

Montgomery County Department of Transportation

Response to U.S. Environmental Protection Agency Letter, Dated August 20, 2013 February 4, 2014

LETTER BODY

- 1. In the second paragraph on Page 3, EPA requests clarification concerning the rating criteria that were used to describe how well each alternative satisfies the Purpose and Need. The ratings themselves appear to EPA to be rather subjective.**

Response: In EPA's comments on the Preliminary Draft EER, EPA stated that "Each Need...should be analyzed against each alternative..." (see third bullet on Page 9 of the attached May 20, 2013 response (Attachment A) to EPA's comments on the Preliminary Draft EER). The application of a rating of "High", "Medium", or "Low" to each of seven needs under each alternative is consistent with EPA's earlier comment. The intent of the rankings was merely to demonstrate the relative differences between the alternatives in terms of their ability to satisfy each of the project needs. While Table 3-9 on Page 3-45 of the Draft EER ranks each of the alternatives against seven project needs, the general conclusion that can be reached from this table is that Alternative 2 is the least effective in meeting the Purpose and Need, Alternative 9 is the most effective, and every other alternative ranks somewhere between Alternative 2 and Alternative 9.

With respect to the rankings themselves, Section 3.4 of the Draft EER described in substantial detail the rationale for MCDOT's determination that some alternatives satisfy a project need better than other alternatives. We acknowledge that there is no mathematical formula for measuring the effectiveness of several of the project needs, such as Need No. 3, No. 5, and No. 6. In those cases, MCDOT provided a qualitative, rather than quantitative analysis. However, even when the rankings were based on qualitative analyses, MCDOT clearly set forth the basis for its determination as to which alternatives best meet, and least meet, the need.

Regarding EPA's statement, "While not identified in the P&N, it appears that the Master Plan may have been a consideration in the screening process;" many agencies and citizens have suggested that MCDOT gives preference to alternatives that are on the County's Master Plan. The fact that one of the alternatives happens to be included on the County's Master Plan does not give it preferential status in the analysis. However, the alternative that was reserved on the County's Master Plan was planned to have partial access control, few intersections, and a large increase in highway capacity. Compared to the alternatives that upgrade existing roads, the Master Plan alternative has an inherent advantage in terms of safety (due to the higher access control), travel time (due to the lower number of intersections), reduced congestion on the existing road network (due to its ability to divert traffic from existing roads), and capacity (due to the greater number of new highway lane miles). Therefore, the fact that Alternative 9 is included on the Master Plan does not give it any advantage. Rather, it is the fact that Alternative 9 was planned as a higher type facility that gives it advantages over Alternatives 2, 4, and 5. While all alternatives have been developed with identical design speeds and similar cross sections, they are clearly different in terms of access control.

The Draft EER has included a reasonable range of alternatives and variations of alternatives, consistent with NEPA. Furthermore, MCDOT evaluated every alternative/option that was requested by the agencies during the ARDS phase, including some that subsequently proved to be unreasonable. The forthcoming PACM document will discuss

several combination alternatives requested by EPA and others. We previously advised EPA that MCDOT will not study an Alternative 4 Modified with service roads, due to the unreasonable social impact that would result from the additional widening (see the detailed response to this suggestion on Page 4 of MCDOT's May 20, 2013 response to EPA's previous comments on the Preliminary Draft EER, **Attachment A**).

2. **In the third paragraph of Page 3, EPA recommends that MCDOT provide additional analysis related to noise, air, and community facilities.**
 - a. **EPA did not provide specific comments concerning the air quality analysis in Section 6 of the Draft EER.**
 - b. **EPA provided greater detail concerning the noise analysis in the Detailed Comments beginning on Page 7 of the letter. Specifically, the last bullet on Page 10 suggests that MCDOT compare the number of residences that would be impacted by noise under the No Build Alternative to the number of residences that would be impacted by noise under the Build Alternatives.**
 - c. **Concerning community facilities, EPA suggested in the next to last bullet on Page 10 that the reporting of the size of each facility, and the amount of each facility impacted by each alternative, would be helpful to evaluate the level of significance.**

Response:

- a. EPA did not provide specific comments on the Air Quality analysis contained in Section 6 of the Draft EER. Therefore, it is difficult to understand what is lacking in the analysis that was provided.
- b. Noise impacts are discussed on page 4-21 of the Draft EER. A worst-case approximation of noise impacts was provided for each alternative, and the results shown in Table 4-11 on Page 4-21 of the Draft EER, with projected noise contours shown on the mapping of the alternatives in the Appendix. As discussed with the Corps during the preliminary scoping of the project and as stated in the Draft EER on Page 4-21, MCDOT intends to conduct detailed noise monitoring for the Preferred Alternative. Furthermore, consistent with the standard FHWA/SHA protocol for noise analyses in NEPA documents for highway projects in Maryland, decisions on noise barriers will not be made until the final design phase. For alternatives on new alignment, a no-build analysis is not feasible. Traffic for the no-build would disseminate amongst all the roads throughout the general area, and tracking and analyzing this dissemination could not be easily completed since it would not be along one defined existing road corridor. While assessment of the no-build condition for Alternative 4 and Alternative 5 is feasible because both of the alternatives represent modifications of existing roadways, comparison of the no-build condition to the build condition would not be consistent with the screening completed for the other alternatives.
- c. EPA requested a depiction of noise contours under the No Build Alternative and under existing conditions. While such analysis would provide information to distinguish how many of the residences that are impacted under a build alternative would already have been impacted in the no-build condition; for alternatives on new alignment, a no-build analysis is not feasible, as discussed above. Additionally, such analysis is not required by the County's *Highway Noise Abatement Policy*. The County's policy acknowledges an "impact" to occur when a residence would be subjected to noise levels of 67 dBA or higher. In accordance with the *Policy*, the fact that a residence may already be exposed to noise levels above 67 dBA does not disqualify the residence from consideration for noise mitigation, nor does it mean that the impact is less relevant. Because decisions on noise barriers are not made until final design, the only conclusion regarding noise that can be derived from the Draft EER is that many more properties would be subjected to

noise levels equal to or greater than 67 dBA along Alternative 4 Modified than along any other alternative.

- d. Regarding EPA's request to describe the acreage of impact to community facilities in terms of a percentage of the entire facility, we have provided the requested information below for Alternatives 8 and 9, which are the alternatives of greatest concern to EPA. It should be noted that a portion of the acreage of parkland identified as "impacted" would remain usable by both park users and wildlife because the roadway would be elevated above the park. It should also be noted that many of the park facilities were created (i.e., lands purchased after the alignment was established in consideration of the Master Plan Alignment some 30 years ago) with the knowledge that the Master Plan alignment for Midcounty Highway bisects the facility. For example, refer to the following figure of the **proposed** Blohm Park which depicts the Midcounty Highway Master Plan Alignment (labeled "M-83") running through it (**Attachment B**). A third factor to be considered in a determination of significance would be the uses of the impacted parkland, and the project's impact on those uses. Montgomery County had implemented significant environmental stewardship plans upon establishment of the Master Plan Alignment Corridor through the purchase of significant land holdings which are now parklands.

Community Resource	Total Acreage	Impact Acreage (Percentage of Total)		
		Alt 8A/9A	Alt 8B/9B	Alt 8D/9D
Seneca Crossing Local Park	28.1	3.65 (13%)	1.1 (3.9%)	0 (0 %)
North Germantown Greenway SVP	380.8	24.9 (6.5%)	12.8 (3.4%)	12.8 (3.4%)
		Alt 8		Alt 9
Dayspring Retreat	207.8	2.44 (1.2%)		2.44 (1.2%)
Great Seneca SVP	2012.85	14.72 (0.7%)		14.72 (0.7%)
Blohm Park	24.33	1.9 (7.8%)		2.56 (10.5%)
South Valley Park	32.1	0 (0%)		2.16 (6.7%)

3. In the fourth paragraph on Page 3, EPA states that additional analysis is needed concerning impacts associated with the following: stormwater management, increased LOD for noise walls, and additional temporary construction impacts including, but not limited to, stream crossings. EPA adds additional comments regarding stormwater impacts in bullet 4 on page 7 and bullet 1 on page 10.

Response: MCDOT previously responded to the request for detailed information on impacts attributable to stormwater management (see Page 2 of the May 20, 2013 MCDOT response to EPA's comments on the Preliminary Draft EER, attached). On previous projects where the Corps and MDE have authorized highway projects at the planning phase, both agencies included permit conditions requiring the submittal of detailed stormwater management plans during final design. It is anticipated that such conditions will provide the necessary safeguards on this project. SWM facilities are generally not proposed by MCDOT in

wetlands/streams nor are they typically approved and permitted by local, state and federal regulatory agencies. Developing studies of stormwater management facilities at this stage for each of the alternatives would require a major engineering effort that would not be time or cost effective nor would it provide significant data that would influence the determination of a preferred alternative. The streamlined process encourages continued impact minimization throughout the design process and we recommend that this process be maintained for the MCS.

For a quantification of the potential temporary impacts to aquatic resources, please refer to the joint permit application submitted for this project. The impacts identified in the joint permit application are subject to further modification and refinement once a Preferred Alternative has been identified and impacts are further minimized during the preparation of the Final EER and again during the final design phase.

With respect to EPA's request for "a clear list or table of stream crossing locations, including but not limited to bridges [and their] lengths, widths, and heights", we provide the following table. Each of the proposed bridges would have sufficient horizontal clearance to accommodate a wildlife bench adjacent to the stream. Additionally, 11 feet of under clearance would accommodate deer passage. MCDOT maintains that bridging is a means of complete avoidance of stream impacts, particularly when the bridges are designed to accommodate wildlife passage, and the project proponent requires that any temporary stream crossings of major streams be accomplished through bridging rather than pipe culverts (per the joint permit application). As such, MCDOT has committed to over \$40 million worth of bridging to avoid stream impacts and is committed to working with the agencies throughout the design process to design the bridges so that they can sustain the resources and habitat below.

Bridge Location	Length	Width	Under Clearance to Stream Bed	Under Clearance to Wetland
Alt 8/9-Opt A over Wildcat Branch	80'	88'	18'	15'
Alt 8/9 over Dayspring Creek	280'	88'	20'	19'
Alt 8/9 over Brandermill Tributary	200'	88'	43'	35'
Alt 8/9 over Great Seneca Creek	500'	88'	25'	17'
Alt 9 over Whetstone Run	230'	Varies from 112' - 128'	16'	11'
Alt 8 over Whetstone Run	220'	95'	12-13'*	7-8'*
Alt 4 Mod over Great Seneca Creek	250'	95'	15'	11'

* Under Alt 8, a single-span bridge was proposed in order to avoid a relocation of Whetstone Run. The longer beams required for a single-span bridge would have greater depth, thus reducing the under clearance to 7-8 feet. The under clearance could be increased to 11 feet

if a center pier were provided, but the pier placement would require a relocation of Whetstone Run. If Alt 8 should be identified as the Preferred Alternative, MCDOT would solicit the agencies' preference concerning a single-span vs. a two-span bridge.

4. On Page 4, EPA requested the opportunity to review and comment on a detailed Compensatory Mitigation Plan (CMP) in compliance with the 2008 Mitigation Rule.

Response: EPA has been invited to attend site visits to review proposed mitigation sites and will be invited to comment on the CMP when it has been drafted and submitted to the commenting agencies for review.

5. On Page 5, EPA requested the Corps conduct an independent and objective review of indirect and cumulative impacts on a sub-basin and sub-watershed basis. This request is further detailed in bullets 1 through 4 on page 11.

Response: Such analysis was recently conducted for the Inter County Connector (ICC) Final EIS, and is incorporated by reference in the Draft EER (permissible under NEPA). The results of the ICC Secondary and Cumulative Effects Analysis (SCEA) were reported by watershed, consistent with EPA's request. Furthermore, the anticipated secondary development has also been documented in terms of its location, land use, and zoning in the Germantown, Gaithersburg Vicinity, and Clarksburg area master plans. The construction of the Midcounty Highway is assumed in these area master plans, and the zoning and land use specified in these area master plans has been approved with the assumption that the Master Plan Alternative (Alternative 9) would be constructed. Therefore, the selection of Alternative 9 would not necessitate changes to the area master plans to allow more growth than that which is currently approved.

The secondary development that would accompany Alternative 9 has already been identified, vetted with the public (through the Master Plan process), and approved by the County's planning agency (the M-NCPPC) and the County Council. If an alternative other than Alternative 9 were selected, the growth would be potentially downsized. Consequently, the worst-case effect has already been determined. The Draft EER clearly identifies the County's desire to encourage and accommodate development of the MD 355/I-270 Technology Corridor. The selection of Alternative 9 would not result in any added growth beyond that which has already been approved. If Alternative 4 Modified were selected, an indirect effect of the project would be added development pressure on the Agricultural Reserve (see Page 7-1 of the Draft EER). If Alternative 5 were selected, an indirect effect of the project would be the long-term effect on established businesses, potentially resulting in the loss of the customer base required to sustain profitability (see Page 7-4 of the Draft EER). Therefore, if any alternative other than Alternative 9 were selected for Midcounty Highway, the future indirect and cumulative impacts would be less than reported in the ICC SCEA, since growth would have to be potentially downsized by M-NCPPC.

6. On Page 5, EPA requested additional analysis of impacts concerning Environmental Justice populations, and expressed concern that "proactive steps [be] taken to assure the early, timely, and meaningful involvement of the community stakeholders in this project." EPA also indicated that there may be impacts to populations of concern. Additional detail is provided in the Detailed Comments beginning on Page 11 (bullet 5 on page 11 and bullets 1 through 6 on page 12) of the EPA letter.

- a. **EPA's detailed comments focus primarily on the fact that EPA objects to the manner in which low-income levels were determined to be "meaningfully greater" than the low-income levels of the general population. EPA suggests a designation of low-income populations that is based on a comparison to statewide or countywide averages. Using that method, EPA determined that one additional census tract (number 7001.03) would be designated as low-income.**
- b. **EPA requests that stronger documentation be presented "to support the finding that no [disproportionate] impact will occur within areas of Environmental Justice concern." EPA further suggests that "the focus of the assessment look at the overall project and identify who may be at risk, what those risks may be, and how those risks may be addressed."**

Response:

- a. MCDOT notes that census tract 7001.03 is outside the project study area. Therefore, while we acknowledge that census tract 7001.03 could potentially be designated an EJ area, none of the build alternatives would impact this area.
 - b. As shown on Figure 4-4 on Page 4-30 of the Draft EER, every census tract within the project study area is considered an area of EJ concern based either on income levels, minority composition, or both. Some of the minority communities are affluent and some are low-income. Based on the criteria by which CEA guidelines define "minority," we have to treat all minority communities as areas of EJ concern, regardless of whether they are poor minority communities or affluent minority communities. The EJ impacts were summarized (see Pages 4-26 through 4-34 of the Draft EER) in sufficient detail to conclude that no alternative targets, concentrates, or limits impacts to EJ areas. Per EPA's request, MCDOT will expand the discussion in the Final EER to include discussions of construction-related impacts, disruption of services, and impacts on viewsheds, noise, and property. While, we cannot ensure that EJ communities are not adversely impacted, as EPA requests on Page 13; consistent with the Executive Order on Environmental Justice our analysis indicates that EJ populations are not disproportionately impacted.
- 7. In the third bullet on Page 7, EPA suggests that the Corps determine the minimum required width of each component of the cross section (i.e., the median, on-street bike path, shoulder, sidewalk, and shared use path). EPA also suggests that the footprint of Alternative 9 is more appropriate than the footprint of Alternative 4 Modified.**

Response: MCDOT identified cross sections that are appropriate for the mix of traffic and the projected traffic volumes, in consideration of County and AASHTO standards. Exceptions to these standards are not taken lightly, since accident victims frequently raise legal challenges to the highway officials that approved the design exception. We do not recommend that the Corps or other agencies expose themselves to this type of liability by dictating the design elements of any alternative.

Regarding a comparison of the footprints of Alternative 9 and Alternative 4 Modified, we note that the typical sections for the 4-lane divided portions of each alternative are essentially the same with both requiring a right-of-way in the range of 100 +/- feet. The primary difference between the two sections is that the median width can be varied for long segments along Alternative 9 due to the long spacing between intersections. Also, the lane and shoulder widths are actually larger by 0.5-1 foot for Alternative 9 due to the County's desire to utilize a "parkway section" for Alternative 9. In summary the differences in the typical sections for these segments of Alternative 4 and 9 are nominal.

On the other hand, there are two major differences between the two alternatives. First, Alternative 4 Modified requires six lanes in some locations. The fifth and sixth lanes are called "auxiliary through lanes" (ATLs). ATLs are necessary when the queue at an intersection becomes so large that all of the vehicles in the queue cannot pass through the intersection during the subsequent green signal phase. In that situation, the number of through lanes approaching and departing the intersection is increased to pass more vehicles through the intersection, thereby improving the level-of-service. Per County requirements, the alternatives were designed to ensure that every intersection along each alternative would function at an acceptable level of service (see discussion beginning on the bottom of Page 3-7 of the Draft EER).

Second, the cross section of Alternative 8/9 north of Middlebrook Road was enlarged to accommodate bio swales for storm water management. While bio swales are desirable on every alternative, only the northern portion of Alternatives 8 and 9 provide sufficient right-of-way to accommodate bio swales. As stated in the Draft EER, underground stormwater management will be considered along the alternatives, or portions of alternatives, that do not have sufficient room to accommodate bio swales.

Additional modifications to the cross section of Alternative 4 Modified that would reduce the overall footprint of this alternative would result in a reduction in the transportation effectiveness of that alternative in order to slightly reduce the right-of-way acquisition (see Response 8 below). Additionally, construction of Alternative 4 would substantially impact the character of the corridor. By serving as a substitute for the planned regional highway, Alternative 4 Modified would cause substantial increases in traffic (including truck traffic) on existing roadways; thereby increasing pedestrian and vehicular safety concerns, access issues, and community cohesion issues. Introducing service roads, as suggested by EPA (second bullet, page 8 of EPA's comments) while providing some benefits would also greatly increase the footprint of this alternative, significantly increasing impacts to communities and businesses. We have already received significant community opposition to Alternative 4 and proposing any further widening along Alternative 4 would be heavily opposed by the communities.

8. In first full paragraph on page 4, EPA suggests an evaluation of combination of alternatives proposed.

Response: Refer to the May 20, 2013 response to EPA comments regarding this topic. MCDOT has considered the combination of alternatives, but in this case, there does not appear to be an advantage to combining alternatives. First, the improvements to Alternative 2 are essentially included within Alternative 5, so there is no advantage to combining Alternatives 2 and 5. Secondly, Alternative 4 has many property and community impacts that would only be increased by combining it with Alternative 5. As discussed in our response to the Corps, limiting the typical section of Alternative 4 Modified to an 80' ROW would require elimination of key elements such as bike lanes, sidewalk, shared use path, buffer strips and/or medians that are essential for the roadway to meet the project purpose and need. For instance, we would not eliminate or reduce the width of the bike lanes, sidewalk and/or shared use path since they are critical to providing safe and effective pedestrian and bicycle travel along the corridor. Buffer strips between the curb and sidewalk/bike path are already at a minimal width of 3.5 feet. The 5 foot buffer width behind the bike path/sidewalk could potentially be reduced to 2-3 feet but this would have a very minor effect on impacts while reducing the viability of sustaining healthy street trees along the corridor. In summary, we do not feel a reduced Alternative 4 Modified typical section is a

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viable alternative since it would not adequately meet the purpose and need of the project. Consequently, we do not recommend it as a stand-alone alternative or in combination with other alternatives.

MISCELLANEOUS BULLETS FROM PAGE 7 THROUGH 12

EPAs January 2013 Comments on the Preliminary Draft EER and MCDOTs May 20, 2013 Response are attached for reference.

ALTERNATIVES ANALYSIS & PURPOSE AND NEED

1. **Descriptions of alternatives should read evenly and provided conclusions should reference or include supporting documentation. Discussion and presentation of each alternative should be similar in presentation, even if that requires departure from prepared text or previous documents. Equal or equivalent data and documentation should be fairly presented in each section. As no preferred alternative has been identified, equal analysis and supporting documentation should be provided for each alternative and represented in similar formats throughout the document for comparison.**

Response: Noted – we will address in the PA/CM and FEER.

2. **Section 2 - Alternatives details and rationale for alternatives dismissed should be able to be presented without drawing conclusions on their merit. If the applicant wishes to express why alternatives have been retained, we suggest this discussion be moved into a separate section from the detailed descriptions of alternatives, so that it can be more clearly explained for all alternatives.**

Response: Noted – we will address in the PA/CM and FEER.

