, rolled
870609	8706939	97.82	WEST				Off road, LC crossed centerline, rolled in ditch on roof
851120	8519309	103.05	WEST				Slowed, turning car, slid sideway off road
840503	8409357	103.82	WEST			?	LC Xed centerline, off road, struck two trees
860510	8606596	106.34	WEST				Left road, flipped on roof
861226	8618342	108.84	EAST		X		Icy, LC, left road & OT
860812	8610801	109.85	X			X	Accident details not conducive to further invest.
870216	8702681	111.36	WEST	X	X		Icy, crossed centerline, HSB, rolled
870216	8702710	112.83	EAST	X	X		Icy, MSB, OT
860102	8600067	114.36	EAST		X		Icy, LC crossed centerline, left road & OT
870813	8711348	114.36	W & E				Left road, came back, LC, crossed centerline, OT on shoulder
851007	8516740	114.87	X			X	Hit caribou (MI 150 Richardson Hwy)
840306	8404591	123.99	?	X	X		Icy, LC, HSB, rolled
840305	8404587	124.09	EAST	X	X		Accident not on Parks Hwy
840907	8414522	124.09	X			X	Towing car, lost traction, HSB, rolled
840305	8404570	125.40	X	?	X	X	Oversteer, off road, tipped to P.S.
840901	8414157	125.40	EAST				Hit ice, lost control, OT onto SB part on RD
870308	8704185	125.70	X	X	X	X	Accident diagram indicates vehicle on road
870622	8710489	126.01	WEST				Off road, heart attack
860828	8611548	127.42	EAST				L.C., crossed centerline, left road and OT
860703	8613541	127.93	WEST				Lost rear axle, crossed CL and lost control
870506	8705761	129.39	WEST				Tires blew out on trailer, almost stopped before roll
840306	8404590	130.21	?		X		S/B, hit ice, jackknifed
840408	8405886	132.00	EAST	X	X		Snow on road, LC, left road, rolled to roof
870701	8710533	133.87	EAST				Crossed centerline, left road
840306	8404637	138.75	X			X	No file
870530	8707593	142.23	EAST				Asleep, left road, over correct, LC & OT
871023	8712310	145.23	WEST		X		Icy, LC crossed Centerline, left road & OT

Accident Report Review
Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
840426	8406267	147.26	EAST	X	X		Off road, HSB, plowed through snow
870616	8707157	147.77	X			X	S/B, LC
841113	8419139	148.27	WEST	X	X	?	Tires HSB, snow sucked car in, hit tree
870731	8709026	154.27	?EAST				Drove off at curve
841202	8420529	159.16	WEST		X		Icy, LC, off road, OT 2X
871016	8712086	160.76	EAST		X		Icy, LC, OT
870729	8708970	166.88	EAST				Off to avoid moose, rolled coming back
841206	8421929	172.16	EAST		X		Icy, LC, off road, OT 1-1/2 X
840415	8406064	172.46	EAST		X		LC, off road, OT
840407	8405862	176.11	EAST		X		LC, Xed centerline, off, on, crossed CL, off road, OT 1X
841231	8423073	204.62	WEST	X	X		Gust of wind, LC, spun, Xed centerline, HSB
870831	8710307	207.82	X			X	Area under reconstruction
840729	8411484	211.27	WEST				Xed centerline, hit embankment, rolled to roof
840819	8414141	212.76	EAST				S/B, asleep, Xed CL, attempt return, rolled DS
870425	8706702	213.66	EAST				Drove off road, rolled on roof
840721	8411675	220.31	X			X	Road construction
840903	8423537	225.47	WEST				L.C., off road, rolled to roof
840703	8410481	228.71	EAST				Asleep, Xed centerline, off road, roll to roof
871012	8713224	229.22	?		X		Icy, left road, rolled onto roof
840827	8415269	237.72	EAST				LC into ditch, OT
840904	8414403	240.67	?		X		Hit ice, LC, off road
840414	8406023	251.00	?		X		Icy, LC, into ditch, OT
840421	8406192	251.50	WEST		X		Loose gravel, LC, Xed centerline, off road, OT
840717	8411189	251.50	X			X	No indication car left road
870914	8712683	251.68	WEST				LC, left road, returned, left again, OT
870427	8705543	252.28	X			X	Asleep, left road, vaulted by culvert
870902	8712555	253.72	X			X	Asleep, left road, may have vaulted over driveway
840805	8411773	254.22	EAST				Hydroplaned, LC spun off road, tipped
840927	8416378	254.72	W & E				Avoid moose, off, on, Xed CL, LC, off, OT to PS
870704	8707961	256.21	WEST			?	Avoid moose, struck mailbox
841017	8417631	263.76	X		X	X	Icy, LC, OT 1X, No indication left road
840625	8410893	264.75	WEST				Attempt overtake vehicle on shoulder, LC into ditch OT 4X or 5X
870701	8707865	264.75	?				Tire blow out, off road
871025	8712396	273.63	EAST		X		Icy, LC, OT to roof
840918	8415878	277.14	WEST				Lost consciousness, drove into ditch
870606	8707600	278.15	EAST				Motorhome, asleep left road, tipped
870904	8710481	279.66	X			X	No damage
841121	8419769	280.86	EAST		X		Icy, LC, Xed CL, down embankment
840903	8414259	282.23	WEST				Avoid moose, Xed centerline, down embankment, OT
871023	8712301	283.66	?		X		Asleep left road
870827	8710135	284.06	X			X	Half of road, back on, crossed CL, nosed in ditch, flipped
870109	8703521	287.47	WEST		X		Icy, LC, crossed CL and OT
840113	8400965	291.12	WEST		X		LC, Xed CL, OT in ditch
841221	8422202	291.56	X		X	X	Braked, jackknifed, spun, HSB & stopped
870720	8708565	291.66	WEST				Tire blow out, crossed centerline OT
840920	8415988	294.48	X			X	Load shift, attempt correct, OT (stop 12' from road) No indication
							of off/on road at OT
870502	8706713	294.48	X			X	Area under reconstruction
840217	8403365	295.80	?	X	X		Icy, LC, HSB, rolled ended in snow
870620	8707313	296.63	X			X	Tire blow out, LC, Vaulted off road, rolled
840211	8403114	300.08	?		X		Asleep, Xed centerline, off road and OT

Accident Report Review
Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
871123	8714052	301.01	X		X	X	No accident description
841012	8417157	303.83	X		X	X	Icy, spun 180 degrees & OT, no indication left road
871016	8712088	304.13	NORTH		X		Slippery, LC, left road and OT
840907	8414570	306.16	EAST				Xed centerline 2X, off road
871205	8776894	307.69	?		X		Xed oncoming lanes, left road & OT
840526	8406958	309.12	WEST				Off RHS, on, LC, Xed cenerline, off wheel (RR) hit rock, flipped in embk roof
870822	8712768	312.28	X			X	No file
840425	8406317	315.27	X		X	X	Motorcycle, did not leave road
840726	8411697	316.11	WEST			?	Load caused swerve, crossed CL, load discon & roll
840831	8415503	316.61	EAST			?	Towing another veh, LC of Veh #2, came loose & rolled to DS

Accident Report Review
Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
840415	8406066	4.25	SOUTH		X		Gravel, LC, off road, OT to top
870920	8712915	4.97	SE				Anti-sway bar gaveway, left road, rolled 4X
840312	8404923	7.88	WEST		X		Icy, LC, Xed centerline, rolled
840805	8411774	8.91	?				Sleepy, Rainy, drove off road
841014	8417316	15.68	SOUTH				Skid, off road, rolled 1X
840523	8411559	30.45	X			X	LC on gravel, OT down embankment, approx local
840714	8411140	31.46	EAST				LC, skidded off road, rolled roof
840916	8415755	34.32	OOC				Off road, thru brush, rolled
840209	8402971	37.31	OOC	X	X		LC, HSB, OT
870604	8706772	37.73	SOUTH				Tire BO, left road, rolled at least 1X
840526	8411561	47.11	X			X	Trailer tire blew out, OT on road
870130	8701833	48.92	?		X	?	Rear trailer came lose causing loss of control
841217	8422186	51.25	EAST		X		Braking, LC, off road, OT
841028	8418058	52.40	EAST				Off road & OT
840114	8401141	55.28	?		X		LC struck embk, OT
840831	8415441	55.45	EAST			?	Off road, hit rocks and trees
840712	8411067	57.20	?			?	Gravel, LC, off road, OT
870403	8704804	64.67	SOUTH		X		Load shift, Xed CL, left road, fell over
840709	8411004	68.25	X			X	Flipped on road
871109	8776862	68.25	SOUTH			?X	Off south side, returned, lost control, struck GR N. Side
840624	8411575	71.18	NORTH				Bugs in car, LC, Xed CL, struck embankment, OT
870529	8707592	71.18	SOUTH				Asleep, Xed CL, left road, fell over
840321	8405095	78.89	X		X	X	Truck tore gas pumps off island
840218	8403414	81.02	?		X		Off road, & unable to return
840402	8405329	84.49	SOUTH		X		Distracted, off road, LC, OT
840312	8404922	90.80	SOUTH		X		Drove off road & OT
840213	8423646	91.47	X		X	X	Occurred at intersection
870529	8706483	94.70	S & N				Asleep, left road, slid c. 800 ft., Xed CL, struck utility pole
840108	8402389	94.80	X		X	X	Could not find
870611	8706992	95.43	S & N				Off S. side, crossed CL, flipped on roof, N. Side
870804	8711322	99.18	NORTH				Off road, skidded and rolled
870615	8707141	102.69	S & N				Off avoid owl, returned, flipped top, stopped in ditch
840131	8402258	121.43	X		X	X	Not clear description
840920	8415985	121.51	NORTH				Frost heave, off road
870508	8706718	136.47	?			X	Asleep, LC, rolled and burned
841103	8418713	138.66	SOUTH				Ran off road
840723	8411686	143.32	?				Passenger grabbed wheel, off road, impact ditch
870618	8710483	146.77	?NORTH				W/B, drove into ditch
840914	8415661	148.07	NORTH				LC off road, OT to PS
840719	8411646	149.27	X			X	No file
840713	8411626	153.64	X			X	Car appears to have flipped on road
870629	8707738	162.27	X			X	Towing car, frost heaves, wind, inexperienced, no 2nd driver
870801	8709067	167.03	X			X	Towing car, came loose, no 2nd driver
840804	8411753	178.35	SOUTH				Lost control, into ditch, OT
840504	8406478	179.14	WEST				Off/on, Xed CL, off road, OT
840416	8408978	186.24	X			X	Vehicle & trailer on road
841117	8419010	195.05	SOUTH		X	?	Xed CL, into ditch, struck several trees
841026	8418027	199.77	WEST				Off road, struck embankment
840705	8411602	204.57	X			X	Off road, vaulted by driveway
870718	8708486	207.47	WEST			?	Tire B.O., struck mailbox and signpost
840331	8405265	207.89	WEST		X		Swerved in road, off embankment

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Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
840609	8407866	212.68	WEST				Oversteer, crossed CL, off/on, off, roll in ditch
840910	8414684	217.89	WEST				Off road & OT
870622	8707426	224.65	EAST				Xed CL to avoid moose, LC, left road and OT to roof
871212	8776903	225.05	NORTH		X		Icy, Xed CL, LC, left road, OT
870404	8704818	234.31	?		X	X	Icy, Xed CL, slid into ditch, struck trees
870821	8712763	236.26	WEST				Icy, Xed CL, stopped in ditch
871114	8713593	236.26	OBL		X		Asleep, Xed CL into ditch
870713	8712546	237.76	X			X	Making L Turn, hydroplaned, off road OT
870728	8708884	238.23	X			X	No description
871021	8712259	238.35	WEST				Slick, LC, Xed CL, skidded ditch & OT
841008	8416999	238.75	?				Asleep into ditch OT
841206	8421928	244.60	WEST		X		Lost traction, into ditch OT
840916	8415762	247.92	E & W				Xed CL, off/on, Xed CL into ditch, hit larte trees, OT
841007	8416924	251.21	EAST				Lost traction, Xed CL, into ditch, tipped, DS
840513	8406696	252.98	WEST				Off road, struck mailbox
870731	8712545	255.86	WEST			X	Asleep, Xed CL, hit mailboxes, stopped on telephone pole
840822	8414923	257.86	EAST				Avoid moose; crossed CL, in ditch, roll 1X
840116	8401293	259.86	EAST	X	X		Tire off Pvmt, LC, Xed CL, HSB, flipped onto roof
870304	8704461	267.30	WEST		X		Xed CL, left road & OT
840424	8406299	267.81	WEST				LC, off road & OT to top
840507	8406560	272.59	X			X	Slowing down for turn
840324	8405147	273.09	X			X	No file
870323	8704346	273.26	NORTH		X		Xed CL and drove off road
840112	8400939	273.47	S/B MED	X	X		LC, changed lanes HSB, flipped to roof
840426	8406265	274.37	?			?	Off road, crashed into trees
841003	8416738	275.47	S/B MED				Avoid moose, into med., flipped on return
870130	8701816	275.49	N/B MED	X	X		LC, HSB, rolled
840402	8405327	275.51	N/D MED		X		Icy, LC, into med, tipped to DS
870613	8707045	276.67	S/B MED				LC, into median
840625	8411578	277.23	N/B ?				Off road
870310	8704467	279.79	N/D MED		X		Drove off road
840306	8403955	280.71	S/B OUT	X	X		Icy, HSB, spun around
840305	8403934	280.96	N/B MED	X	X		Skidded, LC, HSB, OT in median
840205	8402736	281.22	S/B MED	X	X		Struck snow & flipped
870809	8711341	281.46	S/B				Into median, returned, Overcorrect, off west side
870716	8708494	281.82	N/B MED				Moose appeared, went into median
870726	8708800	281.84	S/B				Left road & rolled
841104	8418393	281.92	S/B OUT	X	X		Tires in snow, pulled into ditch, struck fence
870615	8707115	282.62	S/B MED				Asleep, of road, rolled to outside lane
870823	8712769	282.72	S/B MED			?	LC & OT
871020	8712229	282.82	S/B			?	LC & OT
840609	8407867	282.86	N/B				Avoid car, off road, rolled
871016	8712092	283.42	S/B MED				Tire BO, lost control, into median, onto N/B lanes
840415	8406062	283.91	N/B OUT		X		LC, skidded on snow, off road, OT
870131	8701861	284.55	N/B MED		X		Snow obscured vision, left road, rolled
870620	8707315	285.35	N/B MED				Drove into med., skidded, returned, off outside N/B lane
840316	8405014	285.36	EAST		X	?	Icy, off road, struck fence, continued on
840709	8413790	285.75	?			X	Left road, OT
840601	8411565	285.85	N/B MED				Asleep, off road (240'), on, rolled 4, 5Xs, in ditch
840203	8402600	285.90	N/B MED	X	X		Tires caught snowberm, pulled vehicle off road, rolled
870822	8712766	286.72	S/B MED				Asleep, skid on road, overturn in median