3. **Minimum footprints for facilities, including medians, on-road bike facilities, sidewalks, shared use paths, or overall project footprint, should be provided. It should be explained why footprints on different alternatives would be different from one another and from the minimum requirement, for example explain why one alternative would have a substantially greater footprint and specific dimensions for above facilities than others. EPA understands the County's desire and interest in the mentioned "Complete Street" policy; however, EPA recommends that the Corps consider the minimum dimensions as it is needed for a comparison across alternatives, documentation of avoidance and minimization, and to aid in the identification of the LEPDA. Suggest consideration be given to modify the dimensions/footprints for alternative 4 modified. Specific dimensions do not appear to be supported by the P&N. As presented, Alternative 4 does not appear to be the LEDPA. It has not been evaluated if Alternative 4 modified with a reduced/ 'right sized' footprint, similar to what has been presented and evaluated for the Master Plan alignments, could be a viable alternative. Additionally, it should be evaluated if portions of a reduced Alternative 4 Modified in combination with Alternative 2 could have merit against the P&N and improve intersection operations throughout the study area.**

Response: Please refer to Responses to comments #7 and #8 of the Letter Body.

4. **Stormwater management (SWM) facilities should be included in the footprint for each build alternative, as it has been EPA's experience that when is added later in design unanticipated adverse impacts to WOUS sometimes occur. Without including this expanded footprint, an accurate representation of total adverse impacts to natural resources cannot be determined or used to accurately compare alternatives.**

Stormwater management controls should not be located in wetlands and/or streams. EPA is concerned that additional adverse impacts to aquatic resources may result from the inclusion of stormwater management facilities. It is not clear how impacts associated with alternatives can be used to identify the LEDPA if the full project footprint is unknown. EPA suggests that the Corps consider a worst-case scenario or rough prediction of full project footprint from SWM controls and associated impacts for a complete evaluation of alternatives.

Response: Please refer to Response to Comment # 3 of the Letter Body and Page 2 of our May 20 response to EPA.

- 5. Pg 2-32 - Three intersection concepts are presented for Alternative 8- Master Plan Alignment truncated at Watkins Mill Road. Could the intersection options that were eliminated have resulted in alternate or decreased aquatic resources impacts? Include concept drawings and impact estimates. If dismissed truncation concepts can operate at an acceptable level of service (i.e., a CLV of 1425 vehicles) and result in fewer impacts to aquatic resources they should be retained for detailed study. Clarify if there would have been any difference in impact between these options.**

Response: Please refer to page 3 of our May 20, 2013 response to EPA. Should Alternative 8 be selected as preferred alternative an analysis of refined impacts to all resources would be conducted and documented in the FEER.

- 6. Pg 2-32 - What criteria was used to evaluate the need for auxiliary service lanes along 355, between Watkins Mill Road and Montgomery Village? Explain whether or not the use of ASL was evaluated on Alternative 4 modified, especially as it may reduce the number of driveway/entry conflicts on Alt 4 modified. Clarify if the same criteria used to evaluate Alt 5 could also be used to evaluate ASL on Alt 4 modified. We understand that there may be significant challenges associated with the use of ASL on Alt 4 modified, however we suggest that some analysis or documentation be included in the document.**

Response: Please refer to page 4 of our May 20, 2013 response to EPA.

- 7. Pg 2-34 and 2-35- Northern Terminus Options appear to be compared to one another on these pages, however this section is to include a brief summary of the refinements of the ARDS. Suggest limiting information presented on options to the refinements that were made during preliminary engineering phase. It should be noted that the P&N does not specify controlled access as a requirement.**

Response: Please refer to page 5 of our May 20, 2013 response to EPA.

- 8. Pg 2-37- it is noted that the selection of Preferred Alternative will attempt to satisfy many objectives, one objective listed is "within the fiscal constraints of Montgomery County". If possible, please clarify what the approval process by the County council would be depending on which alternative is ultimately revealed to be the preferred alternative.**

Response: Upon receipt of a joint permit from the USACE/MDE, MCDOT staff would prepare final cost estimates for the preferred alignment. The project scope and associated costs would be presented to the County Council and County Executive for approval of project funding. The County Council will review the project scope and estimated costs and

reach a decision on whether and when to advance the project forward with additional funding.

- 9. Pg 3-1- Section 3.1 Montgomery County's Vision for the MD355/ I-270 Technology Corridor. It is not clear how section 3.1 relates to the overall Section III- ability of the alternatives to satisfy the purpose and need, especially as a large portion of this Corridor is outside of the study area. This information, while important, may be better served to be identified as background information, or this information may be more useful to be included in Section IV Economic Resources. While Section 3.1 may accurately describe the County's vision, it does not tie directly to the P&N or with Section 3 Transportation Comparison of Alternatives.**

Response: Please refer to pages 5 and 6 of our May 20, 2013 response to EPA. As noted, updated/amended text will be added to the PA/CM and FEER.

- 10. Pg 3-15/16, Alt 8 is compared to Alt 9. Generally, it would be a more objective analysis if action alternatives were compared to baseline conditions or the no action alternative. In this section which is about the ability of alternatives to meet the purpose and need, it would be more beneficial to actually relate the congestion analysis back to the P&N, instead of comparing alternatives, which does not help aid in the determination of an alternatives ability to meet the purpose and need. Overall, alternatives throughout the document should be compared to the no action to determine the degree to which the alternative meets the P&N.**

Response: Noted. Please refer to pages 7 and 8 of our May 20, 2013 response to EPA.

- 11. Section 3, Need No. 2: Consider providing additional detail to this need if equal accident information can be given for each segment in this section, including total number of crashes, injury related crashes, state average, section average, and most common crash type. If available, please provide available State and/or County data. This project study has been underway for a long period of time; has consideration been given during that time to collect unavailable crash data?**

Response: Please refer to page 8 of our May 20, 2013 responses to EPA. While MCDOT believes sufficient concurrence has been gained on the Purpose & Need and the data supporting the needs, MCDOT can provide the specific data behind the analysis presented in the DEER. The analysis presented is typical for planning studies. The report summaries reflect the actual data and are presented as rates to compare the existing location versus state averages for similar facilities.

Attached is a copy of accident data used in the assessment for this project (**Attachment C**).

- 12. Please provide in a table the projected vehicle miles traveled for each alternative.**

Response: ADT data which we believe is the pertinent evaluation data was provided in the DEER. We are not sure of the benefit of preparing this table. Data in terms of vehicle miles traveled is not believed to provide a beneficial comparison of the alternatives.

- 13. Pg 3-20- Need 3 analysis includes information on quickest route, number of driveways, and traffic diversion. These items appear to be more directly related to need 1- congestion. This need mentions mobility frequently. It is not clear that the**

term mobility directly equates to network efficiency and connecting economic centers. Please clarify.

Response: As noted on page 9 of our May 20, 2013 response to EPA, this section was previously revised.

- 14. Pg 3-22- Need 4 should be analyzed against each alternative, including the no action. Each Need presented in Section IV should be analyzed again each alternative, including the no action. Supporting data and documentation should be provided for any conclusions drawn. Need 4 includes information on traffic reductions, which seems better suited to address Need 1- Congestion.**

Need 4 is about accommodating planned land use and future growth, however limited information about future growth and land use is presented. Without this information it would be difficult to draw conclusions as how well each alternative meets this need.

Response: As noted on page 9 of our May 20, 2013 response to EPA, this section was previously revised.

- 15. Pg 3-28 Need 6-Homeland Security was not analyzed as much as other needs, and evaluation of this need include as much supporting data or documentation. Information that is presented seems to focus on traffic incidents and emergency vehicle passage along these roadways, as opposed to emergency response/evacuation as is noted in the purpose and need. It is not clear how the degree to which the action alternatives meet this need than the no action alternative.**

Additionally, Pg 3-28 notes that cars can pull over into the bike lanes to allow emergency vehicles to pass, emergency vehicles can pass cars using bike lanes; and disable vehicles can pull into bike lanes. However, these movements do not account for on-road cyclists which appear to be forced into lanes of traffic in order to maneuver around these obstacles.

Response: Please refer to page 11 of our May 20, 2013 response to EPA.

- 16. Pg 3-34 Need 7 Improve Quality of Life- the EER notes that quality of life can include a large number of factors; however analysis was only focused on travel time. While travel time is certainly an important data to include in the EER, it may best be included under Need 1 or 3. Suggest expanding analysis of this need to factors beyond transportation, specifically travel time in order to have a more comprehensive study including topics/concerns raised by the public and interested stakeholders.**

Response: This text will be reorganized and clarified in the PA/CM.

NATURAL AND COMMUNITY RESOURCES

- 1. Pg 5-12- Section 5.5 Water Quality and Aquatic Habitat describes the Maryland COMAR Sub-Basin in which the study area is located. It is also stated that the study area is located in the Middle Great Seneca Creek watershed and the Upper Rock Creek watershed. Consider making the watershed location more clear, especially as Maryland defined watershed boundaries do not always overlap with USGS hydrologic unit code boundaries as well as have different code numbers. Please consider clarifying that the Great Seneca Creek and Upper Rock Creek sub watersheds are**

USGS 12 digit HUC's and provide the HUC codes. Watershed boundaries and HUC's are also relevant to discussions regarding compensatory mitigation, especially in light of the watershed approach outlined in the 2008 Compensatory Mitigation Rule. Additionally, watershed boundaries may be useful to the Corps indirect and cumulative impact assessment. This assessment would require the identification of a cumulative impact area study boundaries not limited by the overall study area, which may utilize the watershed boundaries to evaluate potential cumulative impacts to WOUS and other resources.

Response: Maps will be updated in the PA/CM and FEER.

- 2. Pg 5-17- This section notes that effects would be minimized through the use of SWM, which further supports EPA's above concern that these facilities be identified, particularly in identified Special Protection Areas. Beyond permanent SWM controls to be utilized when the facility is open, EPA is also concerned that even though SWM will be required during construction, especially should a new highway be constructed, streams and benthic communities may be adversely impacted. Corps should consider how each alternative may affect water quality, especially for alternatives that involve a new alignment. EPA is concerned that there may be potential impacts associated with bridges and culverts, and suggests that the Corps consider effects of shading, effects on macro invertebrate communities, temperature impacts and other affects associated with decreased canopy over the stream, and effects of sediment, TDS, and TSS. This information may also be relevant to the Corps' indirect and cumulative impacts analysis.**

Response: Please refer to Response to Comment #3 of the Letter Body.

- 3. Pg 5-76 states that to avoid further fragmentation of wildlife habitat and to reduce collisions between wildlife and motorists that new stream valley crossings will include bridges that are high enough and long enough to allow wildlife passage beneath the highway. While it may be possible for wildlife to physically be contained by the proposed bridges, it is not clear that these structures have been designed with wildlife crossings in mind or with the intention that they adequately or effectively allow for wildlife passage. As wildlife passage may be considered by the Corps as part of their public interest review, EPA suggests that the Corps and applicant consider at a minimum wildlife passage techniques employed by the similar and adjacent Inter-County Connector project as well as scientific peer-reviewed literature on wildlife passage. Additionally, EPA suggests that the Corps consider potential impacts to Green Infrastructure hubs and corridors in their public interest review, which may also be relevant to the Corps' indirect and cumulative impact analysis.**

Response: MCDOT will evaluate wildlife passage issues and work with the agencies to develop effective wildlife passage during the final design of the preferred alternative.

- 4. Numerous community facilities are located along the various alternatives. EPA is concerned that some facilities may be adversely impacted by some of the proposed action alternatives. Should the Corps find it helpful for their public interest review, EPA suggests that the size of each facility and amount of facility impacted by the each alternative may be relevant, especially to evaluate the level of impact on facilities or if any of these facilities may be significantly impacted. This information may also be relevant to the Corps indirect and cumulative impact analysis.**

Response: Please refer to Response to Comment # 2 of the Letter Body.

- 5. EPA requests that the Corps consider noise impacts on the community when conducting their public interest review, as well as consider concerns regarding noise raised by the community. To the extent the Corps may find the following information useful to their review, EPA suggests additional noise mapping be provided which shows the existing and no action 2030 67dBA noise contour as well as action alternative alternatives noise contours. EPA further suggests that a map showing properties impacted by noise, including those counted on Table 4-11, map showing areas that may be quality for noise abatement, and a table showing the number of new residential properties that contained in the 67dBA above the no action be provided. Noise impact information may also be relevant to the Corps indirect and cumulative impact assessment.**

Response: Please refer to Response to Comment # 2 of the Letter Body.

INDIRECT AND CUMULATIVE IMPACTS

Response: Please reference pages 17-19 of our May 20, 2013 response to EPA's previous comments and Response to Comment #5 of the Letter Body.

- 1. EPA suggests that the Corps indirect and cumulative impact assessment begin with defining the geographic and temporal limits of the study; this is generally broader than the study area of the project. Geographic boundaries are typically shown on a map; and a historic baseline is often set at a major event changing the local environment, perhaps in this case the opening of the airfield. Appropriate maps should be provided showing the geographic boundary, as well as identified past, present and reasonably foreseeable projects.**

Response: Please refer to previous discussion regarding this topic in Response to Comment # 5 of the Letter Body.

- 2. EPA recommends that the Corps' indirect and cumulative impact assessment include analysis specific to resources. The indirect effects analysis in the EER is limited to agricultural reserves and businesses. EPA recommends that the Corps' indirect effects analysis include other resource topics analyzed in the EER, topics relevant to the public interest review, and secondary and induced growth and development. EPA also recommends that the Corps utilize a trend analysis for resources that may be adversely affected by the proposed alternatives.**

Response: Please refer to previous discussion regarding this topic in Response to Comment #5 of the Letter body.

- 3. All past, present and reasonably foreseeable projects in the project area should be included in the Corps' cumulative impact analysis. Limited direct documentation was provided in the EER and only referenced that the InterCounty Connector Draft Environmental Impact Statement/Draft Section 4(f) Evaluation. While the ICC DEIS may have provided a comprehensive list of past, present and reasonably foreseeable projects that were relative to the ICC and ICC study cumulative impact study area, EPA recommends that the Corps provide a separate assessment of cumulative impacts relevant to this permit action. The ICC project is not related to this project, and the project proponent is not the same. The ICC cumulative impact study area**

would not be the same as the cumulative effects study area for this project. Additionally, the DEIS was released in November 2004. Since 2004 it is reasonable to assume that area conditions have changed, which may include newly proposed projects, new construction etc that would not have been available at the time the DEIS was developed. While the ICC cumulative effects analysis may serve this project as a guide or reference, it should not be used by the Corps in place of an objective cumulative impact analysis for this project.

Response: Please refer to previous discussion regarding this topic in Response to Comment #5 of the Letter Body.

4. **The cumulative analysis provided in the EER puts heavy emphasis on the MD 355 Technology Corridor, yet improvements and development in the Technology Corridor was not adequately addressed throughout the entire EER. EPA suggests that the Corps consider additional information related to the MD 355 Technology Corridor as it pertains to their review.**

Response: Please refer to previous discussion regarding this topic in Response to Comment #5 of the Letter Body.

ENVIRONMENTAL JUSTICE

1. **Provide a clear definition and/or boundary for the term "Economic Study Area", provide parameters or documentation used to identify it, and define how it may be different than the study area. Tracks identified as part of the economic study area should be shown in a table and depicted on a map.**

Response: Please refer to previous discussion regarding this topic in Response to Comment #6 of the Letter Body.

2. **EPA is concerned regarding the manner in which the identification of areas of potential Environmental Justice concern was conducted. Suggest altering text on page 4-27 to more accurately represent the CEQ Guidance, which states, "Minority population: Minority populations should be identified where either: (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. In identifying minority communities, agencies may consider as a community either a group of individuals living in geographic proximity to one another, or a geographically dispersed/transient set of individuals (such as migrant workers or Native American), where either type of group experiences common conditions of environmental exposure or effect. The selection of the appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood, census tract, or other similar unit that is to be chosen so as to not artificially dilute or inflate the affected minority population. A minority population also exists if there is more than one minority group present and the minority percentage, as calculated by aggregating all minority persons, meets one of the above-stated thresholds."**

Response: Please refer to previous discussion regarding this topic in Response to Comment #6 of the Letter Body.

3. **It should be first of all noted that CEQ has not identified a method for identification of low income populations; however the applicant is inappropriately applying the method that CEQ used to identify minority populations for assessing low income populations. EPA is concerned with the methodology selected to identify low income populations, which used the Montgomery County Percent below poverty plus an additional 100% of that total. Doubling the low income population benchmark seems inappropriate and seems to dilute the low income census tracts that would be identified as being in areas of Environmental Justice concern. We do not agree that the selected benchmark, which is double the percentage of low income residents in Montgomery County, is appropriate and should be revised. EPA suggests utilizing a commonly used benchmark that is simply set as exceeding the state or county average, because the population figure that we are using are not the most accurate and up to date figures since there is continuing dynamic movement within the population. If the suggested method were to be used for conducting an assessment of the low income populations in the study area, then the following census tracts would need to be included: Census Tract 7003.04, Census Tract 7007.13, Census Tract 7007.16, Census Tract 7007.21, Census Tract 7008.11, Census Tract 7008.13, Census Tract 7008.33, and Census Tract 7008.34. EPA recommends including these census tracts in a labeled and shaded map.**

Response: Please refer to previous discussion regarding this topic in Response to Comment #6 of the Letter Body.

4. **Please note that communities of potential Environmental Justice concern are those minority and/or low income populations that exceed the respective benchmarks, there are now a total of 20 total census tracts (instead of 19) that are in areas of potential Environmental Justice Concern (exceeding either minority and/or low income benchmarks). They are: 7001.03, 7001.04, 7001.05, 7003.04, 7007.10, 7007.13, 7007.15, 7007.16, 7007.19, 7007.21, 7007.22, 7008.10, 7008.11, 7008.12, 7008.13, 7008.30, 7008.32, 7008.33, 7008.34, and 7008.35.**

Response: Please refer to previous discussion regarding this topic in Response to Comment #6 of the Letter body.

5. **Figure 4.4 is very difficult to read. We recommend revising this figure, highlighting the areas of potential Environmental Justice concern.**

Response: Please refer to previous discussion regarding this topic in Response to Comment #6 of the Letter Body.

6. **Documentation presented should be strong enough to support the finding that no impact will occur within areas of Environmental Justice concern. We recommend the focus of the assessment look at the overall project and identify who may be at risk, what those risks may be, and how those risks may be addressed. EPA is concerned as the project study area has a large population of at risk residents and many of those impacted will be members of the population of potential EJ concern. EPA requests that the Corps analysis ensure that these populations will not be adversely impacted.**

Response: Please refer to previous discussion regarding this topic in Response to Comment #6 of the Letter Body.

7. **EPA recommends that the Corps carefully consider all of the potential impacts that may take place during the course of this project, and take appropriate steps to assure that these at risk populations are protected from adverse impacts and are recipients of any benefits of the project. Corps analysis should ensure that community input regarding noise impacts, exposure to fugitive dust, displacements, takings of land, impacts on views, traffic and construction, and disruption of services is taken into consideration.**

Response: Noted.

OTHER COMMENTS

Response:

- MCDOT will discuss Montgomery County's approval process at the next interagency meeting scheduled to discuss the PA/CM report and FEER.
- MCDOT will also add in the FEER watershed boundaries to Figure 5-4 of the Draft EER.
- MCDOT previously responded to EPA's remaining comments and concerns (see the MCDOT response dated May 20, 2013, attached).

MCDOT's Response to
EPA's August 20, 2013 Letter
February 4, 2014

ATTACHMENT A

EPA Comments on Preliminary Draft Environmental Effects Report (ERR) on Mid-County Corridor Study, Montgomery County, Maryland

Summary

- The ERR should objectively, fairly, and equally analyze, document, and present each alternative, including the no build. Action alternatives should be compared to the no build alternative.
- Appropriate and necessary maps, charts and figures should be provided where necessary for each alternative
- Conclusions drawn in the ERR should be substantiated with supporting documentation and data.
- Baseline information should be included for each topic included in the ERR for the entire study area and each of the proposed alternatives
- Adverse impacts to project area resources, especially wetlands and streams, should be appropriately characterized.
- Indirect and cumulative effects analysis should be objective and complete.

Detailed Comments

- Pg 2-17- last paragraph containing bullets seems unnecessary. No other alternative in this section has these. There are numerous instances throughout this section where descriptions do not read equally and provide conclusions without supporting documentation. The alternatives section usually lays out a description of each proposed alternative. While presented bullets may be based in fact, most environmental documents hold these conclusions until actual environmental analysis and supporting documentation is presented in later sections.

The conclusions drawn in the EER are substantiated and supported with documentation and data from the updated traffic analysis performed between 2011 and 2012 using the latest version of the WashCOG regional travel demand model, Version 2.2, with Round 8.0 land use forecasts.

The description for Alternative 2, 4, 5 and 8 are directly from Chapter VI of the Alternatives Retained for Detailed Study (ARDS) document, which is a public document. Each Alternative has an explanation as to why the alignment was retained so as to provide a historical reference to the ARDS. The summary is not intended to identify the advantages/disadvantages of each alternative but rather the latest data as demonstrated by the updated traffic analysis.

- It should be noted that neither the P&N nor ARDS concurrence points required specific dimensions for medians, on-road bike facilities, sidewalks and shared use paths.

The description of the retained alternatives in Section 2.3 are directly from the ARDS document and attempt to provide a summary of what has transpired. The purpose is to provide a historical reference to the decisions that have already been made. Conversely, Section 2.4 is a description of a new alternative as proposed by the Dayspring Silent

Retreat. This alternative is included in the report as a courtesy and to confirm that it does not meet the study's purpose and need.