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Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
841004	8416790	286.84	S/B MED				Blow out, overcorrect, into med, rolled
870209	8702405	287.34	N/B MED		X		Brake, spun off road & OT
840621	8408123	287.74	N/B OUT				Avoid moose, down embankment, roll 2X
871217	8776913	288.82	N/B MED		X		Forced off road, OT in median
840627	8410085	289.41	N/B OUT			?	Asleep, off road, struck sign
840902	8414211	289.45	N/B OUT				Asleep, off, overcorrect, rolled 2X
840514	8406721	289.56	S/B OUT			?	Asleep, off road, struck tree
840113	8401069	290.22	S/B MED		X		Icy, HSB, flipped into median
840113	8400962	290.76	S/B OUT		X		Fishtailed, LC, spun, rolled
840922	8416101	290.82	N/B OUT				Avoid moose, LC, off road, OT to top
870428	8705547	290.85	MED				Drove into med. across oncoming lanes into ditch
870221	8702923	291.03	S/B		X		Lost control, skid across road, wheel caught shoulder, roll
871019	8712201	291.32	S/B OUT				Slid off road and flipped over
870226	8703106	291.45	X		X	X	Intersection
841208	8421752	291.46	?		X	X	Icy, LC, off road & OT
840112	8400938	291.60	N/B OUT		X		Distracted, LC, off road, came to stop upright
840113	8400964	291.84	N/B OUT		X		LC, swerved, off rt shoulder, OT
870622	8707406	291.85	S/B				Hydroplaned, sailed off road, OT
870107	8703512	292.85	N/B OUT		X		Skid, LC, off road, flipped to top
840612	8407933	292.89	S/B MED				Into med., out, skidded, rolled DS
841024	8417889	292.95	N/B OUT				LC, off road, OT
841204	8421910	292.97	N/B OUT		X		Off road, down embankment
841201	8420440	293.10	X		X	X	Rolled in road
870626	8707643	293.44	N/B OUT				Off left shoulder, over correct spin, OT on RT shoulder
840616	8408015	293.59	X S/B			X	Asleep, off/on rolled on road
841003	8416736	293.72	N/B OUT				Forced off, down embankment, rolled to PS

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Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
871106	8715074	2.84	SOUTH		X		Slush, LC, off road & flipped
870619	8710485	2.90	?			?	LC off road, struck road sign
840131	8402437	2.98	?		X		Trying avoid accident, drove into ditch
840519	8412779	3.90	OOC				Asleep, drove off
840220	8405292	4.94	WEST	X	X		Icy, LC, struck snow bank 2X
840723	8411350	5.17	?				Avoid bear, Xed centerline, along embankment
841012	8423471	5.50	X			X	No file
870109	8700660	6.50	SOUTH	X	X	X	Spun, came to rest against berm
840528	8406996	7.96	X			X	Making turn
840406	8406649	10.61	X		X	X	Icy, LC, struck embankment, rolled back onto road
870205	8705651	10.61	OOC	X	X		Skidded, HSB, rolled over to top
841103	8418670	12.09	?				Off road, into ditch, flipped over
840603	8412783	12.46	?				Asleep, Xed CL into ditch, OT, burned
870322	8705703	12.66	SOUTH				Drifted off road, OT
871213	8776812	12.94	EAST		X	? *	Asleep, Xed CL, off road, roll onto side in river
840706	8421231	21.73	X			X	O.T. on pavement
841027	8418077	45.30	WEST				Hit rock, LC, into ditch
841021	8417693	45.65	X			X	LC due to slush, Xed CL, onto rip rap
870723	8708674	47.63	EAST			? *	Asleep, down embankment into river
840625	8410047	52.00	WEST			? *	Asleep, Xed CL, off road, into river
840215	8403296	57.62	WEST	X	X		Xed CL, HSB, rolled over to top
840629	8410194	58.67	WEST				Asleep, Xed CL, off road down embankment
840624	8409945	64.60	EAST				Off/on/off, rolled in ditch
870527	8710385	66.08	?				Asleep, off road & OT
871001	8711484	66.08	EAST				Off road in ditch
871018	8712151	68.96	EAST		X		Icy, spun off road, rolled
840218	8403410	79.22	WEST	X	X		Wheels into snow berm, sucked car, OT
841214	8422719	84.38	WEST		X		Snow covered ice, LC, spun around, off road, PS
840220	8403460	87.08	WEST	X	X		Snow drifted onto road, HSB
841020	8417706	91.58	BOTH				Braked, LC, Xed CL, LC into ditch
840216	8403769	94.19	WEST		X		LC on slock road, struck mailbox
840701	8410401	94.38	WEST			?	Avoid fox, Xed CL, into ditch struck driveway
840125	8402337	100.71	EAST		X		Icy, LC, off road, spun & rolled
841208	8422729	105.29	NORTH		X		Braked, skid, Xed CL, off road, OT
870111	8700772	105.29	?		X		Icy, Moose on road (2), left road, rolled
841226	8422704	105.90	WEST	X	X	?	Rear end broke loose, Xed CL, HSB, OT 1X
870922	8776881	107.29	EAST				Off road, returned off again, OT 2X
840704	8421229	108.22	W & E				Down embankment, up, Xed CL, into ditch, hit trees
840312	8404917	109.27	W & E		X		Xed CL, off road, returned, Xed CL off shoulder OT
840813	8420267	110.24	X			X	No file
840904	8421250	110.24	X			X	No file
840428	8406338	110.44	WEST				LC, Xed CL off road, OT in ditch
840914	8415651	110.44	EAST				Blinded, LC, hit ditch, OT
840621	8408114	110.94	X			X	Accn is for incident at Arc. Circle Air in Fbks
840516	8406760	111.24	X			X	Motorcycle, LC on gravel patch, stayed on road
841102	8418381	114.20	SOUTH				Avoid moose, of road, OT 1X
840903	8421248	115.10	X			X	Diagram indicates car/trailer did not leave road
841104	8418430	115.40	X			X	Asleep off road struck 2 driveways, airborne
840312	8404916	115.61	WEST		X	?	Braking, rear axle broke, LC, xed CL, off road & OT
870515	8706033	116.40	X			X	Turning @ intersection
840601	8423686	116.95	E & W				Asleep, off, on, Xed CL, off into trees

Accident Report Review
Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
871018	8712147	118.63	WEST		X		Fishtailed into ditch, rolld 1X
840819	8414137	121.05	EAST				Asleep, xed CL, into ditch overcorrect, rolled over
870701	8707860	123.90	X			X	LC (Bee), into ditch flipped 3X (May be culvert)
840614	8407980	132.20	X			X	Road under construction
840722	8413459	134.66	? NORTH			?	Distracted, off road, overcorrect, flipped onto road
840618	8408066	141.67	IOC				Asleep, Xed CL several times, hit shoulder, OT 1X
840627	8410094	151.46	X			X	Frostheave caused liquids slosh, trailer OT
840705	8410739	153.19	X			X	"Marker" on roadside struck car, no indication of leaving road
870917	8711006	177.25	WEST				Tires off road, correct, skid, off road, flipped
840726	8411429	178.25	X			X	Area being repaved
840913	8415592	183.24	EAST				Off road avoid on coming truck in own lane
870222	8702965	184.71	EAST	X	X		Icy, HSB & spun around
840525	8406941	189.26	EAST				P. Tires off road, pulled car off
841126	8422731	190.75	WEST		X	?	Snow blowing, off, drove on "near" Paxon
841002	8416677	193.86	EAST				Distracted, off road, OT 1X
840720	8411275	197.12	X EAST			X	Pavement break
841003	8416740	201.40	EAST				Asleep, drove off road
840302	8403876	214.98	WEST	X	X		Hit drifted snow, LC, Xed CL, left road & OT
840703	8410480	215.82	X			X	Load shift, slid, stopped broadside in road
871002	8713228	216.26	WEST				Skid on gravel, crossed CL, LC, off road, OT
841105	8418477	225.50	? WEST			?	LC, xed CL, OT on shoulder
841124	8419577	229.78	WEST				"Passing, forced off road"
840916	8415771	235.15	EAST			?	Towing Veh #1 P wheels caught shoulder, flipped
870830	8710221	244.60	WEST				LC in pavement break, off road & OT
841018	8417591	244.70	EAST				Small patches ice, Xed CL, off road OT
840414	8406384	248.25	WEST		X		Skid into ditch, OT
840529	8407007	249.61	X			X	No file
841003	8416739	258.00	E & W				Distracted, P Tires off, overcorrect, LC off other side of road
840718	8411642	260.49	E & W				Distracted, off/on, overcorrect Xed CL, off, OT
840306	8403977	266.82	EAST	X	X		LC, Xed CL, off road, OT
840318	8405049	267.46	EAST		X		Xed CL 2X, off road and rolled in ditch
841012	8417158	267.82	NE				P. tires off, on, LC, off, rolled
840902	8414210	268.36	EAST				Xed CL, LC off road
840617	8408028	268.46	WEST				Off road, on, LC off again, flipped
871105	8713305	269.46	X			X	No file
870531	8706556	269.86	WEST				Off road avoid moose, skidded down bank, OT
841126	8419829	270.06	BOTH		X		Icy, S/B, LC into ditch, flipped
841117	8418974	270.84	? EAST			?	Xed CL 2X, OT
870731	8710959	271.34	X			X	Driving through parking lot, construction yard onto Hwy