Section 2.5 identifies the modifications made to the alternatives between the ARDS phase and the Draft EER. As a project proceeds through the project development process, it is necessary to make decisions on appropriate dimensions for the lane and median widths, shoulders, bike lanes, etc, and to determine which of these roadway elements should be included in the alternative. The EER is a full disclosure document to summarize the reasons for retaining the various alternatives, their development during the last two years to address the concerns cited by the community and stakeholders, and the results of the revised traffic analysis. MCDOT believes that the information provided in the report is unbiased, factual, and consistent with the principles of NEPA.

- Discussion and presentation of each alternative should be equal. Equal or equivalent data and documentation should be fairly presented in each section. As no preferred alternative has been identified, equal analysis and supporting documentation should be provided for each alternative and represented in similar formats throughout the document.

The conclusions in Section 3 are based on a revised traffic analysis. The conclusions in the other chapters are based on a detailed analysis using standard analysis models, field investigations, coordination with resource agencies, and significant feedback from the public.

- Stormwater management facilities should be included in the footprint for each build alternative. Without including this expanded footprint, an accurate representation of total adverse impacts to natural resources can be determined or used to accurately compare alternatives. Stormwater management should not be located in wetlands and streams.

Development of detailed stormwater management plans is typically accomplished during final design. While the Maryland State Highway Administration is moving toward inclusion of SWM facilities in the planning stage of project development, this is not a requirement for current on-going projects. Furthermore, the Midcounty Corridor Study (MCS) is 100% funded by Montgomery County whereby SHA's policies should not dictate the procedures to follow.

It is premature to develop SWM plans in the preliminary planning phase. SWM facilities are generally not approved by Corps and MDE in wetlands. On previous projects where Corps and MDE have authorized highway projects at the planning phase (for example, ICC), both agencies included permit conditions requiring the submittal of detailed stormwater management plans during final design. It is anticipated that this same courtesy will be applied for the MCS which has less than one acre of wetland impacts.

Linear stormwater management facilities are proposed for those alternatives where the right-of-way is not constrained by adjacent development, such as along Alternatives 8 and 9 north of Middlebrook Road. In areas constrained by adjacent development (Alt 4

Mod, Alt 5, and the southern part of Alts 8 and 9), some of the management of stormwater quantity is proposed underground, similar to the approved SWM plans for the ICC and the proposed SWM plans for the Redline.

- Pg 2-25- It should be noted that Northern Terminus Option B was presented by MCDOT to be retained at the ARDS stage of the project. At that time agencies concurred on retaining this option. Although the last sentence may reflect MCDOT's feelings about this option it does not contribute to the on-the-ground description of the option that is necessary to be included in this section.

MCDOT will revise the statement "*MCDOT recommended dropping Option B but retained it because the agencies would not concur with dropping it.*" While MCDOT retained Northern Terminus Option B as an Alternative Retained for Detailed Study, MCDOT subsequently made a formal submission to EPA, MDE, and Corps, by letter dated April 23, 2012, recommending the option be dropped after traffic modeling confirmed the proposed option would not function acceptably. MDE and EPA did not provide a response to this letter, while Corps non-concurred. Therefore, the subject statement is factually correct but, MCDOT will revise as requested.

- Pg 2-28- A new traffic analysis is noted for Alternative 4 Modified. Please provide a date or year for when this analysis was completed. Clarify if new traffic analysis was completed for the entire study area.

Thank you for the suggestion. The report has been revised to clarify that the revised traffic analysis was conducted for all alternatives during the 2011-2012 timeframe.

- Pg 2-29- Three intersection concepts are presented for Alternative 8-Master Plan Alignment Truncated at Watkins Mill Road. It is not clear based on the information presented if the intersection options that were eliminated could have reduced or differing impacts on aquatic resources. It would be helpful if concept drawings and impact estimates could be presented.

The intersection options were carefully reviewed and the two that were eliminated were determined to have a negative impact on the operations of the intersection. Given that these two options were analyzed and found deficient, MCDOT believes it is not prudent to include figures of them, which would give the appearance that the options are being considered again. Therefore, MCDOT prefers to not include drawings of the eliminated options in the Draft EER. However, clarifying language has been added to the report to avoid any confusion.

If dismissed truncation concepts can operate at an acceptable level of service (i.e., a CLV of 1425 vehicles) and result in fewer impacts to aquatic resources they should be retained for detailed study.

While MCDOT is in agreement with this basic premise, neither of the dismissed options would have resulted in a reduction of impacts. All three options were within Blohm

Park, entirely in uplands. Because a roundabout has a bigger footprint than a T-intersection, this option (which was dropped) would have increased the impacts to the Park. The T-intersection that was dropped was a mirror image of the T-intersection that was retained. Therefore, there was no difference in impact between the two T-intersection options.

- Pg 2-30- What criteria was used to evaluate the need for auxiliary service lanes along 355, between Watkins Mill Road and Montgomery Village? The same criteria used here should also be used to evaluate ASL on Alt 4 modified.

EPA will recall from earlier meetings on this project during the ARDS phase that MCDOT originally proposed dropping Alt 5 from further analysis. M-NCPPC proposed that MCDOT should consider service roads to reduce the number of access points along Alt 5, thereby making the alternative safer. At the request of M-NCPPC, MCDOT agreed to study Alt 5 with service roads. The agencies supported the new proposal by concurring with the ARDS.

If EPA believed service roads would be appropriate with Alternative 4 Modified, this suggestion should have been raised during the ARDS phase. Service roads along Alt 4 Modified would result in a major change to the alternative and would constitute a redefinition of the ARDS. The Maryland Streamlined Process, which we have been following, prohibits new alternatives being proposed by the study team participants after concurrence has been rendered, unless there is significant new information which was not known at the time of the concurrence.

Putting aside the process issue, the greater concern here is that adding service roads to consolidate the number of entrances along Alt 4 Modified would result in such an alarming increase in residential and business impacts, including numerous additional displacements, that it would not be a practicable alternative under Section 404 (b)(1), or a reasonable alternative under NEPA. Given that the proposed improvements along Alternative 4 Modified are not consistent with the County Master Plans, this alternative has created significant apprehension for the residents along this corridor. EPA raised concerns earlier to minimize the footprint of Alt 4 Modified, and in response, MCDOT evaluated a reduction in bicycle and pedestrian facilities, and reduced the median width and eliminated a lane at several locations where it proved feasible to do so. The current suggestion to include service roads would significantly increase the footprint of the alternative and result in devastating impacts on the residences. The stretch between Seneca Creek and Aspenwood Lane, which is severely constrained by the proximity of residences and the need to improve the horizontal and vertical geometry to satisfy a 40 MPH design speed, would be particularly disruptive. The stretch from the Airpark Industrial Park to Shady Grove Road is also severely constrained by the proximity of residences and businesses. It would not be possible to add service roads without displacing several businesses.

MCDOT has thoroughly vetted Alt 4 Modified, is sensitive to the stress that this alignment has already created for the residents, and will decline the suggestion to reopen the alternative to include service roads.

- Pg-2-31 and 2-32- Northern Terminus Options appear to be compared to one another on these pages, however this section is to include a brief summary of the refinements of the ARDS. Suggest limiting information presented on options to the refinements that were made during preliminary engineering phase.
 - It should be noted that the P&N does not specify controlled access as a requirement.

The purpose for the discussion in Section 2.5 is to describe the refinements that were evaluated since the ARDS phase. Again, MCDOT believes it is appropriate to discuss the results of the traffic analysis of each alternative and option, as well as the efforts to reduce environmental impacts, since these were two of the major efforts during the current phase of study. The updated traffic analysis showed Option B would fail to operate effectively. For Option A and D, it was stated that each of these options would operate effectively. MCDOT considers all of the information to be appropriate and valuable to the reader's understanding of the options, the reasons for their retention, and the effectiveness of each alternative. However, the statement that the Parks Department continues to express concerns about Option A will be removed.

While the Purpose and Need does not state that controlled access is a requirement, MCDOT strongly maintains that eliminating access control along a 1.5-mile portion of a 12-mile access-controlled highway is not an effective or safe practice. Option B is not an entire alternative and represents only a small portion of Alternative 8 or Alternative 9. Therefore, the elimination of access control along a small portion of the alternative is a notable safety deficiency of Option B which would not occur with Option A or Option D. This is an important distinction between Option B and the other two northern options, which MCDOT chooses to disclose in the report.

- Pg 2-33- This page states that one agency concurrence on the PACM has already been obtained. Please note which agency this is and what they have concurred on, especially as no formal preferred alternative has been identified and no PACM package has been circulated to the agencies. This note implies that a preferred alternative has already been decided upon, which contradicts with other assertions in the document that it has not.

The text states, “**Once** agency concurrence has been obtained...” To avoid confusion, MCDOT will revise to read “**If** agency concurrence is obtained...”

- Pg 3-1- Section 3.1 Montgomery County's Vision for the MD355/ I-270 Technology Corridor. It is not clear how section 3.1 relates to the overall Section 3-ability of the alternatives to satisfy the purpose and need, especially as a large portion of this Corridor is outside of the study area. It may be better served to be identified as background information, or information may be more useful to be included in Section IV Economic

Resources. While Section 3.1 may accurately describe the County’s vision, it does not tie directly to the P&N.

MCDOT disagrees that Section 3.1 is not important to addressing the purpose and need. On the contrary, it puts the P&N in context. Many agencies have expressed the following sentiments in field visits, meetings, and informal conversations: “Why is this project needed?” “What difference does it make if we save a few minutes in the morning commute?” “The study area is built-out and this road is not needed.” The purpose for Section 3.1 is to convey that planning documents of Montgomery County have a very comprehensive and deliberate plan to encourage economic development in the MD 355/I-270 Technology Corridor and Midcounty Highway has always been a part of the infrastructure that M-NCPPC proposed to accommodate that growth.

The purpose for Midcounty Highway is not solely to address deficiencies of the MD 355 corridor. If that were the case, there would be no need to evaluate a highway on new location. The Midcounty Highway is needed to realize the County’s vision for economic development in the MD 355/I-270 Technology Corridor, which is the economic engine of Montgomery County. Montgomery County has one of the most progressive planning agencies in the country. Their plan calls for intense growth in the MD 355/I-270 corridor while discouraging development in the Agricultural Reserve which comprises one-third of the County’s acreage. This is Smart Growth. However, the growth cannot occur in the Technology Corridor at the levels envisioned by M-NCPPC if the needed infrastructure is not provided. If an alternative other than Alt 9 is selected, the reduced capacity of the selected alternative will necessitate scaling back the amount of development that could occur, which translates to fewer jobs and increased development pressure in areas the County is trying to preserve.

While the Technology Corridor extends beyond the study area, it is critical to provide the historical background on the state’s and county’s proactive efforts to develop, promote, and invest in the Technology Corridor. This discussion is followed by a discussion of the expansion of the Technology Corridor in the study area. In order to differentiate between the two discussions, a subheading has been added at the portion of the text which describes the expansion of the Technology Corridor in the study area. The Technology Corridor figure has been revised to reflect the portion of the Technology Corridor that falls within the study area for Midcounty Corridor Study. Figure 3-1 will be replaced with the amended figure.

- Pg 3-7- mentions that “all alternatives would be evaluated on a level playing field.” Please demonstrate this through the alternatives analysis.

The MCS was initiated in 2003 and MCDOT has spent ten years evaluating the many alternatives. All alternatives have been equally, objectively, and fairly evaluated. It is a fact that a highway alternative with access controls and few intersections will have fewer accidents, lower travel times, greater capacity, and attract more traffic than an alternative with numerous signalized and unsignalized intersections and driveways. The traffic

analysis confirms that one alternative provides better transportation service than another.

Section 3 is not intended to identify a Preferred Alternative. The title of Section 3 has been revised to read “Transportation Comparison of the Alternatives” and it is stated that the purpose of Section 3 is to discuss the relative transportation benefits of the various alternatives, while the costs, impacts, and agency comments are discussed in other sections of the document. As the Corps makes a public interest review, they balance “the benefits which reasonably may be expected to accrue against the reasonably foreseeable detriments.” (see 33 CFR 320.4) Section 3 is a discussion of the benefits accruing from each alternative, and is essential information for the Corps’ permit decision.

- Pg 3-14- it should be noted that Pg 2-33 states that the preferred alternative could be a combination of portions of the alternatives or a portion of one alternative having independent utility. Information presented on Alternative 4 Modified does not seem to fully support the conclusion presented in the bullets. Instead it seems to suggest that if Alt 4 mod was combined with Alt 2 TSM, which appears to have merit, could improve intersection operations across the majority of the study area.

It is entirely possible that the Preferred Alternative could be a combination of several alternatives (i.e., a hybrid alternative). The decision on a Preferred Alternative will be based on a consideration of the benefits and detriments resulting from each proposed solution, in consideration of costs and overall project purposes. The agencies will be involved in making that decision.

If a hybrid alternative arises and “it is qualitatively within the spectrum of alternatives that were discussed in the draft, a supplemental document will not be needed” (CEQ’s 40 Q’s and A’s, Question 29B). Therefore, we are advising the reader of the document that the possibility exists that a hybrid alternative could be selected. While this is not a NEPA document, MCDOT has followed NEPA procedures.

- Conclusions drawn here and throughout the document should be adequately supported with objective data.
 - Last bullet pg 3-14, Alt 8 is compared to Alt 9. Generally, it would be a more objective analysis if action alternatives were compared to baseline conditions or the no action alternative. In this section which is about the ability of alternatives to meet the purpose and need, it would be more beneficial to actually relate the congestion analysis back to the P&N, instead of comparing alternatives, which does not help aid in the determination of an alternatives ability to meet the purpose and need. Overall, alternatives throughout the document should be compared to the no action.

The description of the relative differences between alternatives is critical to allow the reader to understand each alternative’s worth. The Corps’ decision-making process requires that they balance the project benefits against the foreseeable detriments. Section 3 aims to clarify the transportation benefits of each alternative.

The alternatives are compared to the No Build. However, merely stating that an alternative is better than the No Build is not helpful to discerning which alternative should be the Preferred Alternative, since all of the alternatives are better than the No Build. Section 3 describes how each alternative varies considerably in terms of the type of highway facility proposed and the degree to which each alternative satisfies the project needs. It is helpful to discuss the relative merits of the various alternatives. Reserving this information to the PACM phase will exclude the public from weighing in on this information, since the public does not have a role in the PACM deliberations. It is MCDOT's desire to disclose this important to the public and, in so doing, satisfy NEPA's mandate for a full disclosure document.

In the last bullet on Page 3-14, a comparison is made to the effects of the truncated Master Plan Alignment (i.e., Alt 8) to the full Master Plan Alignment (i.e., Alt 9), to identify that truncating Alternative 9 has some undesirable consequences in terms of the number of failing intersections. It is very important that the decision-makers understand that if Alternative 8 is selected, there will be some ramifications to that decision in terms of reduced transportation benefits. Section 3 is the section of the document that discusses the transportation benefits, thus, this is the appropriate place to discuss those relative differences.

- Table 3-3, Pg 3-15- Provide a definition of major intersections and describe how the intersections included in Table 3-3 were selected. It would be helpful if these intersections were shown and identified on a map.

The first full paragraph on page 3-14 defines the major intersections as those that serve the greatest volume of traffic, and are the convergence of two arterial highways (such as Frederick Road and Montgomery Village Avenue) or the convergence of an arterial road and a major collector road (such as Frederick Road and Watkins Mill Road). These intersections were selected because they handle the greatest volume of traffic. Each of the major intersections is shown on Figures 3-2 through 3-7).

- Pg 3-16- Give statewide accident averages and countywide averages if there is existing data. Clarify if existing roadways are above averages based on type of roadway. What are existing accident rates, projected rates in 2030 for the no action alternative, and projected rates at 2030 with planned improvements and TSM for each alternative?

Thank you, this section has been revised. But, please note that Montgomery County does not maintain average accident data for a given class of highway.

- Pg 3-17- Equal accident information should be given for each segment in this section, including total number of crashes, injury related crashes, state average, section average, most common crash type. Consider including information in a table. Define 'significantly above'.

The report contains information that is made available from SHA, and is unavailable in the format EPA requested. The crash data is presented to characterize the existing

environment, not the environmental impacts. The point of providing this data is to demonstrate there is a need for safety improvements. “Significantly Above” is defined as follows: SHA uses a statistical procedure to calculate the upper limit rate that is only likely to be exceeded 5 percent of the time. This rate is based on the statewide average crash rate for the specific crash category and roadway type for the study period (years), and the vehicle miles of travel in the study section for the study period (years). If the specific crash rate for the study section exceeds that upper limit, then that specific crash rate is considered to be significantly higher than the statewide average (because there is only a 5 percent chance that the rate would ever exceed that upper limit).

- Pg 3-18- what is the projected vehicle miles traveled for each alternative?

Thank you, this section has been revised.

- Pg 3-20- Need 3 analysis includes information on quickest route, number of driveways, and traffic diversion. These items appear to be more directly related to need 1- congestion.
 - This need mentions mobility frequently. It is not clear that the term mobility directly equates to network efficiency and connecting economic centers.

Thank you, this section has been revised.

- Pg 3-22- Need 4 should be analyzed against each alternative, including the no action. Each Need presented in Section IV should be analyzed against each alternative, including the no action. Supporting data and documentation should be provided for any conclusions drawn.
 - Need 4 includes information on traffic reductions, which seems better suited to address Need 1- Congestion.

Thank you, this section has been revised.

- Need 4 is about accommodating planned land use and future growth, however limited information about future growth and land use is presented. Without this information it would be difficult to draw conclusions as how well each alternative meets this need.

The area master plans through which the Midcounty Highway Master Plan Alternative would pass have been revised numerous times since the Midcounty Highway was first placed on the Master Plan of Highways in the 1960's. With each revision, the land use (i.e., growth projections) are “balanced” with the transportation capacity of the proposed highway network to ensure that there will be sufficient capacity to accommodate the M-NCPPC's proposed development densities. This process involves an area-wide transportation analysis called Transportation Policy Area Review (TPAR). The current TPAR shows that with the construction of Alt 9 and other proposed highway improvements included in the CLRP, the highway network will provide sufficient capacity to support the development density that is proposed in the master plan. Any highway alternative which results in less highway capacity than the Master Plan

alternative would likely necessitate a down-sizing of development densities, unless compensating transportation capacity is proposed. All other alternatives would provide less transportation capacity than Alternative 9. Therefore, the development scenario currently shown on area master plans represents the worst case development scenario. This development scenario has previously been recommended by M-NCPPC staff and approved by the County Council and the County Planning Board. MCDOT does not have data to quantify the amount that development would have to be revised or reduced if an alternative other than the Master Plan Alternative should be selected. It is a function of the M-NCPPC to determine how much growth could occur under any scenario in which the proposed highway network is revised or reduced.

- Pg 3-28 bullet two on this page notes number of intersecting streets and driveways as a factor for analyzing bike and pedestrian facilities. When considering this factor, analysis should include its affect for high numbers of connecting streets to promote higher use, increased connectivity, increased visibility. Compare each alternative on how cyclists are able to connect to bicycle centric destinations. It would be helpful if a map showing the existing bicycle network was provided.

A bicycle map has been provided as requested. A statement will also be included to convey that the bicycle accommodations proposed with Alternative 4 Modified and Alt 5 would be accessible at a greater number of intersections. However, Alt 5 and Alt 9 would intersect with a greater number of existing bikeways than Alternative 4 Modified.

- Pg 3-27 notes that as bicycles travel at much higher speeds than pedestrians, collisions can occur. If this same logic is applied to bicycles and cars, which travel at much higher speeds than bicycles and the proposed travel speed is 40mph, can /is the same assumption made that collisions can occur? Is the proposed travel speed of concern for on-road bicycle facilities, especially where a dedicated marked bicycle lane is not provided?

The 2005 Countywide Bikeways Functional Master Plan proposes both sidewalks and bikeways along a highway corridor for complete streets. A reference to the document will be provided. Maryland state law permits bicyclists to ride on any roadway that has a posted speed less than 50 MPH. Thus, the goal on this project, as well as on projects by the State Highway Administration, is to promote and provide for alternative modes of transportation and ensure safe access for bicyclists who choose to travel on the highway. There are several ways to accommodate bicyclists on highways. Some projects provide a shared use lane, which means the outside lane is 14 or 15 feet wide, but is not striped to delineate the area used by bicyclists. On-street bicycle lanes provide a separate bicycle lane delineated by highway paint striping, highway markings, and signage; and because they provide a delineated portion of pavement for the exclusive use of bicyclists, they provide greater safety for on-road bicyclists than a shared lane. Because all the alternatives would be posted at 40 MPH, motorist speed is not a factor in distinguishing which alternative would be more conducive to bicyclist safety. However, roads which have a high number of access points will result in more potential conflicts between motorists and bicyclists.