Accident Report Review
Data Set 2

DATE	ACCN	MLPT	DITCH	HSB	SNOW	REJECT	COMMENTS
							Between 1-5 miles
840501	8406412	1.48	NW			?	Asleep, off road, struck metal obj & trees
870131	8701876	4.06	X		X	X	No report
841023	8417767	13.84	EAST		X		Icy off road into ditch
840825	8415165	14.73	WEST				Hydroplaned, LC, off road
840611	8407923	29.45	X			X	Towing Veh #2, rearended Veh #1
870603	8706658	32.47	NORTH	X	X		Off road to avoid truck splash, HSB, stalled
840224	8403604	40.01	EAST		X		Avoiding oncoming PV in lane, onto shoulder, OT (semi)
840704	8410500	47.56	EAST			?	P. tires off 2X, returned 2X, flipped on road
870712	8712544	51.60	EAST				Off avoid moose, attempt return, flipped
871106	8713051	52.97	X		X	X	Icy, skidded across CL into ditch, rolled over
840719	8411254	60.30	BOTH				Asleep, left road rolled
840829	8414734	63.12	X			X	Could not find
870827	8710096	74.65	EAST				Crossed CL 2X, off 2X, back 2nd time rolled twice
840715	8411165	83.40	OOC ?			?	No decription, diagram indicates off/back on
840331	8405260	85.75	EAST	X	X		Snow plow came off, LC, off road, tipped over
870827	8710093	85.75	NORTH				Off road, OT
841008	8416998	121.10	EAST ?			?	Asleep, veh. rolled several Xs, diagram indicates on/off sev. times

APPENDIX C

Master Accident Data File

The appendix contains all the accidents of both the first and supplemental data sets which remained after the photo log review, accident report review, and the field survey. The accidents are sorted according to route and the file contains the following information in the order listed: the accident number, accident date, the CDS milepost where the accident occurred, the type of accident, the side of the road (ditch) which was investigated in the field survey, the cost assigned to the accident, the vertical height of the embankment at the accident site, the slope of the embankment, and whether or not snow was a factor in the accident.

If snow was mentioned in the accident report, it was noted during the accident review process. The accidents were then sorted by date to determine the date of the first and last snow related accidents for each winter. Any accident which occurred during the winter and not marked as involving snow was changed to indicate that snow was a factor. October 1st was used as the earliest date an accident could have its snow status changed to include snow while April 20th was used as the latest occurrence of snow.

If it was not clear on which side of the road the accident occurred, both sides were surveyed and an average taken. If the height differed by more than two feet or if one slope was greater than 3.5:1 while the other slope was less than 3.5:1, then the record was discarded. The 3.5:1 criteria was used in order not to include a site with a flat side slope on where a vehicle could possible recover versus a steeper side slope on where a vehicle might have difficulty recovering. In other cases of difficult side slopes, a judgement was made as to whether the average taken for the two sides might affect the analysis significantly.

Route 170000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8420093	841116	1.01	17	WEST	10000	3.91	16.88	4.2	.2381	1
8509508	850529	1.01	17	SOUTH	10000	2.00	12.34	6.1	.1639	0
8519456	851122	1.51	17	SOUTH	10000	2.97	15.42	5.1	.1961	1
8419211	841119	2.02	17	WEST	10000	2.87	16.58	5.7	.1754	1
8601610	860126	2.07	30	SOUTH	2000	2.26	10.65	4.6	.2174	1
8522289	851231	2.19	40	WEST	10000	3.20	16.61	5.1	.1961	1
8404924	840312	2.32	40	EAST	10000	2.97	16.58	5.5	.1818	1
8707446	870623	2.32	17	SOUTH	2000	2.97	16.58	5.5	.1818	0
8710319	870901	2.32	17	WEST	10000	3.91	16.13	4.0	.2500	0
8415720	840915	2.83	40	SOUTH	10000	5.91	19.80	3.2	.3125	0
8504533	850228	2.93	25		2000	5.39	20.67	3.7	.2703	0
8504534	850228	2.93	25	?SOUTH	10000	5.39	20.67	3.7	.2703	1
8406784	840517	3.13	40	WEST	10000	3.67	14.78	3.9	.2564	0
8406505	840505	3.33	17	NORTH	2000	4.50	18.54	4.0	.2500	0
8711795	871009	3.33	40	WEST	2000	4.50	18.54	4.0	.2500	0
8421588	841215	3.67	17	SOUTH	10000	5.01	26.05	5.1	.1961	1
8614903	861031	3.84	40	SOUTH	10000	6.19	37.65	6.0	.1667	0
8502701	850203	10.83	30	WEST	2000	2.10	10.32	4.8	.2083	1
8509856	850606	10.92	40	EAST	2000	2.32	11.16	4.7	.2128	0
8419242	841120	11.33	40	NORTH	10000	6.49	26.13	3.9	.2564	1
8611129	860819	11.33	17	WEST	10000	5.17	18.81	3.5	.2857	0
8615301	860804	11.33	17	SOUTH	2000	5.47	24.17	4.3	.2326	0
8416346	840926	11.42	25	W & E	10000	4.33	15.35	3.4	.2941	0
8405811	840406	11.63	40	NORTH	2000	3.34	17.35	5.1	.1961	1
8618529	861230	11.73	50	WEST	2000	6.38	25.68	3.9	.2564	1
8410992	840708	11.83	30	WEST	10000	7.20	31.08	4.2	.2381	0
8413323	840801	13.82	40	N & S	2000	2.12	10.20	4.7	.2128	0
8704597	870317	13.82	40	SOUTH	2000	2.32	11.16	4.7	.2128	1
8501001	850112	14.02	40	WEST	2000	2.56	11.81	4.5	.2222	1
8404486	840225	14.32	17	SOUTH	10000	4.28	19.71	4.5	.2222	1
8413324	840801	14.42	40	NORTH	2000	3.62	15.97	4.3	.2326	0
8707902	870702	14.42	40	WEST	2000	3.35	13.80	4.0	.2500	0
8710949	870730	14.42	17	WEST	2000	3.35	13.80	4.0	.2500	0
8710950	870730	14.52	17	NORTH	2000	3.99	16.46	4.0	.2500	0
8407878	840609	14.82	40	SOUTH	10000	1.95	9.16	4.6	.2174	0
8616204	861123	14.82	40	SOUTH	10000	4.25	17.54	4.0	.2500	1
8405970	840411	15.32	17	SOUTH	10000	2.07	11.34	5.4	.1852	1
8414490	840906	16.55	17	E & W	10000	2.23	12.26	5.4	.1852	0
8511000	850629	26.53	40	EAST	2000	4.33	19.12	4.3	.2326	0
8617668	861214	27.11	40	?	2000	1.87	10.80	5.7	.1754	1
8422778	841228	27.24	40	EAST	2000	1.98	17.54	8.8	.1136	1
8509048	850518	28.11	30	EAST	2000	2.11	10.55	4.9	.2041	0
8618579	861231	29.42	25	WEST	2000	4.31	11.60	2.5	.4000	1
8406720	840514	31.12	40	WEST	10000	2.38	19.39	8.1	.1235	0
8407838	840608	31.28	17	SOUTH	2000	4.93	30.47	6.1	.1639	0
8411131	840714	31.32	17	EAST	10000	3.01	19.21	6.3	.1587	0
8423246	841020	31.44	40	?	10000	8.40	30.56	3.5	.2857	1
8616613	861129	32.30	25	WEST	2000	5.32	25.56	4.7	.2128	1
8414216	840902	32.33	40	EAST	10000	7.18	21.34	2.8	.3571	0
8511477	850707	32.33	40	EAST	10000	7.18	21.34	2.8	.3571	0
8607117	860517	32.84	17	WEST	10000	3.46	16.97	4.8	.2083	0

Route 170000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8405521	840318	32.94	25	WEST	10000	1.68	20.28	12.0	.0833	1
8614788	861028	34.25	29	WEST	10000	2.40	16.27	6.7	.1493	0
8510857	850626	34.42	40	E & W	2000	2.34	15.15	6.4	.1563	0
8414342	840818	34.61	40	WEST	10000	2.31	18.81	8.1	.1235	0
8508383	850504	35.32	17	EAST	10000	3.57	22.79	6.3	.1587	1
8614370	860807	35.42	17	WEST	10000	7.17	32.37	4.4	.2273	0
8613540	860703	36.84	40	?	2000	3.42	23.82	6.9	.1449	0
8614506	861022	37.34	50	?	2000	3.47	17.36	4.9	.2041	1
8714598	871203	37.34	25	EAST	2000	3.48	18.94	5.4	.1869	0
8513078	850802	37.72	40	?	2000	3.54	17.72	4.9	.2041	0
8418980	841117	41.29	17	WEST	10000	2.63	15.24	5.7	.1754	1
8505404	850310	41.29	40	?	2000	3.09	18.80	6.0	.1667	1
8710925	870724	41.29	17	EAST	10000	5.82	24.57	4.1	.2439	0
8715051	871209	41.59	40	EAST	10000	3.45	18.93	5.4	.1852	1
8407874	840609	44.14	40	EAST	2000	2.26	14.38	6.3	.1587	0
8708299	870712	45.05	40	WEST	10000	2.43	15.47	6.3	.1587	0
8502787	850203	48.01	25	?	2000	1.32	9.03	6.8	.1481	1
8409618	840526	48.41	40	WEST	2000	5.61	26.98	4.7	.2128	0
8421257	840911	48.46	40	?	1400000	6.13	25.88	4.1	.2439	0
8615118	861104	49.03	40	EAST	10000	1.19	10.53	8.8	.1136	1
8703018	870223	49.23	25	EAST	2000	2.71	15.66	5.7	.1754	1
8611484	860826	50.19	17	WEST	10000	3.02	15.70	5.1	.1961	0
8416229	840924	50.49	40	WEST	10000	2.72	16.56	6.0	.1667	0
8521308	851218	51.68	40	EAST	10000	4.99	22.01	4.3	.2326	1
8608513	860620	52.88	40		10000	4.04	23.41	5.7	.1754	0
8600518	860110	53.69	40	WEST	2000	2.00	11.56	5.7	.1754	1
8600577	860111	54.38	25	EAST	2000	2.84	13.65	4.7	.2128	1
8521123	851216	54.69	40	EAST	2000	2.88	13.82	4.7	.2128	1
8515052	850907	55.66	26	EAST	2000	2.66	11.75	4.3	.2326	0
8608021	860609	55.66	29	SIGN	2000	2.49	12.46	4.9	.2041	0
8615059	861102	58.97	40	EAST	2000	1.29	9.00	6.9	.1449	1
8501924	850126	60.72	40	?	10000	2.72	15.48	5.6	.1786	1
8704787	870403	62.63	25	EAST	2000	1.24	6.44	5.1	.1961	1
8704778	870403	63.61	40	WEST	2000	4.12	19.82	4.7	.2128	1
8700039	870101	63.71	40	WEST	2000	5.55	24.50	4.3	.2326	1
8417648	841021	64.01	17	?	10000	5.46	21.97	3.9	.2564	1
8776801	871209	64.41	40	?	10000	4.37	20.58	4.6	.2174	1
8406227	840423	67.87	17	EAST	10000	1.65	7.91	4.7	.2128	1
8510315	850615	68.60	40	WEST	10000	5.79	27.81	4.7	.2128	0
8406196	840421	70.18	40	EAST	2000	4.77	22.47	4.6	.2174	1
8615634	860907	71.27	17	EAST	2000	5.43	21.34	3.8	.2632	0
8613337	861002	73.00	40	EAST	10000	6.98	20.08	2.7	.3704	0
8410478	840703	74.06	40	WEST	10000	3.61	14.53	3.9	.2564	0
8604485	860324	76.22	40	EAST	2000	3.78	18.15	4.7	.2128	1
8403586	840223	78.24	40	WEST	2000	4.26	20.48	4.7	.2128	1
8613645	860728	79.22	17	W & E	10000	5.57	24.03	4.2	.2381	0
8418397	841104	79.75	40	EAST	2000	6.71	22.48	3.2	.3125	1
8521770	851223	85.28	40	?	2000	3.96	21.15	5.3	.1905	1
8514180	850822	86.08	17	WEST	10000	3.36	15.81	4.6	.2174	0
8413801	840713	88.81	40	?	2000	3.61	19.85	5.4	.1852	0
8509866	850607	88.81	40	EAST	2000	3.61	19.85	5.4	.1852	0

Route 170000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8509766	850604	90.87	17	?	10000	5.10	23.52	4.5	.2222	0
8512918	850731	91.92	40	?	2000	4.73	23.19	4.8	.2083	0
8614943	861101	93.33	40	EAST	2000	4.94	18.93	3.7	.2703	1
8521416	851219	93.88	40	WEST	2000	3.51	15.47	4.3	.2326	1
8613588	860714	94.31	40	?	2000	4.64	25.73	5.5	.1835	0
8618454	861229	96.33	30	EAST	10000	5.18	18.35	3.4	.2941	1
8411233	840719	97.07	40	?	10000	5.76	20.97	3.5	.2857	0
8519309	851120	103.05	25	WEST	2000	4.24	24.54	5.7	.1754	0
8409357	840503	103.82	29	WEST	1400000	5.85	29.25	4.9	.2041	0
8606596	860510	106.34	40	WEST	2000	2.97	18.96	6.3	.1587	0
8618342	861226	108.84	25	EAST	2000	4.14	16.68	3.9	.2564	1
8702681	870216	111.36	25	WEST	2000	2.89	12.83	4.3	.2309	1
8702710	870216	112.83	25	EAST	10000	3.24	16.86	5.1	.1961	1
8600067	860102	114.36	40	EAST	2000	5.02	22.18	4.3	.2326	1
8711348	870813	114.36	40	W & E	2000	3.69	17.38	4.6	.2174	0
8404591	840306	123.99	25	?	2000	3.48	17.77	5.0	.2000	1
8404587	840305	124.09	17	EAST	2000	3.92	23.84	6.0	.1667	1
8414157	840901	125.40	17	EAST	2000	4.42	19.53	4.3	.2326	0
8611548	860828	127.42	29	EAST	10000	5.06	26.28	5.1	.1961	0
8613541	860703	127.93	50	WEST	10000	3.58	24.28	6.7	.1493	0
8705761	870506	129.39	40	WEST	2000	7.35	20.46	2.6	.3846	0
8404590	840306	130.21	17	?	2000	7.80	20.29	2.4	.4167	1
8405886	840408	132.00	40	EAST	2000	6.57	23.91	3.5	.2857	1
8710533	870701	133.87	17	EAST	10000	4.65	23.26	4.9	.2041	0
8707593	870530	142.23	25	EAST	2000	4.64	24.13	5.1	.1961	0
8712310	871023	145.23	40	WEST	2000	4.21	25.60	6.0	.1667	1
8406267	840426	147.26	30	EAST	2000	3.99	20.74	5.1	.1961	1
8419139	841113	148.27	17	WEST	10000	4.92	24.13	4.8	.2083	1
8709026	870731	154.27	17	?EAST	10000	2.68	20.51	7.6	.1316	0
8420529	841202	159.16	17	WEST	2000	3.57	25.61	7.1	.1408	1
8712086	871016	160.76	25	EAST	10000	4.76	25.65	5.3	.1887	1
8708970	870729	166.88	40	EAST	10000	3.71	17.82	4.7	.2128	0
8421929	841206	172.16	17	EAST	2000	3.89	21.72	5.5	.1818	1
8406064	840415	172.46	17	EAST	10000	5.37	24.23	4.4	.2273	1
8405862	840407	176.11	25	EAST	2000	3.82	24.37	6.3	.1587	1
8423073	841231	204.62	30	WEST	2000	1.62	15.48	9.5	.1053	1
8411484	840729	211.27	40	WEST	10000	5.97	24.02	3.9	.2564	0
8414141	840819	212.76	40	EAST	10000	3.78	24.11	6.3	.1587	0
8706702	870425	213.66	40	EAST	10000	4.53	22.22	4.8	.2083	0
8618808	861104	222.49	25	WEST	10000	3.30	15.86	4.7	.2128	1
8713224	871012	229.22	40	?	10000	6.70	17.41	2.4	.4167	1
8415269	840827	237.72	17	EAST	10000	2.47	10.92	4.3	.2326	0
8414403	840904	240.67	29	?	10000	3.12	26.97	8.6	.1163	1
8618852	861205	245.32	40	EAST	10000	1.40	13.37	9.5	.1053	1
8406023	840414	251.00	40	?	2000	2.41	13.97	5.7	.1754	1
8406192	840421	251.50	17	WEST	10000	3.64	11.15	2.9	.3448	1
8712683	870914	251.68	17	WEST	10000	4.31	19.87	4.5	.2222	0
8411773	840805	254.22	17	EAST	2000	3.46	15.96	4.5	.2222	0
8504813	850304	254.52	25	(N)	10000	2.40	12.71	5.2	.1923	1
8416378	840927	254.72	17	W & E	10000	2.82	15.76	5.5	.1818	0
8513237	850806	254.72	17	WEST(N)	10000	4.20	20.18	4.7	.2128	0