- Pg 3-28 Need 6-Homeland Security does not appear to be analyzed as much as other needs, nor does it include as much supporting data or documentation. Information that is presented seems to focus on traffic incidents and emergency vehicle passage along these roadways, as opposed to emergency response/evacuation as is noted in the purpose and need. Discussion in this section does not clearly show that any of the action alternatives meet this need to a greater degree than the no action alternative.
 - Additionally, Pg 3-28 notes that cars can pull over into the bike lanes to allow emergency vehicles to pass, emergency vehicles can pass cars using bike lanes, and disable vehicles can pull into bike lanes. However, these movements do not account for on-road cyclists which appear to be forced into lanes of traffic in order to maneuver around these obstacles.

The discussion of Need #6 does not involve as much quantitative analysis as some of the other highway needs. As stated in the Purpose and Need section, the “Homeland Security” need consists of emergency response, evacuation, and incident management. It is difficult to calculate response times by emergency vehicles for the following reasons: (1) a fire truck, ambulance, or police car could be called to respond to any one of several thousand locations within the service area of the station, and (2) police cars respond from mobile units, not from the station. Therefore, MCDOT cannot provide a quantitative analysis. Instead, any differences between the alternatives in terms of their ability to improve emergency response, evacuation, and incident management are noted in the report.

- Pg 3-30- Need 7 includes information regarding travel times, which seems to be better suited to address Need 1 or even Need 3. Information presented appears to be inconclusive compared to the no action.

Table 3-5 (now Table 3-8) and Figure 3-12 present the travel times under the No Build scenario along with the travel times for the build alternatives. Under the No Build scenario, travel time along the red pathway would be substantially longer than under any build alternative.

- Pg 4-6- Land use section does not seem to give a meaningful level of analysis or detail of the entire study area. Suggest adding maps, percentages, percent change based on alternatives, acreage amounts, and other more detailed information.

Section 4 does describe in great detail how the land that borders each alternative would be affected.

- Pg 4-9, Table 4-3- As it is noted, some information from the 2010 Census data is still unavailable for inclusion in this document. In the absence of this information, it would be preferable to utilize missing components from the 2000 Census. The source used for this table provides data with too wide a margin of error, sometimes exceeding the estimated values given, which calls into question the value this data brings to the analysis.

Beginning in 2010, the US Census Bureau revised the manner in which median household income and poverty data are collected. The information will no longer be collected through the census. However, it is still available through the American Community Survey, which is administered more frequently, but has a wider margin of error than the census. Despite the margin of error, the American Community Survey is now the only available source for such data.

- Sections IV and V- resource topics should be analyzed, documented, and presented equally for all alternatives, including the no action.

Section 4 discusses impacts to social and economic resources. Section 5 discusses impacts to the natural environment. If the study results in a decision to build no transportation improvement, there would be no impact to social, economic, or environmental resources as a result of the project.

- Pg 4-10- It would be helpful to include a map showing these facilities. It may also be more informative to include the size in acres of each of these facilities and the percent of the alternative that they occupy. The mapping of the alternatives in the Appendix depicts the communities, businesses, and natural resources that are impacted along each alternative. In addition, Figures 5-1, 5-3, 5-4, 5-32, and 5-34 provide large maps of the entire study area, showing the environmental resources that are impacted along each alternative. In addition, there are 26 figures that zoom-in on each location where a wetland or stream would be impacted by a build alternative.

MCDOT does not agree there is value in reporting the size of each natural resource that exists within the study area, or in expressing the size of the impacts as a percentage of the total resource that exists. This type of analysis is seldom used today because such analyses were frequently criticized in the past as attempts to trivialize the size, and therefore the significance, of the project's impact.

- Potential impacts to topics presented in Section 4.2 Social Environment should be evaluated and presented.

The purpose of Section 4.2 is to characterize the demographics of the study area. For example, it characterizes whether the study area is racially diverse or uniform, economically disadvantaged or affluent, suffers a high unemployment level or full employment, population is stagnant or growing, etc. Section 4.5 discusses the economic characteristics of the study area. The impacts of each alternative are discussed in great detail as you read further into Sections 4 and 5. The impacts discussion includes an analysis of disproportionate impacts to environmental justice communities, impacts to business establishments, impacts to the parks and community facilities listed in Section 4.2, residential and business displacements, impacts to community cohesion, impacts on mobility and access, noise, visual, and aesthetics.

- Pg 4-12, Table 4-9- All alternatives, including the no action, should be included in this table.

The report will be clarified that the other build alternatives and the no build alternative have no residential or business displacements.

- Pg 4-13- Acquisition of property- Consider including amount of County owned property that will be converted from one use to highway ROW.

See Table 4-12 on page 4-26.

- Figure 4-3 - A chart detailing traffic volumes along Alt. 4 Modified is included. However, no similar charts are included for other alternatives. Appropriate tables, charts and figures should be provided for each alternative. Daily traffic volumes may be appropriately included in Need 1 discussion in Section 3. Similar parameters should be discussed across each alternative.

The purpose of Figure 4-3 is to convey the growth in traffic along the roads that comprise Alternative 4 Modified under the existing conditions, the No Build scenario, and the Build scenario to help explain how the communities along Alt 4 Mod would be impacted. Alternatives 8 and 9 are highways on new alignment. No highways currently exist along the routes of these two alternatives; therefore, we cannot provide a comparison similar to Figure 4-3 for these two alternatives. A comparison of the traffic volumes along MD 355 under the No Build scenario and Alternative 5 has been provided (see Table 3-7 on page 3-29). This new table was provided to convey the range in changes in drive-by traffic in front of businesses located on MD 355.

- Pg 4-21- Noise analysis does not detail existing conditions or projected 2030 noise conditions.

The fourth paragraph of page 4-21 refers the reader to the mapping of each alternative for a depiction of the projected 67 dBA noise contour. There is no FHWA money involved in this project; therefore, the Federal Highway Noise Policy is not applicable. Montgomery County DOT has its own noise policy, which is referenced on page 4-21. Unlike the FHWA noise policy which requires consideration of noise abatement if there is more than a 10 decibel increase between existing noise levels and projected noise levels, the MCDOT noise policy makes no distinction between existing and projected noise levels. If you own a residence that will be exposed to 67 dBA or greater noise levels as a result of a proposed highway improvement, then you are eligible for consideration of noise abatement, regardless of the existing noise levels to which your residence is already exposed.

Additionally construction noise is not included in this section.

The report was revised to include the impacts of construction noise.

No information is presented on how many properties are contained within existing and projected 2030 67dBA noise contour, and how many new properties would be contained

in this contour above baseline conditions. Areas should be shown or detail how many houses will undergo a 3dBA change.

Neither the FHWA noise policy nor the MCDOT noise policy disqualifies a residence from consideration for noise abatement due to the fact that the residence was already exposed to noise from existing traffic. Neither the FHWA noise policy nor the MCDOT noise policy allows the impact to be down-played by stating that the residence was already exposed to existing highway noise. Furthermore, neither the FHWA noise policy nor the MCDOT noise policy uses a criterion that relies on a 3 decibel increase in determining whether an impact occurs.

- The document doesn't consider noise barriers at this stage. Without including even an estimate of potential amount of barriers needed, an objective comparison on project costs or adverse impacts cannot be obtained.

While decisions on reasonableness and feasibility of noise barriers are made during final design, the cost estimate for each alternative has included an estimate of potential noise barriers along each alternative.

- Pg 4-24 Parks and Other Community Facilities- This section and earlier section titled 'Community Facilities' are duplicative of one another.

The section entitled "Community Facilities," on pages 4-10 and 4-11 in Section 4.2 provides a description of the existing environment. Not all of these facilities are impacted however. Page 4-24 is a discussion of impacts. "Parks and Other Community Facilities" are also discussed on page 4-33 as part of Section 4.4 on Environmental Justice.

It would be helpful to include the acreage amounts of these properties, the acreages that will be affected by each alternative either through acquisition or conversion of use.

MCDOT believes an assessment to compare the size of the impact to the total acreage of the resource is an outdated method of measuring significance. It frequently draws criticism because it focuses the determination of significance on the percentage of the total resource that is lost, rather than on the quality of the resource that is lost and how the function of the overall remaining resource is affected.

The amount of parkland that is owned either by Montgomery County or M-NCPPC is provided in Table 4-12.

- Pg 4-26- bridge heights listed on this page include heights of only 7-8 ft and 11ft. These nominal bridge heights should be taken into consideration in order to appropriately categorize project impacts to aquatic resources, including temporary and permanent impacts. These categorizations may need to be altered to include areas under bridges should this project be Public Noticed by the Corps or MDE. Include acreage or linear feet of stream that is spanned or bridged.

In accordance with the policies of MDE's Non-tidal Wetlands program, wetland areas beneath bridges are evaluated to determine whether they are adversely impacted due to shading and changes in vegetation. MDE calls them "conversion impacts." Conversion impacts are included in wetland impact Table 5-25 (now Table 5-26). Conversion impacts will be mitigated at a 1:1 ratio. Neither MDE nor Baltimore Corps treat bridged non-tidal streams as impacted. Therefore, there is no need to quantify the linear feet of bridged streams.

- Pg 4-29- When this project is officially released to the public for review, the EJ section will be reviewed by an associate reviewer who is an EJ specialist, additional comments will be provided at that time. At this time, see above comment on use of 2010 and 2000 Census data. As well as note that meaningful community outreach and engagement is critical to completing an EJ analysis. A complete set of state, county, project area, and census tract data should be included in the analysis and presented in the document.

MCDOT looks forward to receiving comments from the EPA specialist.

- Pg 5-1 Sections 5.1 Geology and 5.2 Soils- It's not clear what analysis has been completed for these topics. Include appropriate maps.

The topics are intended to provide background information on the geology and soil types in the paths of the alternatives and are not intended as an assessment of impacts. This presentation of soils information is typical of highway environmental documents. Information pertaining to soil types is important primarily for design engineers in assessing the locations of unsuitable soils that could be encountered. Again, this is not a NEPA document, and if it were, CEQ regulations at 40 CFR 1500.4 (b) state that environmental impact statements are supposed to be analytic not encyclopedic. A map of the soils associations has been included in the Draft EER.

Include information and potential impacts to prime soils.

Impacts to prime farmland soils are provided on page 5-9 in Table 5-3.

- Pg 5-9- Include USGS hydrologic unit code (HUC) size. Include appropriate maps.

Figure 5-2 has been revised to identify the names of the streams crossed by the alternatives, and the locations of stream monitoring stations. The revised figure is now Figure 5-4. MCDOT declines the request to quantify the size of each watershed through which an alternative passes.

- Pg 5-10- Potential adverse impacts to benthic macroinvertebrates should consider proposed bridge heights, amount of daylight and heat reaching stream, affects on amounts of leaf litter, affects of decreased canopy cover, and affects of sediment, TDS, TSS, etc. Discuss how each alternative will affect water quality and aquatic habitat.

An assessment of impacts to macro-invertebrates is now included.

Pg 5-12- Clarify what areas have been delineated with dates, field investigated, and/or have approved JDs. Include JD letters in appendix. Note if any areas have not been delineated.

Alternative 9 Opt A was delineated and a Corps Jurisdiction Determination was approved for this alternative by letter dated August 10, 2005. A Corps Preliminary JD was issued for the aquatic resources in Blohm Park by letter dated November 29, 2011. (These approvals are described on page 5-13). Approval letters are now included in the Appendix.

- Pg 5-14- Note that a functional assessment of wetlands and/or streams may be necessary, especially as the 2008 Corps and EPA Mitigation Rule require that compensatory mitigation be adequate to replace lost functions and values.

It is the intent of MCDOT to provide wetland mitigation that will provide the highest level of wetland functions and values, even if the impacted wetlands do not exhibit high functions and values. The wetland site that has already received agency concurrence (site SC-21) is located in a floodplain of Seneca Creek mainstream. It will provide the following wetland functions at a very high value: flood storage, flood desynchronization, nutrient export, nutrient removal, sediment removal, wildlife habitat, wildlife food sources, natural heritage value, groundwater recharge, and passive recreation. Some of the impacted waters and wetlands are nothing more than stormwater ponds, which are jurisdictional only because they were constructed on-line, and which provide very few wetland functions. Therefore, a functional assessment will justify MCDOT providing less valuable wetland mitigation than we had intended to provide.

- Pg 5-50- Relocated stream segments should be categorized as a permanent impact.

Thank you, the revision has been made as requested.

- Pg 5-56- Section 5.7 Floodplains- Provide the amount of floodplain (acres) that is within the proposed ROW for each alternative.

The document now provides a table showing the amount of floodplain that is filled. The flood storage capacity and the other natural beneficial floodplain functions are not lost in floodplains that are bridged.

- Pg 5-70- Green Infrastructure- Figure 5-30 should also show the study area as well as proposed alternatives. This section should include amounts and percentages of green infrastructure that occurs within the study area and each alternative.

Based on this and earlier comments, EPA seems intent on quantifying the acreage of every resource that exists within the study area. CEQ requires an assessment of the affected environment only to the extent that “is necessary to understand the effects of the alternatives.” (see 40CFR 1502.15). That is why, for most resources, MCDOT limited descriptions of the natural resources to those which exist within the vicinity of the

alternatives. For impacts that have regional implications, such as air quality, green infrastructure, effects on economic development, and indirect effects, our discussion of the existing environment and the environmental impacts extended well beyond the vicinity of the alternatives. Several maps have been provided to illustrate the extent of natural resources for the following categories: soils, streams, green infrastructure, and forests/Biodiversity Areas.

Potential impacts to green infrastructure should be analysis for each alternative, including the no action.

The point of green infrastructure is to provide connectivity between wildlife habitats to increase the genetic pool. Therefore, the discussion of impacts to green infrastructure focuses on whether the alternatives would impede the efforts by wildlife to connect to other habitats. The discussion has been revised. A quantitative analysis is not warranted in this case. The No Build alternative would not impede wildlife passage.

- Section VI Air Quality- When this document is released for public review, an air specialist associate reviewer will review and provide comments on this section.

MCDOT looks forward to receiving comments from the EPA specialist.

- Section VII Indirect and Cumulative Effects
 - Indirect effects only include analysis of agricultural reserve and businesses. Why were only these two topics included over other topics? Other factors included elsewhere in the document should be included. If certain topics will not be considered, it should be stated why. Indirect analysis should also include secondary and induced growth and development. Current analysis appears to be incomplete.
 - Indirect and Cumulative Effects analysis may aid in the identification of resources that are likely to be adversely affected by multiple projects, and sensitive resources that could require additional measures.
 - Cumulative impact analysis should include all past, present and reasonably foreseeable future actions.
 - It is suggested that a secondary and cumulative effects analysis begin with defining the geographic and temporal limits of the study; this is generally broader than the study area of the project. Geographic boundaries are typically shown on a map; and a historic baseline is often set at a major event changing the local environment, perhaps in this case the opening of the airfield. Appropriate maps should be provided showing the geographic boundary, as well as identified past, present and reasonably foreseeable projects.
 - All past, present and reasonably foreseeable projects in the project area should be included in the cumulative impact analysis. Limited direct documentation was provided and only referenced that the InterCounty Connector Draft Environmental Impact Statement/Draft Section 4(f) Evaluation. While the ICC DEIS may have provided a comprehensive list of past, present and reasonably foreseeable projects that were relative to the ICC and ICC study cumulative

impact study area, it does not mean that this project does not need to provide its own documentation. The ICC project is not related to this project, and the project proponent is not the same. The ICC cumulative impact study area would not be the same as the cumulative effects study area for this project. Additionally, the DEIS was released in November 2004. Since 2004 it is reasonable to assume that area conditions have changed, which may include newly proposed projects, new construction etc that would not have been available at the time the DEIS was developed. While the ICC cumulative effects analysis may serve this project as a guide or reference, it should not be used in place of an objective cumulative impact analysis for this project.

- It should also be noted that the referenced ICC document is the DEIS, and the weblink provided is for the FEIS.
- The ERR puts heavy emphasis on the MD 355 Technology Corridor, yet improvements and development in the Technology Corridor was not adequately addressed.
- No specific resource analysis was provided as part of the cumulative impact analysis. Trend analysis for resources that may be adversely affected by the proposed alternatives should be completed in the cumulative effects analysis.

The purpose for developing the EER is twofold: (1) to provide information that could be incorporated into the Corps' NEPA document, and (2) to provide information that would be helpful in selecting a Preferred Alternative. Conducting a cumulative effects analysis similar to that which was prepared for the Intercounty Connector produces significant information regarding how natural resources historically have been lost, and will continue to be lost in the future, due to development and other public works projects. However, the information derived from such studies is generally not useful in making a decision on a Preferred Alternative. This is due, in part, to the fact that the cumulative effects study area is typically so large, and the timeframe for analyzing natural resource losses is so long, that the difference in impacts between alternatives pales in comparison to the overall losses throughout the ICE study area over the time period analyzed. For example, on the ICC study, the difference between the two build alternatives in terms of cumulative impacts to streams was 4/10 of one percent.

Also, it should be noted that the planning process directed by M-NCPPC is unique in Maryland, and in fact, unique in this country, in terms of the breadth of its analysis and the stringency of the review. The M-NCPPC determines the location and intensity of development that will be allowed to occur in each planning area and how much transportation infrastructure is needed to ensure that the planned level of development can occur without creating unacceptable levels of congestion on the highway network. The goal is to balance land use and transportation infrastructure. Therefore, if the Master Plan alternative (Alternative 9) is constructed, the amount of growth that will be able to occur is not secondary growth that is induced by the highway. Rather, the growth that will occur is planned and in balance with the highway infrastructure planned for the study area. No more growth will be allowed to occur than is prescribed by the master plan. Such growth is not viewed as an unwelcome consequence of the highway, but rather as a benefit, which is made possible by the planned highway infrastructure. It can only occur

consistent with the zoning, and locations, that have been dictated by M-NCPPC. If an alternative other than Alternative 9 were selected, M-NCPPC would have to revisit the growth assumptions in the area master plans that comprise the project study area. Because every other alternative would provide a reduced level of highway capacity compared to Alt 9, the growth assumptions would also be reduced, not increased, in comparison to the growth assumptions in the current Master Plan. For example, Alt 9 would provide 22.3 lane miles of new highway capacity compared to only 4.9 lane miles for Alt 5. If Alt 5 were selected, there would be a reduction in the amount of development that could occur, relative to the development shown in the current master plan. Therefore, the worst-case growth scenario is already known, and is prescribed in the master plan.

MCDOT disagrees that the ICC's Secondary and Cumulative Effects Analysis (SCEA) is not applicable to this project. ICC Corridor 1 has now been constructed, and the assumptions in the ICC SCEA about future development and future highway projects are still relevant. The cumulative impacts to natural resources were quantified by watershed, and the cumulative impacts to the Seneca Creek watershed are cited in the ICC SCEA. The MCS study area is almost entirely contained within the Seneca Creek watershed. Therefore, Appendix 8 of the SCEA, which includes a table discussing future impacts in the Seneca Creek watershed, will provide the projected cumulative losses to natural resources for the majority of our study area. The data is summarized in Section 7 of the Draft EER, and will be available for download from the project website.

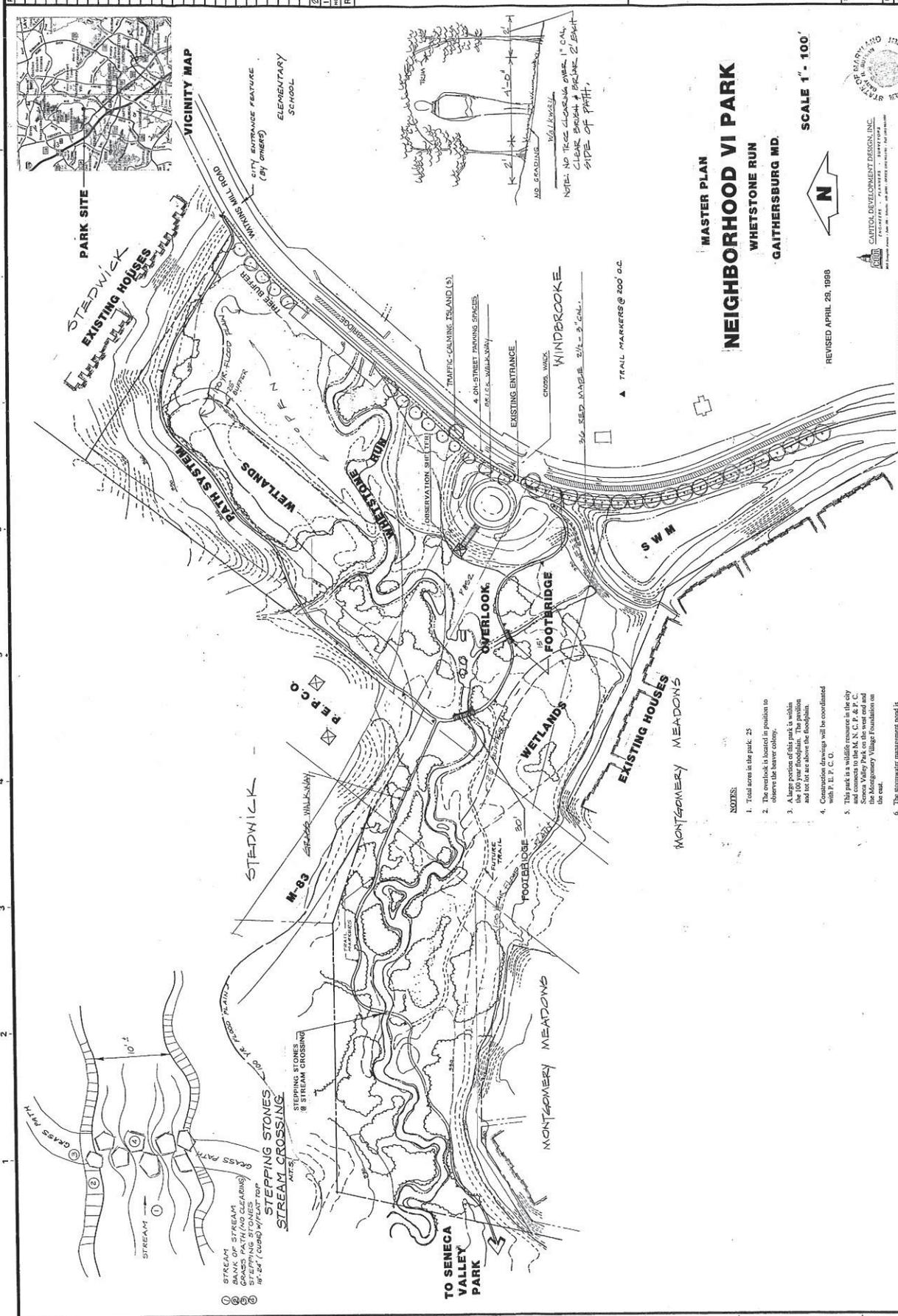
Thank you for your on-going cooperation, support and prompt review and feedback on the preliminary Draft Environmental Effects Report. Once again, we emphasize that our Draft EER is not a NEPA document. The Corps will prepare a NEPA document after the Preferred Alternative has been selected and a Final EER has been issued. The Draft EER is intended to:

- provide information that the Corps can use in preparing their NEPA document,
- to publicly disclose the information we have about the various alternatives, thereby assisting the public to provide comments at the public hearing, and
- to provide information that will be useful in selecting a Preferred Alternative.