Route 170000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8707961	870704	256.21	30	WEST	2000	2.45	14.16	5.7	.1754	0
8410893	840625	264.75	17	WEST	10000	5.21	22.51	4.2	.2381	0
8707865	870701	264.75	17	?	10000	7.05	29.77	4.1	.2439	0
8512597	850725	264.95	17	WEST	10000	1.40	16.02	11.4	.0877	0
8517050	851013	265.92	17	EAST(N)	10000	4.50	19.87	4.3	.2326	1
8515224	850910	273.63	17	EAST(S)	1400000	5.80	25.04	4.2	.2381	0
8613489	861004	273.63	17	WEST	2000	3.15	13.91	4.3	.2326	0
8613490	861004	273.63	17	WEST	10000	3.15	13.91	4.3	.2326	0
8712396	871025	273.63	17	EAST	10000	9.60	49.91	5.1	.1961	1
8415878	840918	277.14	17	WEST	2000	6.39	29.43	4.5	.2222	0
8707600	870606	278.15	40	EAST	2000	4.25	17.54	4.0	.2500	0
8505515	850305	278.67	30	(N)	10000	2.80	16.20	5.7	.1754	1
8419769	841121	280.86	40	EAST	10000	5.30	27.52	5.1	.1961	1
8414259	840903	282.23	25	WEST	10000	6.69	22.43	3.2	.3125	0
8703521	870109	287.47	17	WEST	2000	3.95	15.13	3.7	.2703	1
8400965	840113	291.12	17	WEST	2000	3.26	14.40	4.3	.2326	1
8708565	870720	291.66	40	WEST	10000	5.79	27.81	4.7	.2128	0
8403365	840217	295.80	40	?	2000	15.43	38.69	2.3	.4348	1
8403114	840211	300.08	17	?	10000	3.26	16.28	4.9	.2041	1
8610232	860731	303.71	40	EAST	2000	3.20	22.94	7.1	.1408	0
8712088	871016	304.13	17	NORTH	10000	3.36	15.47	4.5	.2222	1
8414570	840907	306.16	40	EAST	10000	4.97	17.14	3.3	.3030	0
8515320	850911	307.42	17	BOTH(S/N)	10000	7.10	27.21	3.7	.2703	0
8776894	871205	307.69	17	WEST	10000	3.31	17.87	5.3	.1887	1
8604179	860316	308.22	17	WEST	2000	4.82	17.55	3.5	.2857	1
8406958	840526	309.12	40	WEST	10000	3.49	17.45	4.9	.2041	0
8411697	840726	316.11	40	WEST	2000	7.02	24.20	3.3	.3030	0
8415503	840831	316.61	40	EAST	2000	7.94	34.27	4.2	.2381	0

Route 180000

ACCN	ACCN							SLOPE	TAN	
NUMBER	DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	RATIO	SLOPE	SNOW
8712915	870920	4.97	25	SE	2000	17.90	43.25	2.2	.4545	0
8517314	851018	39.91	29	?	2000	3.80	12.74	3.2	.3125	1
8608185	860613	49.38	40	SOUTH	2000	4.50	17.25	3.7	.2703	0
8517990	851030	52.82	40	?	2000	2.80	11.54	4.0	.2500	1
8616487	861128	54.78	17	EAST	2000	6.20	17.85	2.7	.3704	1
8616230	861124	55.74	25	WEST	2000	2.70	9.31	3.3	.3030	1
8518574	851110	59.96	40	NOTRH	2000	3.10	12.78	4.0	.2500	1
8608422	860618	62.16	25	SOUTH	10000	5.80	22.23	3.7	.2703	0
8510045	850610	78.12	17	NORTH	2000	1.70	8.50	4.9	.2041	0
8517231	851017	80.20	17	SOUTH	2000	2.40	17.21	7.1	.1408	1
8706483	870529	94.70	17	S & N	10000	1.62	8.43	5.1	.1961	0
8706718	870508	136.47	40	SOUTH	2000	4.60	18.95	4.0	.2500	0
8608519	860620	142.22	17	SOUTH	10000	2.50	12.99	5.1	.1961	0
8411686	840723	143.32	17	?	2000	3.47	20.10	5.7	.1754	0
8710483	870618	146.77	17	?NORTH	10000	3.71	12.08	3.1	.3226	0
8415661	840914	148.07	17	NORTH	10000	6.16	17.72	2.7	.3704	0
8511729	850712	152.14	40	SOUTH	10000	3.40	14.02	4.0	.2500	0
8411753	840804	178.35	40	SOUTH	10000	3.87	15.96	4.0	.2500	0
8406478	840504	179.14	40	WEST	10000	5.08	20.95	4.0	.2500	0
8514981	850906	197.62	25	EAST	2000	4.70	18.01	3.7	.2703	0
8618800	861103	212.31	17	EAST	10000	6.70	27.62	4.0	.2500	1
8407866	840609	212.68	40	WEST	10000	7.26	29.93	4.0	.2500	0
8516945	851011	215.88	40	WEST	2000	5.80	25.04	4.2	.2381	1
8414684	840910	217.89	40	WEST	10000	6.52	28.80	4.3	.2326	0
8607130	860517	218.85	40	WEST	10000	8.50	32.58	3.7	.2703	0
8503895	850220	220.35	40	EAST	2000	3.40	17.67	5.1	.1961	1
8615296	860730	222.49	17	EAST	2000	10.40	29.94	2.7	.3704	0
8707426	870622	224.65	17	EAST	2000	7.18	20.68	2.7	.3704	0
8614000	861012	228.00	40	WEST	10000	3.60	15.89	4.3	.2326	1
8519028	851116	228.46	40	EAST	2000	5.00	17.24	3.3	.3030	1
8601879	860205	228.50	40	EAST	10000	3.10	11.88	3.7	.2703	1
8704818	870404	234.31	17	BOTH	2000	4.01	20.82	5.1	.1961	0
8614377	860808	234.33	17	WEST	2000	4.00	17.66	4.3	.2326	0
8614017	861012	234.52	40	WEST	2000	3.10	14.90	4.7	.2128	1
8613528	860701	235.47	40	NORTH	10000	7.80	32.16	4.0	.2500	0
8600419	860108	236.26	40	EAST	10000	4.30	17.31	3.9	.2564	1
8712259	871021	238.35	17	WEST	2000	3.62	13.89	3.7	.2703	0
8415762	840916	247.92	17	E & W	2000	4.38	27.94	6.3	.1587	0
8614285	861018	248.26	17	EAST	2000	3.50	20.25	5.7	.1754	1
8500578	850108	248.42	25	EAST(S)	10000	4.20	18.13	4.2	.2381	1
8503898	850220	251.03	25	EAST	2000	4.40	18.14	4.0	.2500	1
8618874	861230	254.88	17	WEST	10000	2.80	17.86	6.3	.1587	1
8508776	850508	254.98	17	EAST	10000	3.90	23.72	6.0	.1667	0
8618858	861216	257.86	17	WEST	10000	6.10	21.03	3.3	.3030	1
8504194	850201	259.76	40	WEST	10000	5.50	22.68	4.0	.2500	1
8704461	870304	267.30	40	WEST	10000	4.07	25.94	6.3	.1587	1
8508765	850428	270.84	25	BOTH(LEFT)	10000	4.80	28.25	5.8	.1724	1
8522126	851230	272.96	40	MEDIAN	10000	5.40	31.25	5.7	.1754	1
8508763	850412	273.09	25	MEDIAN	10000	3.00	23.00	7.6	.1316	1
8704346	870323	273.26	29	NORTH	10000	3.90	27.94	7.1	.1408	1
8617278	861208	273.67	40	MEDIAN	2000	2.90	23.67	8.1	.1235	1

Route 180000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8607696	860602	273.84	40	MEDIAN	10000	3.30	24.64	7.4	.1351	0
8502587	850204	275.14	40	EAST	2000	4.10	26.15	6.3	.1587	1
8416738	841003	275.47	40	S/B MED	10000	5.34	27.77	5.1	.1961	0
8701816	870130	275.49	40	N/B MED	2000	5.34	27.77	5.1	.1961	1
8520709	851211	280.83	17	MEDIAN(S)	10000	2.90	23.67	8.1	.1235	1
8518666	851111	282.65	40	EAST(N)	2000	3.80	24.24	6.3	.1587	1
8701861	870131	284.55	40	N/B MED	10000	3.90	27.94	7.1	.1408	1
8608558	860621	284.84	40	EAST	2000	4.63	24.05	5.1	.1961	0
8520719	851211	285.36	40	WEST(S)	2000	4.00	25.52	6.3	.1587	1
8411565	840601	285.85	17	N/B MED	10000	6.03	28.97	4.7	.2128	0
8617491	861211	285.85	30	MEDIAN	10000	2.50	15.95	6.3	.1587	1
8402600	840203	285.90	30	N/B MED	2000	6.03	28.97	4.7	.2128	1
8712766	870822	286.72	17	S/B MED	2000	3.30	19.09	5.7	.1754	0
8416790	841004	286.84	17	S/B MED	2000	2.63	15.24	5.7	.1754	0
8606671	860405	286.84	17	MEDIAN	2000	2.60	15.05	5.7	.1754	1
8518741	851112	289.02	17	MEDIAN(N)	10000	2.70	15.63	5.7	.1754	1
8521742	851223	289.11	40	MEDIAN	10000	2.20	9.71	4.3	.2326	1
8501852	850124	289.41	40	MEDIAN	10000	3.40	15.01	4.3	.2326	1
8514539	850829	289.86	17	WEST	10000	5.80	23.91	4.0	.2500	0
8612442	860914	289.86	29	EAST	10000	3.40	19.68	5.7	.1754	0
8521650	851221	290.06	50	MEDIAN	2000	2.40	13.89	5.7	.1754	1
8401069	840113	290.22	40	S/B MED	2000	3.47	20.10	5.7	.1754	1
8521703	851222	290.82	30	EAST(N)	2000	2.40	11.53	4.7	.2128	1
8609489	860719	291.07	17	EAST	2000	6.20	21.38	3.3	.3030	0
8602134	860209	291.49	17	MEDIAN	10000	5.10	26.51	5.1	.1961	1
8506117	850322	291.96	40	WEST	2000	7.00	21.47	2.9	.3448	1

Route 190000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8510161	850418	2.14	17	?	10000	3.00	57.38	19.1	.0524	1
8614380	860809	7.66	40	EAST	2000	4.00	20.79	5.1	.1961	0
8612835	860522	8.90	17	SOUTH	2000	4.20	12.88	2.9	.3448	0
8418670	841103	12.09	40	?	10000	13.90	32.33	2.1	.4762	0
8412783	840603	12.46	40	?	10000	22.80	46.95	1.8	.5556	0
8705703	870322	12.66	40	SOUTH	2000	13.40	32.99	2.3	.4444	0
8776812	871213	12.94	25	EAST	2000	10.10	27.20	2.5	.4000	1
8523608	850722	29.48	25	WEST	1400000	13.60	556.41	40.9	.0244	0
8418077	841027	45.30	50	WEST	2000	4.10	15.71	3.7	.2703	0
8410047	840625	52.00	25	WEST	2000	13.60	28.00	1.8	.5556	0
8607773	860603	57.22	25	EAST	10000	4.60	18.97	4.0	.2500	0
8403296	840215	57.62	40	WEST	2000	17.54	77.43	4.3	.2326	1
8410194	840629	58.67	50	WEST	10000	13.20	31.90	2.2	.4545	0
8409945	840624	64.60	17	EAST	10000	10.10	22.58	2.0	.5000	0
8711484	871001	66.08	40	EAST	10000	7.80	23.93	2.9	.3448	0
8712151	871018	68.96	25	EAST	10000	19.40	45.12	2.1	.4762	1
8614493	861021	74.83	25	EAST	2000	5.80	22.23	3.7	.2703	1
8600553	860111	84.30	40	WEST	2000	14.80	34.42	2.1	.4762	1
8614635	861023	85.17	25	?	2000	5.85	20.73	3.4	.2941	1
8403460	840220	87.08	40	WEST	2000	7.40	26.94	3.5	.2857	1
8607429	860525	87.18	17	EAST	10000	4.50	20.00	4.3	.2309	0
8602017	860207	95.18	40	WEST	10000	6.10	22.20	3.5	.2857	1
8607511	860527	96.53	17	EAST	10000	7.30	25.17	3.3	.3030	0
8502914	850206	97.17	40	EAST	2000	6.90	25.12	3.5	.2857	1
8503298	850211	97.37	17	WEST	2000	5.00	20.62	4.0	.2500	1
8512083	850718	98.19	17	WEST	10000	5.10	17.59	3.3	.3030	0
8402337	840125	100.71	40	EAST	2000	5.40	23.84	4.3	.2326	1
8615630	860905	106.40	25	SOUTH	2000	4.30	14.01	3.1	.3226	0
8509051	850518	106.80	17	EAST	10000	6.70	25.68	3.7	.2703	0
8510638	850622	112.84	17	?	10000	4.00	17.66	4.3	.2326	0
8502510	850622	112.84	17	?	10000	4.00	19.22	4.7	.2128	1
8418381	841102	114.20	17	SOUTH	10000	14.10	36.66	2.4	.4167	0
8514191	850822	115.61	25	WEST	10000	9.30	25.91	2.6	.3846	0
8404916	840312	115.61	40	WEST	10000	9.30	25.91	2.6	.3846	1
8423686	840601	116.95	29	E & W	2000	5.00	24.52	4.8	.2083	0
8514703	850831	118.15	17	NORTH	2000	5.20	14.00	2.5	.4000	0
8712147	871018	118.63	17	WEST	2000	6.80	20.22	2.8	.3571	1
8514604	850830	128.06	25	EAST	10000	2.50	20.40	8.1	.1235	0
8601141	860123	168.23	40	WEST	2000	5.60	18.24	3.1	.3226	1
8711006	870917	177.25	40	WEST	10000	2.80	16.20	5.7	.1754	0
8515816	850920	182.94	17	EAST	10000	1.60	8.63	5.3	.1887	0
8415592	840913	183.24	17	EAST	2000	1.90	12.12	6.3	.1587	0
8406941	840525	189.26	17	EAST	10000	3.90	14.20	3.5	.2857	0
8422731	841126	190.75	17	WEST	2000	2.20	9.71	4.3	.2326	1
8416740	841003	201.40	17	EAST	10000	3.40	13.03	3.7	.2703	0
8403876	840302	214.98	40	WEST	2000	7.70	14.53	1.6	.6250	1
8713228	871002	216.26	40	WEST	10000	10.20	26.52	2.4	.4167	0
8418477	841105	225.50	40	? WEST	2000	20.57	40.57	1.7	.5882	0
8505767	850315	234.05	40	EAST	10000	5.50	20.02	3.5	.2857	1
8513970	850819	234.83	40	EAST	10000	3.60	17.30	4.7	.2128	0
8509524	850530	235.15	17	EAST	10000	3.30	13.61	4.0	.2500	0