EPA's input has been valuable in developing the alternatives to date. Your urging of modifications to reduce the footprint of Alternative 4 Modified challenged MCDOT to conduct additional analyses that have had positive results. In addition, your comments on this document helped us recognize some unintended bias in the report. We look forward to EPA's continue involvement as we move toward the identification of a Preferred Alternative.

MCDOT's Response to
EPA's August 20, 2013 Letter
February 4, 2014

ATTACHMENT B



PRINTS ISSUED

NO.	DESCRIPTION	DATE	BY
1	AS SHOWN	10-10-99	GR
2	REVISED TO REFLECT CITY COMMENTS	11-13-99	GR

REVISIONS

TO SENECA VALLEY PARK

STEDWICK

EXISTING HOUSES

WETLANDS

OVERLOOK

FOOTBRIDGE

EXISTING HOUSES

MONTGOMERY MEADOWS

WINDBROOK

WHETSTONE RUN

GAITHERSBURG MD.

SCALE 1" = 100'

REVISED APRIL 29, 1999

LANDSCAPE ARCHITECT

GARY R. BUTSON

904 WIND RIVER LANE

GAITHERSBURG, MD. 20878

201-926-6110

LANDSCAPE ARCHITECT

2 OF 9

98-01

- NOTES:
- Total area in the park: 25
 - The overlook is located in position to observe the beaver colony.
 - A large portion of this park is within the 100 year floodplain. The position and use for the stream bed is dependent on the floodplain.
 - Construction drawings will be coordinated with F. I. C. O.
 - This park is a wildlife resource in the city of Gaithersburg, MD. The park is located on the west end of the Montgomery Village Foundation on the east.
 - The streamwater management pond is existing.

CAUTION DEVELOPMENT DESIGN, INC.

7/23/99

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MCDOT's Response to
EPA's August 20, 2013 Letter
February 4, 2014

ATTACHMENT C

Location: MD 115 FROM MD 124 TO SHADY GROVE ROAD
 County: Montgomery Period: January 1, 2003 To December 31, 2005
 Type Controls: 5U-26% 8U-74%

Logmile: From 000.00 To 001.02 Length: 1.02

Note(s):

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.3
<u>No. KILLED</u>						
INJURY	8	2	7	17	74.6	82.4
<u>No. INJURED</u>	<u>11</u>	<u>3</u>	<u>10</u>	<u>24</u>		
PROP DAMAGE	14	10	4	28	122.9	109.1
TOTAL ACC	22	12	11	45	197.5	192.8
RATE	303.4	164.8	133.2			
WAADT	19500	19500	22200			
VMT(millions)	7.3	7.3	8.3	22.8		
OPPOSITE DIR	1	1		2	8.8	9.6
REAR END	7	4	2	13	57.1	63.7
SIDESWIPE		1		1	4.4	9.7
LEFT TURN	4	2	8	14	61.4 *	17.1
ANGLE	3		1	4	17.6	33.3
PEDESTRIAN					0.0	4.6
PARKED VEH		1		1	4.4	5.2
FIXED OBJECT	4	2		6	26.3	28.1
OTHER	3			3	13.2	14.3
U-TURN	1			1		
BACKING						
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	2			2		
TRCK REL ACC	2	1		3	13.2	11.9
NIGHTTIME	6	3	5	14	31 %	32 %
WET SURFACE	1	6	2	9	20 %	28 %
ALCOHOL REL	1	1		2	4 %	8 %
INTERSEC REL	9	3	9	21		
TOTAL VEH	41	24	23	88		
TOTAL TRUCKS	2	1		3		
PERCENT TRKS	4.9	4.2	0.0	3.4		

Comments:

Location: MD 115 FROM MD 124 TO SHADY GROVE ROAD Logmile: From 000.00 To 001.02 Length: 1.02
 County: Montgomery Period: January 1, 2003 To December 31, 2005 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																					
Accidents		17	28	45	SUN	MON	TUE	WED	THU	FRI	SAT	UNK														
Veh Occ		24			2	6	10	7	6	9	5															
Pedestrian																										
MONTH OF THE YEAR													CONDITION:	DRIVER	PED											
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	37												
8	2	6	6	2	4	3	2	3	2	1	6		ALCOHOL:	2												
													Other:	6												
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT												
AM:				1			1	1	4	2		1		1	2	3	4	5	6+	UNK	TOTAL					
PM:	3	1	2	5	3	2	3	7	4	2	2	1		6	35	4					88					
VEHICLE TYPE				SURFACE				MOVEMENTS																		
M_Cycle/Moped	1	Trk_Trailer	9	WET	NORTH			SOUTH			EAST			WEST												
44	Passenger Veh	2	Passenger Bus	32	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT									
22	Light Truck		School Bus	4	SNO/ICE	5	5	1	1	8		3	31		7	16										
3	Heavy Truck	1	Emergency Veh		MUD																					
15	Other Types				OTHER	OTHER MOVEMENTS 11																				
PROBABLE CAUSES				COLLISION TYPES				FAT	INJ	PROP	TOTAL															
Inf. of Drugs			Improper Parking	OPPOSITE DIR		RELATED:																				
Inf. of Alcohol			Passenger Interfere/Obstr.	UNRELATED:			1	1	2																	
Inf. of Medication			Illegally in Roadway	REAR END		RELATED:	2	1	3																	
Inf. of Combined Substance			Bicycle Violation	UNRELATED:			3	7	10																	
Physical/Mental Difficulty			Clothing not Visible	SIDESWIPE		RELATED:																				
Fell Asleep/Fainted etc.			Smog, Smoke	UNRELATED:				1	1																	
26	Fail to give full attent.		Sleet, Hail, Frz. Rain	LEFT TURN		RELATED:	6	5	11																	
Lic. Restr. Non-comply			Blowing Sand, Soil, Dirt	UNRELATED:			2	1	3																	
8	Fail to Yield Rightofway		Severe Crosswinds	ANGLE		RELATED:	2	2	4																	
Fail to Obey Stop Sign			Rain, Snow	UNRELATED:																						
1	Fail to Obey Traffic Sig		Animal	PEDESTRIAN		RELATED:																				
Fail to Obey Other Contr.			Vision Obstruction	UNRELATED:																						
Fail to Keep Right of Ctr			Vehicle Defect	PARKED VEH.		RELATED:																				
Fail to Stop for Sch. Bus			Wet	UNRELATED:				1	1																	
Wrong Way on One Way			Icy or Snow Covered	OTHER CT		RELATED:		2	2																	
2	Exceeded Speed Limit		Debris or Obstruction	UNRELATED:				1	1																	
1	Too Fast for Conditions		Ruts, Holes, Bumps	F	BRIDGE	01																				
3	Followed too Closely		Road Under Construction	I	BUILDING	02																				
Improper Turn			Traffic Cntrl Device Inop.	X	CULVERT/DITCH	03																				
Improper Lane Change			Shoulders Low, Soft, High	E	CURB	04	3	3																		
Improper Backing				D	GUARDRAIL/BARRIER	05																				
1	Improper Passing	3	Other or Unknown		EMBANKMENT	06	1	1	2																	
Improper Signal				O	FENCE	07																				
				B	LIGHT POLE	08																				
				J	SIGN POST	09																				
				E	OTHER POLE	10																				
				C	TREE/SHRUBBERY	11																				
				T	CONSTR. BARRIER	12																				
				S	CRASH ATTENUATOR	13																				
					OTHER FIXED OBJECT																					
WEATHER	ILLUMINATION	TOTALS																								
36	CLEAR/CLDY	27	DAY																							
	FOGGY	4	DAWN/DUSK																							
7	RAINING	11	DARK - LIGHTS ON	2003	22																					
2	SNOW/SLEET	3	DARK - NO LIGHTS	2004	12																					
	OTHER		OTHER	2005	11																					

Location: MD 115 FROM MD 124 TO SHADY GROVE ROAD Logmile: From 000.00 To 001.02 Length: 1.02
 County: Montgomery Period: January 1, 2003 To December 31, 2005 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
MD0115											
0.00	✓	012204	PROPERTY	6P	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	111904	2 Inj.	5P	DAY	DRY	✓		LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
0.00		071404	PROPERTY	8A	DAY	DRY			SDSWP	WS WS	IMPROPER PASSING
0.00	✓	122705	1 Inj.	7A	DAY	DRY			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.00	✓	092705	PROPERTY	6P	DAY	DRY			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.00	✓	121205	2 Inj.	7P	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
0.16		040103	1 Inj.	4P	DAY	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
0.17		030603	1 Inj.	8P	NIGHT	ICE			OPDIR	ES WS	FAIL TO OBEY TAFFIC SIGNAL
0.18	✓	011703	PROPERTY	2P	DAY	DRY			OTHER	SU NS	FAIL TO YIELD RIGHT OF WAY
0.18	✓	040303	2 Inj.	7P	NIGHT	DRY			ANGLE	NL ES	FAIL TO YIELD RIGHT OF WAY
0.18	✓	090103	1 Inj.	1P	DAY	DRY			ANGLE	EL SS	FAIL TO GIVE FULL TIME/ATTENT
0.18	✓	041404	1 Inj.	3P	DAY	WET			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
0.18		121904	PROPERTY	9P	NIGHT	DRY		04	FXOBJ	WS na	FAIL TO GIVE FULL TIME/ATTENT
0.18	✓	123005	PROPERTY	8P	NIGHT	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
0.18	✓	012505	PROPERTY	4P	DAY	WET			ANGLE	NR ES	FOLLOWED TOO CLOSELY
0.20		050503	PROPERTY	6A	DAY	DRY			RREND	ES ES	TOO FAST FOR CONDITIONS
0.24		011803	PROPERTY	11P	NIGHT	ICE	✓	06	FXOBJ	UU na	FAIL TO GIVE FULL TIME/ATTENT
0.48		062003	PROPERTY	4P	DAY	WET			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
0.48		061003	PROPERTY	12P	DAY	DRY		07	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
0.48		030705	1 Inj.	8A	DAY	DRY			RREND	ES ES	EXCEEDED SPEED LIMIT
0.49	✓	072603	PROPERTY	6P	DAY	DRY			ANGLE	NS ES	FAIL TO GIVE FULL TIME/ATTENT
0.49		062003	2 Inj.	7P	DAY	DRY			LFTRN	EL WS	FAIL TO GIVE FULL TIME/ATTENT
0.49		012905	1 Inj.	10P	NIGHT	SNOW			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
0.52		011103	1 Inj.	3A	NIGHT	DRY		07	FXOBJ	NS na	EXCEEDED SPEED LIMIT
0.56		031604	PROPERTY	3P	DAY	WET			OTHER	UU UU	FAIL TO GIVE FULL TIME/ATTENT
0.56		031604	PROPERTY	3P	DAY	WET			PARKD	ES na	FAIL TO GIVE FULL TIME/ATTENT
0.56		031604	PROPERTY	3P	DAY	WET			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
0.57		081903	PROPERTY	8A	DAY	DRY			RREND	ES ES	FOLLOWED TOO CLOSELY
0.63		051304	PROPERTY	7P	DAY	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
0.79		102104	PROPERTY	12P	DAY	WET			OPDIR	ES WS	UNKNOWN OR OTHER CAUSE
0.83		022904	PROPERTY	10P	NIGHT	DRY		04	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
0.86		120803	PROPERTY	2P	DAY	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
1.00		011003	1 Inj.	9A	DAY	DRY			RREND	WS WS	FOLLOWED TOO CLOSELY
1.01		120603	PROPERTY	9P	NIGHT	SNOW			OTHER	UU WS	FAIL TO GIVE FULL TIME/ATTENT
1.02	✓	063003	PROPERTY	3P	DAY	DRY			LFTRN	EL WS	FAIL TO YIELD RIGHT OF WAY
1.02	✓	080503	PROPERTY	8A	DAY	DRY			OTHER	UU SS	FAIL TO GIVE FULL TIME/ATTENT
1.02	✓	031203	2 Inj.	9A	DAY	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
1.02	✓	021403	PROPERTY	5P	DAY	DRY		04	FXOBJ	NS na	UNKNOWN OR OTHER CAUSE
1.02	✓	011503	PROPERTY	7P	NIGHT	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
1.02		040403	PROPERTY	7P	DAY	DRY			LFTRN	WL ES	UNKNOWN OR OTHER CAUSE
1.02		090804	PROPERTY	11A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
1.02	✓	041405	1 Inj.	12P	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX		CLSN	MOVE		PROBABLE CAUSE
						FACE	ALC	OB	TYPE		V1	V2	
1.02	✓	040805	PROPERTY	8P	NIGHT	WET				LFTRN	SL NS		FAIL TO GIVE FULL TIME/ATTENT
1.02	✓	100505	3 Inj.	8P	NIGHT	DRY				LFTRN	NL SS		FAIL TO YIELD RIGHT OF WAY
1.02	✓	071305	1 Inj.	7P	DAY	DRY				LFTRN	NL SS		FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

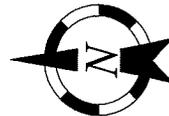
Location: MD 115 from MD 124 to Shady Grove Road

County: MONTGOMERY

Study Period: 01/01/2003 to 12/31/2005

Analyst: Dennis McMullen

Date: 03/20/2007



LM 1.02 CO 3283 AIRPARK RD

LM 1.02-LT-04/14/2005-11-12P-D
LM 1.02-LT-10/05/2005-31-8P-D-N
LM 1.02-LT-07/13/2005-11-7P-D
LM 1.02-LT-04/04/2003-P-7P-D
LM 1.02-LT-06/30/2003-P-3P-D
LM 1.02-UNK-08/05/2003-P-8A-D
LM 1.02-RE-09/08/2004-P-11A-W
LM 1.01-UNK-12/06/2003-P-9P-S-N

LM 1.02 CO 212 SHADY GROVE RD

LM 1.02-LT-04/08/2005-P-8P-W-N
LM 1.02-LT-01/15/2003-P-7P-D-N
LM 1.02-FO(04)-02/14/2003-P-5P-D
LM 1.02-RE-03/12/2003-21-9A-D
LM 1.00-RE-01/10/2003-11-9A-D

LM .86-RE-12/08/2003-P-2P-D

LM .83-FO(04)-02/29/2004-P-10P-D-N

LM .80 CO 3369 MILLER FALL RD

LM .79-OD-10/21/2004-P-12P-W

MARYLAND
115
WEST
BOUND

MARYLAND
115
EAST
BOUND

LM .49-LT-06/20/2003-21-7P-D

LM .63-RE-05/13/2004-P-7P-D

LM .57-RE-08/19/2003-P-8A-D

LM .56-RE-03/16/2004-P-3P-W

LM .56-UNK-03/16/2004-P-3P-W

LM .56-PARKD-03/16/2004-P-3P-W

LM .52-FO(07)-01/11/2003-11-3A-D-N

LM .49-LT-01/29/2005-11-10P-S-N

LM .49-ANG-07/26/2003-P-6P-D

LM .49 CO 3722 LAYTONIA DR

LM .48-RE-03/07/2005-11-8A-D

LM .48-FO(07)-06/10/2003-P-12P-D

LM .48-RE-06/20/2003-P-4P-W

LM .24-FO(06)-01/18/2003-P-11P-I-N-X

LM .28 OP 139 CAMP ST

LM .20-RE-05/05/2003-P-6A-D

LM .18-UTURN-01/17/2003-P-2P-D

LM .18-ANG-04/03/2003-21-7P-D-N

LM .18-ANG-09/01/2003-11-1P-D

LM .18-RE-04/14/2004-11-3P-W

LM .18-FO(04)-12/19/2004-P-9P-D-N

LM .18-ANG-01/25/2005-P-4P-W

LM .18-RE-12/30/2005-P-8P-D-N

LM .18 CO 5773 IVY OAK DR

LM .17-OD-03/06/2003-11-8P-I-N

LM .16-RE-04/01/2003-11-4P-D

LM .11 OP 138 EMORY ST

LM .00-SS-07/14/2004-P-8A-D

LM .00-LT-01/22/2004-P-6P-D-N

LM .00-LT-12/12/2005-21-7P-D-N

LM .00-LT-11/19/2004-21-5P-D-X

LM .00-LT-12/27/2005-11-7A-D

LM .00-LT-09/27/2005-P-6P-D

LM .00 MD 124 WOODFIELD RD

KEY:LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	O OBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Location: WATKINS MILL ROAD FROM MD 355 TO BLUNT ROAD

Logmile: From 000.00 To 000.63 Length: 0.63

County: Montgomery Period: January 1, 2003 To December 31, 2005

Note(s):

Type Controls: 8U-100%

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.3
No. KILLED						
INJURY	11	6	10	27	63.2	77.5
No. INJURED	15	8	11	34		
PROP DAMAGE	10	15	14	39	91.3	101.1
TOTAL ACC	21	21	24	66	154.6	179.9
RATE	150.4	147.6	165.3			
WAADT	12500	12700	13000			
VMT(millions)	14.0	14.2	14.5	42.7		
OPPOSITE DIR	2	2	4	8	18.7	11.5
REAR END	1	7	2	10	23.4	56.1
SIDESWIPE		1	2	3	7.0	6.5
LEFT TURN	2	1	1	4	9.4	13.9
ANGLE	1	1		2	4.7	32.8
PEDESTRIAN			3	3	7.0	3.9
PARKED VEH	2		2	4	9.4	5.8
FIXED OBJECT	8	8	7	23	53.9 *	29.7
OTHER	5	1	3	9	21.1	11.6
U-TURN	1			1		
BACKING						
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN	1			1		
OTHER/UNK	3	1	3	7		
TRCK REL ACC					0.0	11.0
NIGHTTIME	10	11	8	29	43 %*	32 %
WET SURFACE	3	5	6	14	21 %	28 %
ALCOHOL REL	4	3	3	10	15 %	8 %
INTERSEC REL	9	8	7	24		
TOTAL VEH	33	35	37	105		
TOTAL TRUCKS						
PERCENT TRKS	0.0	0.0	0.0	0.0		

Comments:

Location: WATKINS MILL ROAD FROM MD 355 TO BLUNT ROAD

Logmile: From 000.00 To 000.63 Length: 0.63

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK
Accidents		27	39	66	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ		31			11	9	9	7	9	14	7	
Pedestrian		3										

MONTH OF THE YEAR												CONDITION:	DRIVER	PED	
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	45	3
4	6	4	2	2	6	7	4	5	5	10	11		ALCOHOL:	9	1
												Other:	12		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	1	1	2	1	2	1	5	7	5	1	1	1		1	2	3	4	5	6+	UNK	TOTAL
PM:	1		5	5	1	4	1	3	8	5	2	3		30	33	3					105

VEHICLE TYPE		SURFACE		MOVEMENTS												
				NORTH			SOUTH			EAST			WEST			
				LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	
3	M_Cycle/Moped	Trk_Trailer	14 WET													
56	Passenger Veh	1 Passenger Bus	43 DRY	2	42	1	2	28	1			5	1	1	8	1
13	Light Truck	3 School Bus	9 SNO/ICE													
	Heavy Truck	5 Emergency Veh	MUD	.....											
24	Other Types		OTHER	OTHER MOVEMENTS 13												