Route 190000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8415771	840916	235.15	17	EAST	2000	1.80	7.42	4.0	.2500	0
8710221	870830	244.60	40	WEST	10000	6.50	19.94	2.9	.3448	0
8417591	841018	244.70	40	EAST	10000	11.60	42.22	3.5	.2857	0
8406384	840414	248.25	40	WEST	10000	4.80	19.79	4.0	.2500	1
8516010	850924	257.70	40	EAST	2000	8.70	25.87	2.8	.3571	0
8520573	851209	258.84	17	EAST	10000	7.20	21.41	2.8	.3571	1
8513610	850813	261.29	40	WEST	2000	2.20	15.77	7.1	.1408	0
8405049	840318	267.46	40	EAST	2000	1.90	7.83	4.0	.2500	1
8417158	841012	267.82	40	NE	2000	2.80	16.20	5.7	.1754	0
8706556	870531	269.86	40	WEST	2000	2.50	12.99	5.1	.1961	0
8419829	841126	270.06	17	BOTH	10000	2.40	13.89	5.7	.1754	1
8500983	850112	270.84	40	EAST	2000	4.10	26.15	6.3	.1587	1
8418974	841117	270.84	40	? EAST	2000	4.70	27.20	5.7	.1754	0

Route 230000

ACCN NUMBER	ACCN DATE	MLPT	TYPE	DITCH	COST	HEIGHT	LENGTH	SLOPE RATIO	TAN SLOPE	SNOW
8511383	850705	48.60	25	EBD*	10000	10.60	29.53	2.6	.3846	0
8615137	861104	52.07	17	EAST	10000	7.60	17.68	2.1	.4762	1
8511347	850705	54.48	25	EBD	10000	7.20	24.83	3.3	.3030	0
8503250	850210	60.70	25	SBD	2000	3.20	7.44	2.1	.4762	1
8515972	850923	68.07	17	NBD	10000	2.10	15.06	7.1	.1408	0
8607787	860604	73.72	17	EAST	10000	3.60	12.41	3.3	.3030	0
8513255	850806	86.84	40	NBD	10000	2.70	15.63	5.7	.1754	0

PHOTO LOG REVIEW
Data Set 1

Route 190000

ACCN	MLPT	TYPE	COMMENTS
8510161	2.14	17	Straight; embk low both sides; marsh
8615272	2.89	40	Intersection; embk LHS low; marsh area
8516899	5.56	40	On Bridge; reject
8501357	7.66	25	Straight, embk very low; flat area
8614380	7.66	40	Straight, embk very low; flat area
8514667	8.01	25	Straight, embk very low; flat area
8604879	8.64	30	Curve, embk very low both sides
8505403	8.73	25	Curve, embk boty sides low; river LHS
8612835	8.90	17	Straight; embk very low LHS; approach @ 8.88
8606960	9.14	40	Straight; embk low-med LHS; River nearby
8515657	11.59	25	Straight, very low; through flat area
8519631	12.46	17	Straight; embk LHS med; river
8506424	13.90	40	Straight, very low embk; flat; approach @ 13.92
8604643	17.77	30	Straight; embk LHS river; guard rails
8601145	17.77	17	Straight; embk LHS river; guard rails
8606802	20.25	40	Curve; embk both sides; LHS very low; RHS med, guardrail, river
8602337	20.78	17	Straight; river on RHS about 50-75' from E.O.P.
8504761	23.65	40	Straight, embk LHS med; guard rails
8506432	23.65	17	Straignt, embk LHS med; guard rails
8514663	28.75	25	Straight; very low; through mt. pass area; no real embk; reject
8523608	29.48	25	Straight; embk high both sides; guardrail
8614494	36.36	17	Cut area; reject
8604311	37.95	30	Straight; embk both sides very low; RHS guardrail (H_2O); reject
8513495	46.15	17	Straight, embk both sides low
8507065	50.30	30	Straight, embk LHS; guardrail; med
8509858	53.21	17	Straight, embk both sides very low through flat area.
8607773	57.22	25	Straight embk LHS low
8613345	61.43	40	Straight embk LHS low
8614011	65.09	40	Cut area; reject
8517912	67.07	40	Straight, low-med RHS embk
8612384	67.07	17	Straight, low-med RHS embk
8609716	73.68	30	Low embk both sides, straight
8614493	74.83	25	Med embk both sides; straight
8600791	82.87	40	Low embk both sides; curve
8600553	84.30	40	
8614635	85.17	25	
8607429	87.18	17	
8602017	95.18	40	
8607511	96.53	17	
8502914	97.17	40	
8503298	97.37	17	
8512083	98.19	17	
8612181	98.19	17	
8605325	104.30	40	
8503530	104.55	40	
8615630	106.40	25	
8509051	106.80	17	
8618300	109.45	17	Low embk RHS; approach LHS, straight
8615091	109.94	17	Approach; reject

PHOTO LOG REVIEW
Data Set 1

Route 180000

ACCN	MLPT	TYPE	COMMENTS
8617279	292.85	17	
8618796	292.85	40	
8617708	292.85	40	
8607933	293.05	40	
8522183	293.10	40	
8616552	293.29	26	4-lane; flat; straight
8502272	293.78	25	Near intersection of 30th Ave. & Richardson
8510971	293.84	40	Intersection

PHOTO LOG REVIEW
Data Set 1

Route 180000

ACCN	MLPT	TYPE	COMMENTS	
8617278	273.67	40	Long curve; very low RHS	
8607696	273.84	40	Just after intersection flat, very low embk rt side	
8502587	275.14	40	RHS very low embk	
8503143	275.47	17	Approaching intersection, flat straight; reject	4 lane Rich.
8501882	278.27	25	Low embk RHS	
8613481	278.79	40	On Chena Lake flood control project area; reject	
8602014	278.84	25	Guardrails; reject	
8617118	280.00	17	Approaching crossway in road; flat; reject	
8618797	280.40	50	2 lane road; just after intersection	
8520709	280.83	17	Flat; straight; very low; 2 lane	
8610164	281.29	50	North Pole; Santa Claus Lane Exit	
8617487	282.06	17	Badger Road; 2nd exit	
8505843	282.19	40		
8520728	282.21	40		
8504206	282.53	17		
8503682	282.57	40		
8518666	282.65	40		
8506658	282.98	25	Richardson	
8613482	283.85	26	2 lane	
8608558	284.84	40	Mostly straight; flat	
8520719	285.36	40	very low embk	
8503729	285.52	30		
8617491	285.85	30		
8608281	285.85	40		
8601834	286.20	40		
8505665	286.40	40		
8606671	286.84	17		
8607395	287.04	40		
8520720	288.86	25		
8514314	288.89	25		
8518741	289.02	17		
8521742	289.11	40		
8501852	289.41	40		
8514539	289.86	17		
8612442	289.86	29	Badger exit, 1st entrance	
8521650	290.06	50		
8505664	290.52	40		
8521703	290.82	30		
8508758	290.86	25	Richardson	
8609489	291.07	17	Flat; straight; 2 lane	
8616889	291.32	40	very low embk	
8609033	291.34	25		
8500220	291.42	25		
8602134	291.49	17		
8521368	291.85	17		
8504952	291.85	25		
8506117	291.96	40		
8519627	292.27	50		
8507861	292.85	25		
8607136	292.85	50		