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:	1	2	3	
6 Inf. of Alcohol	Passenger Interfere/Obstr.		UNRELATED:		3	2	5	
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:	4		4	
Inf. of Combined Substance	Bicycle Violation		UNRELATED:		1	5	6	
1 Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:				
1 Fell Asleep/Fainted etc.	Smog, Smoke		UNRELATED:			3	3	
32 Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:	2	2	4	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:					
3 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:	1	1	2	
Fail to Obey Stop Sign	Rain, Snow		UNRELATED:					
1 Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:	1		1	
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:		2		2	
3 Fail to Keep Right of Ctr	1 Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	Wet		UNRELATED:			4	4	
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:		3	3	
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:		3	3	6	
7 Too Fast for Conditions	Ruts, Holes, Bumps		F | BRIDGE	01				
1 Followed too Closely	Road Under Construction		I | BUILDING	02				
2 Improper Turn	Traffic Cntrl Device Inop.		X | CULVERT/DITCH	03	1		1	
Improper Lane Change	Shoulders Low, Soft, High		E | CURB	04	4	7	11	
Improper Backing			D | GUARDRAIL/BARRIER	05		1	1	
Improper Passing	8 Other or Unknown		| EMBANKMENT	06		1	1	
Improper Signal			O | FENCE	07				
			B | LIGHT POLE	08	1	1	2	
			J | SIGN POST	09		1	1	
			E | OTHER POLE	10		1	1	
			C | TREE/SHRUBBERY	11	2	2	4	
			T | CONSTR. BARRIER	12				
			S | CRASH ATTENUATOR	13				
			| OTHER FIXED OBJECT		1		1	

WEATHER	ILLUMINATION	TOTALS	
52 CLEAR/CLDY	33 DAY		
1 FOGGY	4 DAWN/DUSK		
10 RAINING	23 DARK - LIGHTS ON	2003	21
3 SNOW/SLEET	6 DARK - NO LIGHTS	2004	21
OTHER	OTHER	2005	24

Location: WATKINS MILL ROAD FROM MD 355 TO BLUNT ROAD

Logmile: From 000.00 To 000.63 Length: 0.63

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX	CLSN	MOVE		PROBABLE CAUSE	
						FACE	ALC			OB	TYPE		V1	V2
CO3770													
0.81		092305	1 Inj.	8A	DAY	DRY			PED	NS	na	FAIL TO GIVE FULL TIME/ATTENT	
0.83		073004	PROPERTY	2A	NIGHT	DRY		10	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT	
0.89	✓	102203	PROPERTY	2P	DAY	DRY		09	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT	
0.89		060805	PROPERTY	3P	DAY	DRY			SDSWP	NS	NS	FAIL TO GIVE FULL TIME/ATTENT	
1.05		120503	PROPERTY	3P	DAY	SNOW			OTHER	UU	WS	IMPROPER TURN	
1.10	✓	060603	PROPERTY	6A	DAY	DRY			OPDIR	NS	SS	FAIL TO GIVE FULL TIME/ATTENT	
1.32		072805	2 Inj.	8P	DAY	DRY			OPDIR	NS	SS	FAIL TO KEEP RIGHT OF CENTER	
1.34		120104	PROPERTY	8A	DAY	WET			SDSWP	NS	NS	FAIL TO GIVE FULL TIME/ATTENT	
1.35	✓	112805	1 Inj.	7A	DAY	WET			PED	ER	na	FAIL TO GIVE FULL TIME/ATTENT	
1.35		061105	1 Inj.	7A	DAY	DRY		04	FXOBJ	ES	na	UNKNOWN OR OTHER CAUSE	
1.36		121004	1 Inj.	7P	NIGHT	WET			OPDIR	NS	SS	UNKNOWN OR OTHER CAUSE	
1.36		080904	PROPERTY	5P	DAY	DRY			RREND	NS	NS	IMPROPER TURN	
1.51	✓	112205	1 Inj.	8A	DAY	WET			RREND	NS	NS	TOO FAST FOR CONDITIONS	
1.52		081905	1 Inj.	6A	DAY	WET		04	FXOBJ	SS	na	FAIL TO GIVE FULL TIME/ATTENT	
1.55		032905	1 Inj.	8P	NIGHT	DRY		88	FXOBJ	NS	na	UNKNOWN OR OTHER CAUSE	
1.58	✓	092905	1 Inj.	6P	DAY	DRY		04	FXOBJ	WS	na	PHYSICAL/MENTAL DIFFICULTY	
1.60		112905	PROPERTY	2P	DAY	WET			PARKD	NS	NS	FAIL TO GIVE FULL TIME/ATTENT	
1.62		020304	PROPERTY	8P	NIGHT	ICE		04	FXOBJ	SS	na	FAIL TO GIVE FULL TIME/ATTENT	
1.62		102305	PROPERTY	2A	NIGHT	WET		✓	PARKD	NS	UP	UNDER INFLUENCE OF ALCOHOL	
1.72		121204	PROPERTY	3P	DAY	DRY		✓	RREND	SS	SS	VEHICLE DEFECT	
1.79		121903	PROPERTY	8A	DAY	DRY			PARKD	SS	UP	FAIL TO GIVE FULL TIME/ATTENT	
1.85		121503	PROPERTY	6A	NIGHT	ICE		11	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT	
2.00		021204	PROPERTY	7A	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE	
2.00		012205	1 Inj.	3P	DAY	SNOW			OPDIR	NS	SS	TOO FAST FOR CONDITIONS	
2.04		051005	1 Inj.	7A	DAY	DRY			PED	SS	na	UNKNOWN OR OTHER CAUSE	
2.09		021704	PROPERTY	2P	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT	
2.09		060505	PROPERTY	6A	DAY	DRY		11	FXOBJ	NS	na	FELL ASLEEP, FAINTED, ETC.	
2.10	✓	111803	2 Inj.	7A	DAY	DRY			LFTRN	NL	SS	FAIL TO YIELD RIGHT OF WAY	
2.10	✓	032803	1 Inj.	2P	DAY	DRY			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT	
2.10	✓	072703	1 Inj.	10P	NIGHT	WET		✓	OPDIR	SS	NS	UNDER INFLUENCE OF ALCOHOL	
2.10	✓	092403	PROPERTY	5P	DAY	DRY			ANGLE	SR	WS	UNKNOWN OR OTHER CAUSE	
2.10		011604	PROPERTY	9P	NIGHT	DRY		✓	OTHER	UU	WS	UNDER INFLUENCE OF ALCOHOL	
2.10	✓	112404	PROPERTY	5A	DAY	WET			LFTRN	SL	NS	FAIL TO YIELD RIGHT OF WAY	
2.10	✓	110405	PROPERTY	11P	NIGHT	DRY			LFTRN	SL	NS	FAIL TO YIELD RIGHT OF WAY	
2.10		092305	PROPERTY	9P	NIGHT	DRY			RREND	NR	NS	FAIL TO GIVE FULL TIME/ATTENT	
2.12		020704	PROPERTY	8P	NIGHT	ICE		08	FXOBJ	NS	na	TOO FAST FOR CONDITIONS	
2.19		020303	4 Inj.	7A	DAY	DRY			OTHER	NU	NS	FAIL TO OBEY TAFFIC SIGNAL	
2.19		121604	1 Inj.	7A	DAY	ICE			RREND	NS	NS	TOO FAST FOR CONDITIONS	
2.35		030603	1 Inj.	7P	NIGHT	ICE			OTHER	NS	na	FAIL TO GIVE FULL TIME/ATTENT	
2.40		060103	1 Inj.	8P	NIGHT	DRY			OTHER	SS	na	FAIL TO GIVE FULL TIME/ATTENT	
2.46		032004	PROPERTY	10P	NIGHT	WET		✓	04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
2.50		112605	PROPERTY	8P	NIGHT	DRY			OPDIR	SS	NS	FAIL TO KEEP RIGHT OF CENTER	

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
2.69		121305	PROPERTY	12P	DAY	DRY			OPDIR	NS SS	FAIL TO KEEP RIGHT OF CENTER
2.76		122205	PROPERTY	4A	NIGHT	DRY		06	FXOBJ	NU na	UNKNOWN OR OTHER CAUSE
2.77		102803	1 Inj.	10A	DAY	DRY		11	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
2.77		011804	3 Inj.	8A	DAY	SNOW		08	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
2.84		041305	PROPERTY	8P	NIGHT	DRY			SDSWP	WS WS	FAIL TO GIVE FULL TIME/ATTENT
2.96		122803	1 Inj.	7P	NIGHT	DRY	✓	04	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
3.06	✓	072703	PROPERTY	9P	NIGHT	DRY			OTHER	UU UU	UNKNOWN OR OTHER CAUSE
3.06	✓	051004	PROPERTY	2P	DAY	DRY		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
3.06	✓	072604	1 Inj.	11A	DAY	DRY			RREND	ES ES	FOLLOWED TOO CLOSELY
3.06	✓	122304	PROPERTY	12A	NIGHT	DRY		05	FXOBJ	SS na	TOO FAST FOR CONDITIONS
3.06	✓	112104	PROPERTY	11P	NIGHT	WET		04	FXOBJ	SS na	TOO FAST FOR CONDITIONS
3.06	✓	022005	PROPERTY	1A	NIGHT	DRY	✓	04	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
3.06	✓	082705	PROPERTY	9A	DAY	WET			OTHER	SS UU	FAIL TO GIVE FULL TIME/ATTENT
MU0424											
0.00	✓	072404	1 Inj.	11P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	101005	PROPERTY	4P	DAY	DRY	✓		OTHER	WR UU	FAIL TO GIVE FULL TIME/ATTENT
0.12		011603	1 Inj.	9P	NIGHT	SNOW		03	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
0.18	✓	081003	1 Inj.	3A	NIGHT	WET	✓	11	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
0.18	✓	110504	1 Inj.	5P	NIGHT	DRY			ANGLE	WL SS	FAIL TO GIVE FULL TIME/ATTENT
0.18	✓	110804	PROPERTY	5P	NIGHT	DRY			OPDIR	ES WS	FAIL TO GIVE FULL TIME/ATTENT
0.37	✓	102903	1 Inj.	6A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.40		041403	PROPERTY	4A	NIGHT	DRY	✓	04	FXOBJ	ES na	UNDER INFLUENCE OF ALCOHOL
0.60		073103	PROPERTY	9P	NIGHT	DRY		04	FXOBJ	WS na	FAIL TO GIVE FULL TIME/ATTENT
0.61		090503	PROPERTY	3P	DAY	DRY			PARKD	NS UP	TOO FAST FOR CONDITIONS
0.61		061705	PROPERTY	8P	DAY	DRY			OTHER	US NS	FAIL TO GIVE FULL TIME/ATTENT

FXOB (01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety
 Traffic Development & Support Division
 Crash Analysis Safety Team

Location: Watkins Mill Road from MD 355 to Blunt Road

County: MONTGOMERY

Study Period: 01/01/2003 to 12/31/2005

Analyst: Dennis McMullen

Date: 03/20/2007



LM 3.06 CO 6604 BLUNT RD

- LM 3.06-FO(04)-11/21/2004-P-11P-W-N
- LM 3.06-FO(05)-12/23/2004-P-12A-D-N
- LM 3.06-FO(04)-02/20/2005-P-1A-D-N-X
- LM 3.06-UNK-08/27/2005-P-9A-W
- LM 2.77-FO(08)-01/18/2004-3I-8A-S
- LM 2.69-OD-12/13/2005-P-12P-D

WATKINS MILL ROAD

- LM 2.50-OD-11/26/2005-P-8P-D-N
- LM 2.40-NONCO-06/01/2003-1I-8P-D-N
- LM 2.10-UNK-01/16/2004-P-9P-D-N-X
- LM 2.10-OD-07/27/2003-1I-10P-W-N-X
- LM 2.10-ANG-09/24/2003-P-5P-D
- LM 2.10-LT-11/18/2003-2I-7A-D

LM 2.10 CO 4703 APPLE RIDGE RD

- LM 2.09-RE-02/17/2004-P-2P-D
- LM 2.04-PED-05/10/2005-1I-7A-D
- LM 2.00-OD-01/22/2005-1I-3P-S
- LM 1.79-PARKD-12/19/2003-P-8A-D

LM 1.79 CO 6886 CRESTED IRIS DR

- LM 1.72-RE-12/12/2004-P-3P-D-X
- LM 1.62-FO(04)-02/03/2004-P-8P-I-N

LM 1.64 CO 6885 COVE LEDGE CT

- LM 1.58-FO(04)-09/29/2005-1I-6P-D

LM 1.51 CO 3764 STEDWICK RD

- LM 1.52-FO(04)-08/19/2005-1I-6A-W

LM 1.10 CO 3764 STEDWICK RD

- LM 1.32-OD-07/28/2005-2I-8P-D

LM 1.02 CO 6704 KINDLY CT

- LM 1.10-OD-06/06/2003-P-6A-D
- LM 1.05-UNK-12/05/2003-P-3P-S

LM .89 CO 6875 COLTFIELD CT

LM .83 CO 6874 WATKINS MILL DR

LM .63 CO 3770 WATKINS MILL RD (AHEAD)

LM .63 MU 424 WATKINS MILL RD (BACK)

- LM .61-UNK-06/17/2005-P-8P-D

- LM .60-FO(04)-07/31/2003-P-9P-D-N

LM .37 MU 379 TRAVIS AVE

- LM .37-RE-10/29/2003-1I-6A-W

LM .21 MU 392 TRAVIS LA

- LM .18-ANG-11/05/2004-1I-5P-D-N
- LM .18-OD-11/08/2004-P-5P-D-N

LM .00 MD 355 FREDERICK RD

- LM .00-RE-07/24/2004-1I-11P-D-N
- LM .00-UNK-10/10/2005-P-4P-D

- LM 3.06-UNK-07/27/2003-P-9P-D-N
- LM 3.06-FO(04)-05/10/2004-P-2P-D
- LM 3.06-RE-07/26/2004-1I-11A-D

- LM 2.96-FO(04)-12/28/2003-1I-7P-D-N-X
- LM 2.84-SS-04/13/2005-P-8P-D-N
- LM 2.77-FO(11)-10/28/2003-1I-10A-D
- LM 2.76-FO(06)-12/22/2005-P-4A-D-N

LM 2.75 CO 5859 GREENRIVER TERR

- LM 2.46-FO(04)-03/20/2004-P-10P-W-N-X
- LM 2.35-OT-03/06/2003-1I-7P-I-N
- LM 2.19-UTURN-02/03/2003-4I-7A-D
- LM 2.19-RE-12/16/2004-1I-7A-I
- LM 2.12-FO(08)-02/07/2004-P-8P-I-N

- LM 2.10-LT-11/24/2004-P-5A-W
- LM 2.10-LT-03/28/2003-1I-2P-D
- LM 2.10-RE-09/23/2005-P-9P-D-N
- LM 2.10-LT-11/04/2005-P-11P-D-N

- LM 2.09-FO(11)-06/05/2005-P-6A-D
- LM 2.00-RE-02/12/2004-P-7A-D

- LM 1.85-FO(11)-12/15/2003-P-6A-I-N

- LM 1.62-PARKD-10/23/2005-P-2A-W-N-X

- LM 1.60-PARKD-11/29/2005-P-2P-W

LM 1.58 CO 6883 CLUB LAKE RD

- LM 1.55-FO(88)-03/29/2005-1I-8P-D-N

- LM 1.51-RE-11/22/2005-1I-8A-W

LM 1.42 CO 3066 STEWARTOWN RD

LM 1.35 CO 4212 CLUB HOUSE RD

- LM 1.36-RE-08/09/2004-P-5P-D
- LM 1.36-OD-12/10/2004-1I-7P-W-N
- LM 1.35-PED-11/28/2005-1I-7A-W
- LM 1.35-FO(04)-06/11/2005-1I-7A-D

- LM 1.34-SS-12/01/2004-P-8A-W

LM .94 OP 186 SMOOTHSTONE WAY

- LM .89-FO(09)-10/22/2003-P-2P-D

- LM .89-SS-06/08/2005-P-3P-D

- LM .83-FO(10)-07/30/2004-P-2A-D-N

- LM .81-PED-09/23/2005-1I-8A-D

WATKINS MILL ROAD

- LM .61-PARKD-09/05/2003-P-3P-D

- LM .40-FO(04)-04/14/2003-P-4A-D-N-X

- LM .18-FO(11)-08/10/2003-1I-3A-W-N-X

LM .18 MU 340 RUSSELL AVE

- LM .12-FO(03)-01/16/2003-1I-9P-S-N

KEY: Log Mile-Collision Type (Fixed Object Struck) - Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	89 - Other	
				07 - Fence	99 - Unknown	

Location: SNOUFFER SCHOOL RD FROM GOSHEN RD TO CENTERWAY RD
 County: Montgomery Period: January 1, 2003 To December 31, 2005
 Type Controls: 8U-100%

Logmile: From 000.00 To 001.40 Length: 1.40

Note(s):

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL		1		1	5.1	1.3
No. KILLED		1		1		
INJURY	4	5	9	18	92.1	77.5
No. INJURED	7	8	15	30		
PROP DAMAGE	12	5	8	25	128.0	101.1
TOTAL ACC	16	11	17	44	225.2	179.9
RATE	250.5	169.0	255.9			
WAADT	12500	12700	13000			
VMT(millions)	6.4	6.5	6.6	19.5		
OPPOSITE DIR	2			2	10.2	11.5
REAR END	3	3	4	10	51.2	56.1
SIDESWIPE		1	2	3	15.4 *	6.5
LEFT TURN	5	2	3	10	51.2 *	13.9
ANGLE	2	1	2	5	25.6	32.8
PEDESTRIAN		1	1	2	10.2 *	3.9
PARKED VEH					0.0	5.8
FIXED OBJECT	1	2	3	6	30.7	29.7
OTHER	3	1	2	6	30.7	11.6
U-TURN			1	1		
BACKING						
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	3	1	1	5		
TRCK REL ACC		1		1	5.1	11.0
NIGHTTIME	7	4	5	16	36 %	32 %
WET SURFACE	4	4	5	13	29 %	28 %
ALCOHOL REL	3		2	5	11 %	8 %
INTERSEC REL	13	5	10	28		
TOTAL VEH	33	22	31	86		
TOTAL TRUCKS		1		1		
PERCENT TRKS	0.0	4.5	0.0	1.2		

Comments:

Location: SNOUFFER SCHOOL RD FROM GOSHEN RD TO CENTERWAY RD Logmile: From 000.00 To 001.40 Length: 1.40
 County: Montgomery Period: January 1, 2003 To December 31, 2005 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX	CLSN	MOVE		PROBABLE CAUSE
						FACE	ALC			OB	TYPE		V1	V2
CO4140												
0.00	✓	102203	PROPERTY	1P	DAY	DRY				OTHER	UU SS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	050103	4 Inj.	5P	DAY	DRY				OPDIR	NS SS	FAIL TO KEEP RIGHT OF CENTER
0.00	✓	070203	PROPERTY	7A	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	081103	PROPERTY	7P	DAY	WET				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	040803	PROPERTY	4P	DAY	DRY				LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
0.00	✓	040803	PROPERTY	3P	DAY	DRY				LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
0.00	✓	082105	PROPERTY	3P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.00		080505	2 Inj.	5P	DAY	DRY				ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	122005	PROPERTY	1P	DAY	DRY				SDSWP	NL NL	IMPROPER LANE CHANGE
0.00	✓	031205	4 Inj.	2A	NIGHT	DRY				LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
0.03		052305	1 Inj.	4P	DAY	WET				RREND	NS NS	WET
0.04		042103	PROPERTY	1P	DAY	WET				ANGLE	NS WS	FAIL TO GIVE FULL TIME/ATTENT
0.06	✓	030205	PROPERTY	5P	DAY	DRY				LFTRN	SL NS	IMPROPER TURN
0.22	✓	121105	2 Inj.	5P	NIGHT	DRY				LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
0.28		122004	PROPERTY	7P	NIGHT	DRY				SDSWP	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.43	✓	020903	PROPERTY	11P	NIGHT	DRY		✓		OTHER	UU ES	UNDER INFLUENCE OF ALCOHOL
0.43	✓	022403	PROPERTY	8P	NIGHT	WET				LFTRN	EL WS	FAIL TO YIELD RIGHT OF WAY
0.43	✓	121803	1 Inj.	3P	DAY	DRY				ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
0.43		011004	1K OI	1A	NIGHT	DRY			10	FXOBJ	NS na	UNKNOWN OR OTHER CAUSE
0.43	✓	012304	PROPERTY	8A	DAY	DRY				ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
0.43	✓	121605	1 Inj.	9A	DAY	WET				PED	WL na	FAIL TO YIELD RIGHT OF WAY
0.53		071105	1 Inj.	3P	DAY	DRY			11	FXOBJ	SS na	TOO FAST FOR CONDITIONS
0.78	✓	051504	1 Inj.	4P	DAY	DRY				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.79	✓	102104	PROPERTY	6P	NIGHT	WET				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.79	✓	111204	PROPERTY	12A	NIGHT	WET				LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
0.83		062204	2 Inj.	1P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.90		050803	PROPERTY	2A	NIGHT	WET			11	FXOBJ	SS na	FELL ASLEEP, FAINTED, ETC.
0.92	✓	061105	1 Inj.	8P	DAY	DRY				OTHER	NU NS	FAIL TO GIVE FULL TIME/ATTENT
0.94		020405	PROPERTY	10P	NIGHT	DRY				OTHER	UU NS	FAIL TO GIVE FULL TIME/ATTENT
1.15		091504	PROPERTY	2P	DAY	WET				OTHER	NS NS	FAIL TO GIVE FULL TIME/ATTENT
1.27		020604	1 Inj.	11A	DAY	WET			03	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
1.30		111503	1 Inj.	1P	DAY	DRY				OPDIR	NS SS	FAIL TO KEEP RIGHT OF CENTER
1.34		012905	1 Inj.	12A	NIGHT	SNOW		✓	11	FXOBJ	NU na	UNDER INFLUENCE OF ALCOHOL
1.36		092304	1 Inj.	6A	DAY	DRY				PED	NS na	FAIL TO GIVE FULL TIME/ATTENT
1.38		020405	PROPERTY	9A	DAY	WET			10	FXOBJ	NS na	TOO FAST FOR CONDITIONS
1.40	✓	010803	PROPERTY	9P	NIGHT	DRY				LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
1.40	✓	071803	PROPERTY	10P	NIGHT	DRY				LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
1.40	✓	080203	PROPERTY	11P	NIGHT	DRY		✓		RREND	NL NS	UNDER INFLUENCE OF ALCOHOL
1.40	✓	013003	1 Inj.	9P	NIGHT	DRY		✓		OTHER	UU SS	UNDER INFLUENCE OF ALCOHOL
1.40	✓	062404	3 Inj.	5P	DAY	DRY				LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
1.40	✓	052005	PROPERTY	1P	DAY	WET				SDSWP	NL NL	FAIL TO GIVE FULL TIME/ATTENT
1.40	✓	071405	PROPERTY	4P	DAY	DRY				ANGLE	ER SS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX		CLSN		MOVE		PROBABLE CAUSE
						FACE	ALC	OB	TYPE	V1	V2			
1.40	✓	010605	PROPERTY	2P	DAY	WET				RREND	SS	SS		FOLLOWED TOO CLOSELY
1.40		062405	2 Inj.	11P	NIGHT	DRY		✓		RREND	SS	SS		UNDER INFLUENCE OF ALCOHOL

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Snouffer School Road from Goshen Road to Centerway Road

County: MONTGOMERY

Study Period: 01/01/2003 to 12/31/2005

Analyst: Dennis McMullen

Date: 03/20/2007



LM .00 CO 33 GOSHEN RD

LM .00-LT-03/12/2005-4I-2A-D-N
LM .00-ANG-08/05/2005-2I-5P-D
LM .00-UNK-10/22/2003-P-1P-D
LM .00-LT-04/08/2003-P-4P-D
LM .00-LT-04/08/2003-P-3P-D

LM .00-RE-08/21/2005-P-3P-D
LM .00-SS-12/20/2005-P-1P-D
LM .00-RE-08/11/2003-P-7P-W
LM .00-RE-07/02/2003-P-7A-D
LM .00-OD-05/01/2003-4I-5P-D

LM .03-RE-05/23/2005-1I-4P-W
LM .04-ANG-04/21/2003-P-1P-W
LM .06-LT-03/02/2005-P-5P-D

LM .22 CO 6799 WELBECK WAY

LM .22-LT-12/11/2005-2I-5P-D-N

LM .28-SS-12/20/2004-P-7P-D-N

LM .43-PED-12/16/2005-1I-9A-W
LM .43-ANG-01/23/2004-P-8A-D
LM .43-LT-02/24/2003-P-8P-W-N
LM .43-UNK-02/09/2003-P-11P-D-N-X

LM .43-FO(10)-01/10/2004-1F-1A-D-N
LM .43-ANG-12/18/2003-1I-3P-D

LM .43 CO 6207 LEWISBERRY DR

LM .43 CO 5217 CHESLEY KNOLL DR

LM .53-FO(11)-07/11/2005-1I-3P-D

SNOUFFER SCHOOL ROAD

LM .78-RE-05/15/2004-1I-4P-D
LM .79-LT-11/12/2004-P-12A-W-N

LM .79-RE-10/21/2004-P-6P-W-N

LM .79 CO 5303 RIDGE HEIGHTS DR

LM .83-RE-06/22/2004-2I-1P-D

LM .90-FO(11)-05/08/2003-P-2A-W-N
LM .94-UNK-02/04/2005-P-10P-D-N

LM .92-UTURN-06/11/2005-1I-8P-D

LM .92 CO 5381 ALLISTON HOLLOW WAY

SNOUFFER SCHOOL ROAD

LM 1.30-OD-11/15/2003-1I-1P-D

LM 1.15-FO(10)-09/15/2004-P-2P-W

LM 1.40-RE-01/06/2005-P-2P-W
LM 1.40-ANG-07/14/2005-P-4P-D
LM 1.40-RE-08/02/2003-P-11P-D-N-X
LM 1.40-LT-07/18/2003-P-10P-D-N
LM 1.40-UNK-01/30/2003-1I-9P-D-N-X
LM 1.40-LT-01/08/2003-P-9P-D-N
LM 1.40-RE-06/24/2005-2I-11P-D-N-X

LM 1.27-FO(03)-02/06/2004-1I-11A-W
LM 1.34-FO(11)-01/29/2005-1I-12A-S-N-X
LM 1.36-BIKE-09/23/2004-1I-6A-D
LM 1.38-FO(10)-02/04/2005-P-9A-W
LM 1.40-SS-05/20/2005-P-1P-W
LM 1.40-LT-06/24/2004-3I-5P-D

LM 1.40 CO 3726 CENTERWAY RD

KEY: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	O OBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Location: SNOUFFER SCHOOL RD - CENTERWAY RD TO MD 124/MD 115
 County: Montgomery Period: January 1, 2003 To December 31, 2005
 Type Controls: 0U-100%

Logmile: From 001.40 To 002.60 Length: 1.20

Note(s):

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.7
<u>No. KILLED</u>						
INJURY	5	8	15	28	108.6	135.2
<u>No. INJURED</u>	<u>9</u>	<u>13</u>	<u>24</u>	<u>46</u>		
PROP DAMAGE	8	9	8	25	97.0	199.3
TOTAL ACC	13	17	23	53	205.6	336.2
RATE	154.6	197.5	262.6			
WAADT	19200	19600	20000			
VMT(millions)	8.4	8.6	8.8	25.8		
OPPOSITE DIR	1		1	2	7.8	11.4
<u>REAR END</u>	<u>2</u>	<u>3</u>	<u>6</u>	<u>11</u>	<u>42.7</u>	<u>107.8</u>
SIDESWIPE		1	6	7	27.2	22.6
<u>LEFT TURN</u>	<u>5</u>	<u>4</u>	<u>5</u>	<u>14</u>	<u>54.3</u>	<u>53.1</u>
ANGLE	1	3	3	7	27.2	72.1
<u>PEDESTRIAN</u>	<u>1</u>			<u>1</u>	<u>3.9</u>	<u>10.0</u>
PARKED VEH					0.0	3.7
<u>FIXED OBJECT</u>			<u>1</u>	<u>1</u>	<u>3.9</u>	<u>20.3</u>
OTHER	3	6	1	10	38.8	30.8
<u>U-TURN</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>6</u>		
BACKING						
<u>ANIMAL</u>						
RAILROAD						
<u>EXPL./FIRE</u>						
OVERTURN						
<u>OTHER/UNK</u>	<u>2</u>	<u>2</u>		<u>4</u>		
TRCK REL ACC		2	3	5	19.4	20.3
NIGHTTIME	8	5	6	19	35 %	32 %
<u>WET SURFACE</u>	<u>2</u>	<u>2</u>	<u>5</u>	<u>9</u>	<u>16 %</u>	<u>28 %</u>
ALCOHOL REL	3	1	3	7	13 %	8 %
INTERSEC REL	10	8	11	29		
TOTAL VEH	26	36	48	110		
TOTAL TRUCKS		2	3	5		
PERCENT TRKS	0.0	5.6	6.3	4.5		

Comments:

Location: SNOUFFER SCHOOL RD - CENTERWAY RD TO MD 124/MD 115 Logmile: From 001.40 To 002.60 Length: 1.20
 County: Montgomery Period: January 1, 2003 To December 31, 2005 Note(s):

SEVERITY					DAY OF THE WEEK																									
Fatal	Injury	P-Damage	Total		SUN	MON	TUE	WED	THU	FRI	SAT	UNK	CONDITION: DRIVER			PED														
Accidents	28	25	53											Normal:	39															
Veh Occ	45				4	12	7	5	11	7	7			ALCOHOL:	6	1														
Pedestrian	1													Other:	8															
MONTH OF THE YEAR														CONDITION: DRIVER			PED													
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:			39														
7		5	2	8	10	3	2	2	3	8	3		ALCOHOL:			6	1													
														Other:			8													
TIME														VEHICLES INVOLVED PER ACCIDENT					TOTAL											
12	01	02	03	04	05	06	07	08	09	10	11	UNK						UNK	TOTAL											
AM:	2	1				5	3	1	1	4	3		1	2	3	4	5	6+	UNK	110										
PM:	1	2	3	2	3	4	5	3		2	4	4		2	45	6														
VEHICLE TYPE				SURFACE				MOVEMENTS																						
M_Cycle/Moped	1	Trk_Trailer		9	WET	NORTH			SOUTH			EAST			WEST															
56 Passenger Veh	1	Passenger Bus		44	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT													
25 Light Truck	1	School Bus			SNO/ICE	9	23		1	28		6	10	1	5	8	1													
4 Heavy Truck	3	Emergency Veh			MUD	.....																							
19 Other Types					OTHER	OTHER MOVEMENTS 18																								
PROBABLE CAUSES														COLLISION TYPES				PAT	INJ	PROP	TOTAL									
1 Inf. of Drugs				Improper Parking				OPPOSITE DIR				RELATED:																		
6 Inf. of Alcohol				Passenger Interfere/Obstr.				UNRELATED:								2		2												
Inf. of Medication				Illegally in Roadway				REAR END				RELATED:								4	2	6								
1 Inf. of Combined Substance				Bicycle Violation				UNRELATED:												3	2	5								
Physical/Mental Difficulty				Clothing not Visible				SIDESWIPE				RELATED:												1	1	2				
Fell Asleep/Fainted etc.				Smog, Smoke				UNRELATED:																2	3	5				
21 Fail to give full attent.				Sleet, Hail, Frz. Rain				LEFT TURN				RELATED:												8	5	13				
Lic. Restr. Non-comply				Blowing Sand, Soil, Dirt				UNRELATED:																1		1				
13 Fail to Yield Rightofway				Severe Crosswinds				ANGLE				RELATED:												1	3	4				
Fail to Obey Stop Sign				Rain, Snow				UNRELATED:																2	1	3				
Fail to Obey Traffic Sig				Animal				PEDESTRIAN				RELATED:																		
Fail to Obey Other Contr.				Vision Obstruction				UNRELATED:																				1		1
1 Fail to Keep Right of Ctr				Vehicle Defect				PARKED VEH.				RELATED:																		
Fail to Stop for Sch. Bus				Wet				UNRELATED:																						
Wrong Way on One Way				Icy or Snow Covered				OTHER CT				RELATED:																1	3	4
Exceeded Speed Limit				Debris or Obstruction				UNRELATED:																				1	5	6
2 Too Fast for Conditions				Ruts, Holes, Bumps				F BRIDGE				01																		
1 Followed too Closely				Road Under Construction				I BUILDING				02																		
2 Improper Turn				Traffic Cntrl Device Inop.				X CULVERT/DITCH				03																		
2 Improper Lane Change				Shoulders Low, Soft, High				E CURB				04																		
Improper Backing								D GUARDRAIL/BARRIER				05																		
Improper Passing				3 Other or Unknown				EMBANKMENT				06																		
Improper Signal								O FENCE				07																		
								B LIGHT POLE				08																		
								J SIGN POST				09																		
								E OTHER POLE				10				1														1
								C TREE/SHRUBBERY				11																		
								T CONSTR. BARRIER				12																		
								S CRASH ATTENUATOR				13																		
								OTHER FIXED OBJECT																						
WEATHER		ILLUMINATION		TOTALS																										
47	CLEAR/CLDY	30	DAY																											
	FOGGY	4	DAWN/DUSK																											
6	RAINING	15	DARK - LIGHTS ON	2003	13																									
	SNOW/SLEET	4	DARK - NO LIGHTS	2004	17																									
	OTHER		OTHER	2005	23																									

Location: SNOUFFER SCHOOL RD - CENTERWAY RD TO MD 124/MD 115
 County: Montgomery Period: January 1, 2003 To December 31, 2005

Logmile: From 001.40 To 002.60 Length: 1.20
 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX		CLSN	MOVE		PROBABLE CAUSE
						FACE	ALC	OB	TYPE		V1	V2	
CO4140													
1.40	✓	010803	PROPERTY	9P	NIGHT	DRY				LFTRN	NL	SS	FAIL TO YIELD RIGHT OF WAY
1.40	✓	071803	PROPERTY	10P	NIGHT	DRY				LFTRN	NL	SS	FAIL TO YIELD RIGHT OF WAY
1.40	✓	080203	PROPERTY	11P	NIGHT	DRY		✓		RREND	NL	NS	UNDER INFLUENCE OF ALCOHOL
1.40	✓	013003	1 Inj.	9P	NIGHT	DRY		✓		OTHER	UU	SS	UNDER INFLUENCE OF ALCOHOL
1.40	✓	062404	3 Inj.	5P	DAY	DRY				LFTRN	WL	ES	FAIL TO YIELD RIGHT OF WAY
1.40	✓	052005	PROPERTY	1P	DAY	WET				SDSWP	NL	NL	FAIL TO GIVE FULL TIME/ATTENT
1.40	✓	071405	PROPERTY	4P	DAY	DRY				ANGLE	ER	SS	FAIL TO GIVE FULL TIME/ATTENT
1.40	✓	010605	PROPERTY	2P	DAY	WET				RREND	SS	SS	FOLLOWED TOO CLOSELY
1.40		062405	2 Inj.	11P	NIGHT	DRY		✓		RREND	SS	SS	UNDER INFLUENCE OF ALCOHOL
1.41	✓	051304	1 Inj.	11A	DAY	DRY				RREND	ES	ES	FAIL TO GIVE FULL TIME/ATTENT
1.50		052005	2 Inj.	1A	NIGHT	WET			10	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
1.57	✓	061103	PROPERTY	3P	DAY	DRY				OTHER	WU	WS	FAIL TO YIELD RIGHT OF WAY
1.57	✓	030203	PROPERTY	7P	NIGHT	WET				ANGLE	NL	ES	FAIL TO YIELD RIGHT OF WAY
1.69		012004	PROPERTY	2P	DAY	DRY				SDSWP	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
1.69		100504	3 Inj.	6A	DAY	DRY				RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
1.70		033103	1 Inj.	7P	NIGHT	DRY		✓		PED	WS	na	UNKNOWN OR OTHER CAUSE
1.70	✓	111804	PROPERTY	10P	NIGHT	DRY		✓		ANGLE	ES	NS	UNDER INFLUENCE OF ALCOHOL
1.70		091404	2 Inj.	5P	DAY	DRY				ANGLE	WS	SS	FAIL TO YIELD RIGHT OF WAY
1.70	✓	071505	1 Inj.	5P	DAY	WET				ANGLE	WL	SS	FAIL TO GIVE FULL TIME/ATTENT
1.70		122405	PROPERTY	11P	NIGHT	DRY				RREND	NS	NS	UNDER INFLUENCE OF DRUGS
1.70	✓	062205	2 Inj.	10P	NIGHT	DRY		✓		LFTRN	SL	NS	UNDER INFLUENCE OF ALCOHOL
1.73		061605	PROPERTY	10A	DAY	DRY				OTHER	NU	SS	FAIL TO YIELD RIGHT OF WAY
1.81		030205	PROPERTY	10A	DAY	DRY				SDSWP	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
1.81		100605	PROPERTY	3P	DAY	DRY				RREND	NS	NS	TOO FAST FOR CONDITIONS
1.83	✓	041904	PROPERTY	9A	DAY	WET				LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
1.83	✓	091305	1 Inj.	2P	DAY	DRY				LFTRN	NL	SS	IMPROPER TURN
1.85	✓	050205	1 Inj.	6A	DAY	DRY				SDSWP	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
1.98		110105	2 Inj.	4P	DAY	DRY				LFTRN	EL	WS	FAIL TO GIVE FULL TIME/ATTENT
2.00		111703	3 Inj.	4P	DAY	DRY				OPDIR	NS	SS	FAIL TO KEEP RIGHT OF CENTER
2.02		051405	1 Inj.	6P	DAY	WET				SDSWP	EL	ES	UNKNOWN OR OTHER CAUSE
2.10		041805	2 Inj.	6A	DAY	DRY				SDSWP	SS	SS	IMPROPER LANE CHANGE
2.24	✓	013104	PROPERTY	11A	DAY	DRY				OTHER	WU	NS	IMPROPER LANE CHANGE
2.24		052105	3 Inj.	12A	NIGHT	DRY		✓		OPDIR	NS	SS	UNDER INFLUENCE OF ALCOHOL
2.25	✓	111905	2 Inj.	10A	DAY	DRY				RREND	NS	NS	TOO FAST FOR CONDITIONS
2.28		082205	PROPERTY	7A	DAY	DRY				SDSWP	NS	NS	UNKNOWN OR OTHER CAUSE
2.30		063004	1 Inj.	7A	DAY	DRY				RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
2.30		030104	PROPERTY	6A	DAY	DRY				OTHER	UU	NS	FAIL TO GIVE FULL TIME/ATTENT
2.35		013004	PROPERTY	12P	DAY	DRY				OTHER	UU	UU	FAIL TO YIELD RIGHT OF WAY
2.38		062005	1 Inj.	1P	DAY	DRY				ANGLE	WR	NS	FAIL TO YIELD RIGHT OF WAY
2.40		032704	PROPERTY	6P	NIGHT	DRY				OTHER	EU	ES	FAIL TO GIVE FULL TIME/ATTENT
2.45		121404	PROPERTY	6P	NIGHT	DRY				ANGLE	WL	NS	FAIL TO GIVE FULL TIME/ATTENT
2.49		062804	1 Inj.	11P	NIGHT	WET				OTHER	EU	ES	IMPROPER TURN

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
2.58		050403	PROPERTY	12A	NIGHT	DRY			OTHER	UU UU	FAIL TO GIVE FULL TIME/ATTENT
2.59	✓	051503	2 Inj.	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
2.60	✓	060303	PROPERTY	7P	DAY	WET			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
2.60	✓	113003	PROPERTY	6P	NIGHT	DRY			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
2.60	✓	061603	2 Inj.	8A	DAY	DRY			LFTRN	NL SS	UNDER COMBINED INFLUENCE
2.60	✓	121604	1 Inj.	7A	DAY	DRY			LFTRN	WS EL	FAIL TO GIVE FULL TIME/ATTENT
2.60	✓	011904	PROPERTY	6P	DAY	DRY			OTHER	NU NS	FAIL TO GIVE FULL TIME/ATTENT
2.60	✓	100704	1 Inj.	10P	NIGHT	DRY			LFTRN	EL WS	FAIL TO GIVE FULL TIME/ATTENT
2.60	✓	112805	2 Inj.	5P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
2.60	✓	112505	1 Inj.	6A	DAY	DRY			LFTRN	EL WS	FAIL TO YIELD RIGHT OF WAY
2.60	✓	112005	1 Inj.	10A	DAY	DRY			LFTRN	EL WS	FAIL TO YIELD RIGHT OF WAY

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

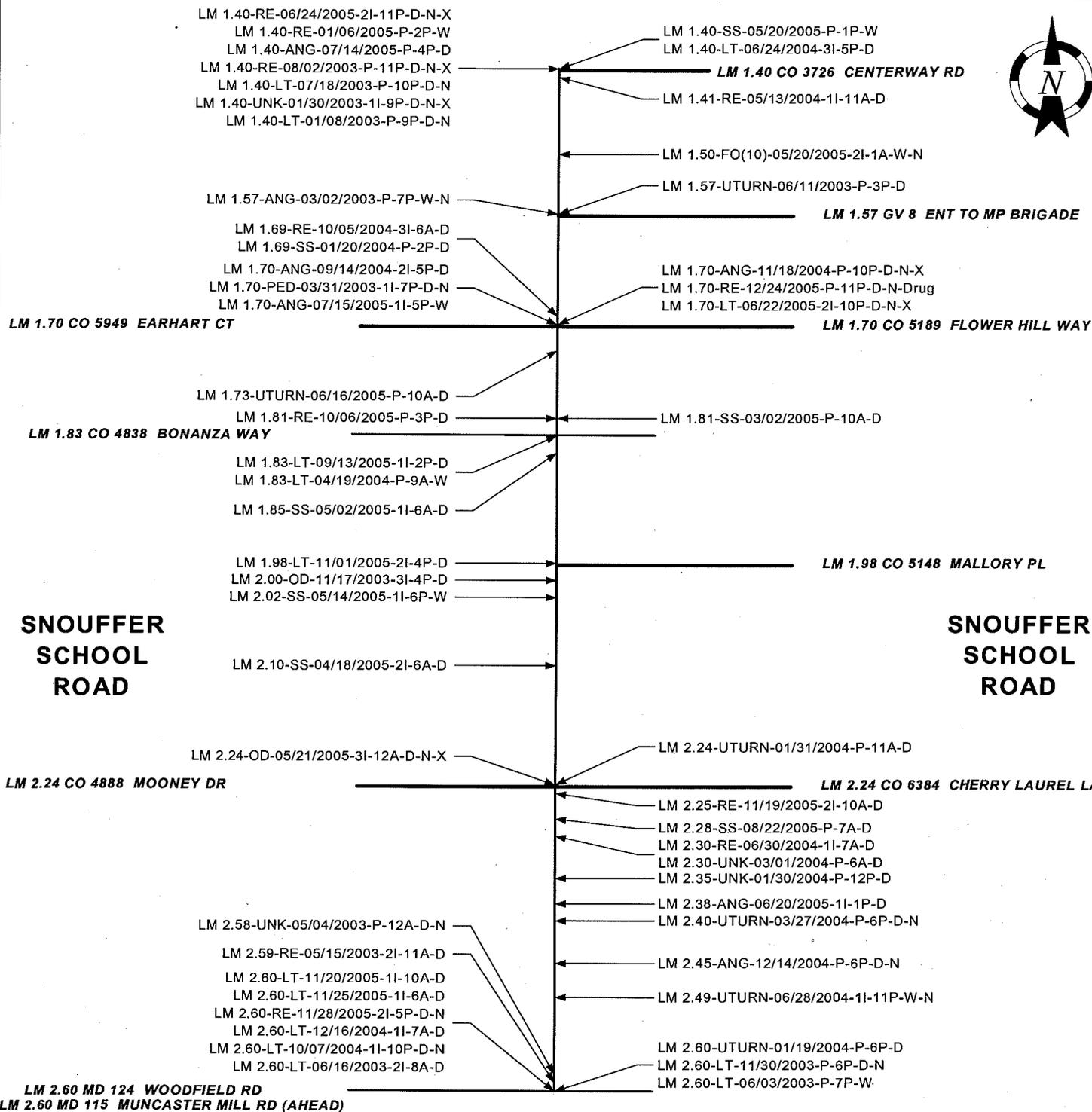
Location: Snouffer School Road from Centerway Road to MD 124 / MD 115

County: MONTGOMERY

Study Period: 01/01/2003 to 12/31/2005

Analyst: Dennis McMullen

Date: 03/20/2007



KEY: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Location: WIGHTMAN ROAD FROM BRINK ROAD TO GOSHEN ROAD

Logmile: From 000.00 To 001.38 Length: 1.38

County: Montgomery Period: January 1, 2003 To December 31, 2005

Note(s):

Type Controls: 8R-100%

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL	1		1	2	10.4 *	1.8
No. KILLED	1		1	2		
INJURY	4	3	4	11	57.1	50.6
No. INJURED	6	3	5	14		
PROP DAMAGE	5	11	5	21	109.0 *	60.0
TOTAL ACC	10	14	10	34	176.5 *	112.3
RATE	158.8	218.3	152.7			
WAADT	12500	12700	13000			
VMT (millions)	6.3	6.4	6.5	19.3		
OPPOSITE DIR	1	1		2	10.4	8.0
REAR END	3	2	5	10	51.9 *	22.1
SIDESWIPE					0.0	2.8
LEFT TURN	1	4	1	6	31.2 *	4.6
ANGLE	1	2	2	5	26.0 *	14.0
PEDESTRIAN					0.0	1.2
PARKED VEH	1			1	5.2	1.8
FIXED OBJECT	1	2	2	5	26.0	33.4
OTHER	1	3		4	20.8	5.5
U-TURN		1		1		
BACKING						
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN		1		1		
OTHER/UNK	1	1		2		
TRCK REL ACC	1		1	2	10.4	8.1
NIGHTTIME	4	5	4	13	38 %	32 %
WET SURFACE	2	5	3	10	29 %	28 %
ALCOHOL REL		2		2	5 %	8 %
INTERSEC REL	5	10	8	23		
TOTAL VEH	20	26	21	67		
TOTAL TRUCKS	1		1	2		
PERCENT TRKS	5.0	0.0	4.8	3.0		

Comments:

Location: WIGHTMAN ROAD FROM BRINK ROAD TO GOSHEN ROAD

Logmile: From 000.00 To 001.38 Length: 1.38

County: Montgomery

Period: January 1, 2003 To December 31, 2005.

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																
Accidents	2	11	21	34	SUN	MON	TUE	WED	THU	FRI	SAT	UNK									
Veh Occ	2	14			3	6	5	5	5	5	5										
Pedestrian																					
MONTH OF THE YEAR																					
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	CONDITION: DRIVER	PED							
5	4	4	2	1	3	2		2	5	4	2		Normal:	30							
													ALCOHOL:	2							
													Other:	2							
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:		1				1		1	2		2	1		1	2	3	4	5	6+	UNK	TOTAL
PM:	2	1		4	2	5	5	3	2	1	1			7	23	2	2				67
VEHICLE TYPE		SURFACE		MOVEMENTS																	
1 M_Cycle/Moped	Trk_Trailer	10 WET		NORTH			SOUTH			EAST			WEST								
42 Passenger Veh	1 Passenger Bus	21 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT			
8 Light Truck	1 School Bus	2 SNO/ICE		6	19		1	16		1	7		2	6							
2 Heavy Truck	Emergency Veh	MUD																		
12 Other Types		1 OTHER		OTHER MOVEMENTS 9																	
PROBABLE CAUSES				COLLISION TYPES				FAT	INJ	PROP	TOTAL										
1 Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:				1	1		2											
1 Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:																			
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:				5	2		7											
Inf. of Combined Substance	Bicycle Violation	UNRELATED:							1	2	3										
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE				RELATED:															
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																			
13 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:				1	5		6											
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																			
5 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:				2	3		5											
2 Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																			
Fail to Obey Traffic Sig	Animal	PEDESTRIAN				RELATED:															
1 Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																			
1 Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.				RELATED:															
Fail to Stop for Sch. Bus	Wet	UNRELATED:							1	1											
Wrong Way on One Way	1 Icy or Snow Covered	OTHER CT				RELATED:			2	2											
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:							1	1	2										
3 Too Fast for Conditions	Ruts, Holes, Bumps	F	BRIDGE	01																	
1 Followed too Closely	Road Under Construction	I	BUILDING	02																	
Improper Turn	Traffic Cntrl Device Inop.	X	CULVERT/DITCH	03																	
Improper Lane Change	Shoulders Low, Soft, High	E	CURB	04	1																
Improper Backing		D	GUARDRAIL/BARRIER	05		1															
Improper Passing	5 Other or Unknown		EMBANKMENT	06	1		1														
Improper Signal		O	FENCE	07																	
		B	LIGHT POLE	08																	
		J	SIGN POST	09			1														
		E	OTHER POLE	10																	
		C	TREE/SHRUBBERY	11																	
		T	CONSTR. BARRIER	12																	
		S	CRASH ATTENUATOR	13																	
			OTHER FIXED OBJECT																		
WEATHER	ILLUMINATION	TOTALS																			
24 CLEAR/CLDY	19 DAY																				
FOGGY	2 DAWN/DUSK																				
8 RAINING	10 DARK - LIGHTS ON	2003	10																		
1 SNOW/SLEET	3 DARK - NO LIGHTS	2004	14																		
1 OTHER	OTHER	2005	10																		

Location: WIGHTMAN ROAD FROM BRINK ROAD TO GOSHEN ROAD

Logmile: From 000.00 To 001.38 Length: 1.38

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO4139											
0.00	✓	070203	1 Inj.	1P	DAY	WET			OPDIR	ES WS	TOO FAST FOR CONDITIONS
0.00	✓	112105	PROPERTY	7P	NIGHT	WET			RREND	NS NS	TOO FAST FOR CONDITIONS
0.16		101004	PROPERTY	3P	DAY	DRY			OTHER	NU NS	UNKNOWN OR OTHER CAUSE
0.18		122904	PROPERTY	7P	DAY	DRY	✓	06	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
0.19	✓	112704	PROPERTY	10P	NIGHT	WET	✓		OTHER	NS na	UNDER INFLUENCE OF ALCOHOL
0.43		030603	PROPERTY	8P	NIGHT	ICE			OTHER	NS na	ICY OR SNOW COVERED
0.46	✓	031604	PROPERTY	6P	NIGHT	WET			ANGLE	WS SS	TOO FAST FOR CONDITIONS
0.52		022703	PROPERTY	6P	NIGHT	SNOW			PARKD	UP na	FAIL TO KEEP RIGHT OF CENTER
0.61		101605	1K 1I	11A	DAY	DRY		04	FXOBJ	NS na	UNKNOWN OR OTHER CAUSE
0.73	✓	103105	1 Inj.	7A	DAY	DRY			ANGLE	WL NS	FAIL TO OBEY STOP SIGN
0.98		011803	1K 0I	1A	NIGHT	OTHR		06	FXOBJ	SS na	UNKNOWN OR OTHER CAUSE
1.02	✓	070403	PROPERTY	12P	DAY	DRY			ANGLE	ES SS	FAIL TO GIVE FULL TIME/ATTENT
1.02	✓	062404	PROPERTY	4P	DAY	DRY			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
1.02	✓	100104	PROPERTY	7P	DAY	DRY			LFTRN	NS SL	UNKNOWN OR OTHER CAUSE
1.02	✓	013004	1 Inj.	6P	NIGHT	DRY			ANGLE	ES NS	FAIL TO OBEY STOP SIGN
1.02	✓	061104	PROPERTY	8A	DAY	WET			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
1.02	✓	102004	PROPERTY	6P	NIGHT	WET			OPDIR	WS ES	FAIL TO YIELD RIGHT OF WAY
1.02	✓	091205	PROPERTY	8P	NIGHT	DRY			ANGLE	ES NL	FAIL TO OBEY OTHER CTRL DEVICE
1.06		051204	PROPERTY	5P	DAY	DRY		09	FXOBJ	NS na	UNKNOWN OR OTHER CAUSE
1.13	✓	090903	2 Inj.	8A	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
1.13	✓	012803	PROPERTY	6P	NIGHT	DRY			RREND	NS NS	UNDER INFLUENCE OF DRUGS
1.13	✓	021303	1 Inj.	5P	DAY	DRY			RREND	NS NL	FAIL TO GIVE FULL TIME/ATTENT
1.13		042103	PROPERTY	4P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
1.13	✓	060604	1 Inj.	5P	DAY	DRY			RREND	NS NS	FOLLOWED TOO CLOSELY
1.13	✓	121305	1 Inj.	5P	NIGHT	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
1.14		032903	2 Inj.	10A	DAY	WET			OTHER	NS SS	FAIL TO GIVE FULL TIME/ATTENT
1.29		111105	PROPERTY	3P	DAY	DRY			RREND	NL NS	FAIL TO GIVE FULL TIME/ATTENT
1.35	✓	011705	1 Inj.	10A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
1.36		030404	1 Inj.	3P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
1.37	✓	010805	PROPERTY	5A	NIGHT	WET		05	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
1.38	✓	021004	PROPERTY	9P	NIGHT	WET			LFTRN	EL WS	FAIL TO YIELD RIGHT OF WAY
1.38	✓	041904	PROPERTY	3P	DAY	DRY			OTHER	ES EU	FAIL TO GIVE FULL TIME/ATTENT
1.38	✓	111605	PROPERTY	5P	DAY	WET			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
1.38	✓	021205	1 Inj.	12P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



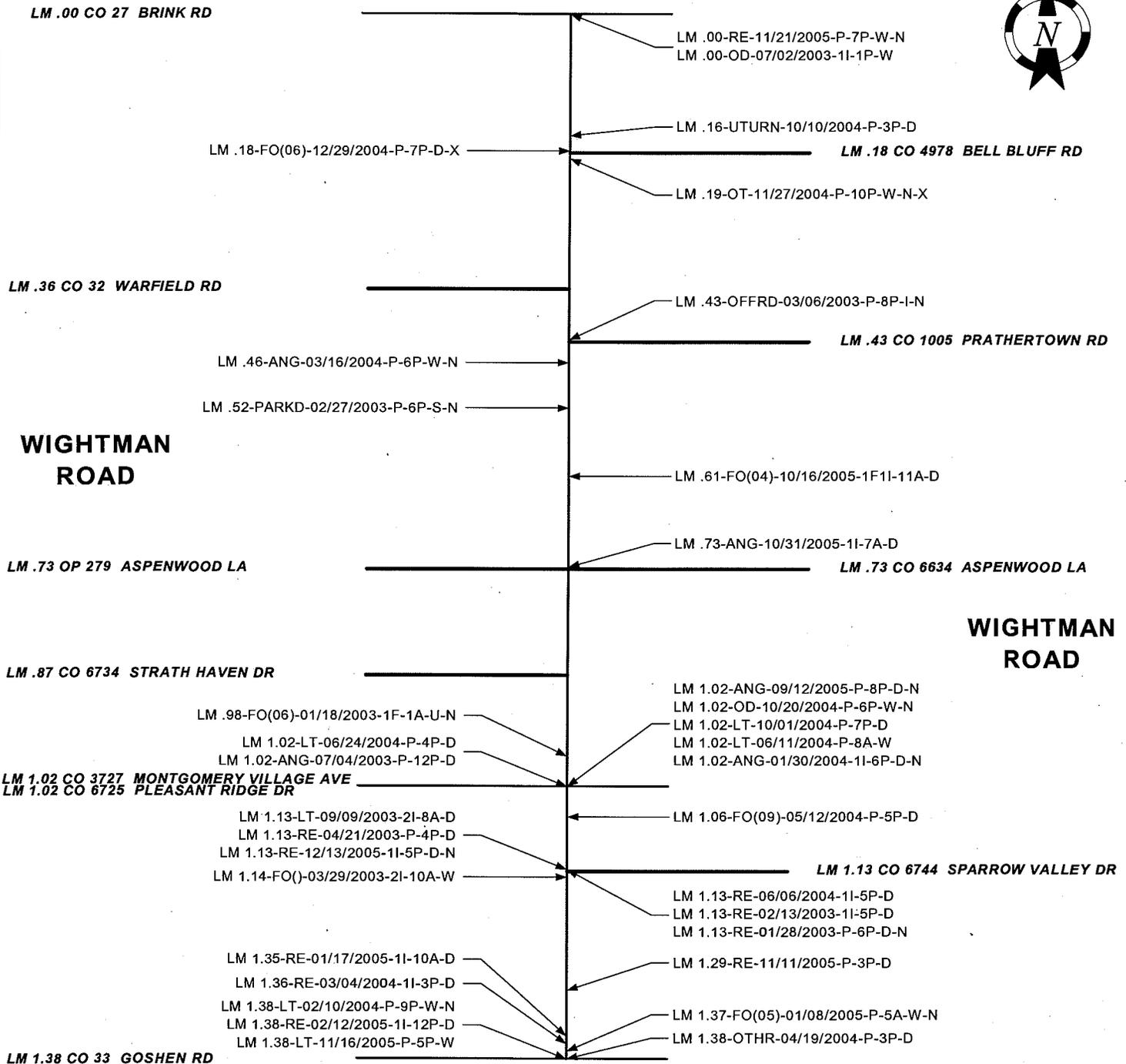
Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Wightman Road from Brink Road to Goshen Road

County: MONTGOMERY

Study Period: 01/01/2003 to 12/31/2005

Analyst: Dennis McMullen Date: 03/20/2007



KEY: Log Mile-Collision Type (Fixed Object Struck) - Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	O OBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Location: BRINK ROAD FROM MD 27 TO WIGHTMAN ROAD
 County: Montgomery Period: January 1, 2003 To December 31, 2005
 Type Controls: 8R-100%

Logmile: From 000.57 To 002.70 Length: 2.13
 Note(s):

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.8
No. KILLED						
INJURY	3	2	12	17	57.2	50.6
No. INJURED	5	2	18	25		
PROP DAMAGE	7	12	7	26	87.5 *	60.0
TOTAL ACC	10	14	19	43	144.7 *	112.3
RATE	102.9	141.4	188.0			
WAADT	12500	12700	13000			
VMT (millions)	9.7	9.9	10.1	29.7		
OPPOSITE DIR	1	3	4	8	26.9 *	8.0
REAR END	1	2	4	7	23.6	22.1
SIDESWIPE		1		1	3.4	2.8
LEFT TURN					0.0	4.6
ANGLE	4	2	1	7	23.6	14.0
PEDESTRIAN					0.0	1.2
PARKED VEH					0.0	1.8
FIXED OBJECT	4	2	5	11	37.0	33.4
OTHER		4	5	9	30.3	5.5
U-TURN						
BACKING						
ANIMAL		2	2	4		
RAILROAD						
EXPL./FIRE						
OVERTURN			2	2		
OTHER/UNK		2	1	3		
TRCK REL ACC		2	1	3	10.1	8.1
NIGHTTIME	2	2	4	8	18 %	32 %
WET SURFACE	3	4	6	13	30 %	28 %
ALCOHOL REL	1	1		2	4 %	8 %
INTERSEC REL	5	3	7	15		
TOTAL VEH	17	26	28	71		
TOTAL TRUCKS		2	1	3		
PERCENT TRKS	0.0	7.7	3.6	4.2		

Comments:

Location: BRINK ROAD FROM MD 27 TO WIGHTMAN ROAD Logmile: From 000.57 To 002.70 Length: 2.13
 County: Montgomery Period: January 1, 2003 To December 31, 2005 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO0027											
0.57	✓	101204	PROPERTY	12P	DAY	DRY			SDSWP	ER ER	IMPROPER LANE CHANGE
0.75	✓	101004	1 Inj.	2P	DAY	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
0.97		010404	PROPERTY	12A	NIGHT	DRY			OTHER	ES na	UNKNOWN OR OTHER CAUSE
1.06		050104	PROPERTY	5P	DAY	DRY			OTHER	ES EU	ROAD UNDER CONSTRUCTION
1.07		051404	PROPERTY	4P	DAY	DRY			OTHER	WS na	ANIMAL
1.16		110803	PROPERTY	11P	NIGHT	DRY		10	FXOBJ	ES na	TOO FAST FOR CONDITIONS
1.17		110505	1 Inj.	7P	NIGHT	DRY		06	FXOBJ	WS na	FAIL TO GIVE FULL TIME/ATTENT
1.27		012404	1 Inj.	7A	DAY	SNOW		11	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
1.37	✓	070805	2 Inj.	10A	DAY	WET			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
1.37		011305	PROPERTY	6P	DAY	DRY		11	FXOBJ	WS na	FAIL TO GIVE FULL TIME/ATTENT
1.41		031004	PROPERTY	4P	DAY	DRY	✓		OTHER	UU UU	FELL ASLEEP, FAINTED, ETC.
1.58		092703	PROPERTY	7A	DAY	DRY		06	FXOBJ	WS na	SHOULDERS LOW, SOFT, HIGH
1.77		111204	PROPERTY	1P	DAY	WET		11	FXOBJ	ES na	TOO FAST FOR CONDITIONS
1.98		042005	2 Inj.	5P	DAY	DRY			OPDIR	WS ES	FAIL TO KEEP RIGHT OF CENTER
2.01		052003	PROPERTY	3P	DAY	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
2.01		032705	PROPERTY	12P	DAY	DRY			OTHER	WS na	UNKNOWN OR OTHER CAUSE
2.01		111005	PROPERTY	6A	DAY	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
2.28		031004	PROPERTY	8A	DAY	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
2.33	✓	110503	2 Inj.	9A	DAY	WET			ANGLE	NS ES	FAIL TO YIELD RIGHT OF WAY
2.40		010505	1 Inj.	8A	DAY	WET			OPDIR	ES WS	FAIL TO GIVE FULL TIME/ATTENT
2.42		041605	2 Inj.	7P	DAY	DRY			OTHER	ES na	FAIL TO GIVE FULL TIME/ATTENT
2.43	✓	070103	PROPERTY	6P	DAY	DRY			ANGLE	NS WS	FAIL TO GIVE FULL TIME/ATTENT
2.43	✓	062403	PROPERTY	12P	DAY	DRY			ANGLE	NS WS	FAIL TO YIELD RIGHT OF WAY
2.43	✓	060503	1 Inj.	4P	DAY	DRY			ANGLE	NS WS	FAIL TO YIELD RIGHT OF WAY
2.43		090804	PROPERTY	8A	DAY	WET			OPDIR	ES WS	FAIL TO GIVE FULL TIME/ATTENT
2.43		090804	PROPERTY	10A	DAY	WET			ANGLE	NS WS	FAIL TO GIVE FULL TIME/ATTENT
2.43	✓	041504	PROPERTY	5P	DAY	DRY			ANGLE	NS ES	FAIL TO YIELD RIGHT OF WAY
2.43		090804	PROPERTY	8A	DAY	WET			OPDIR	ES WS	TOO FAST FOR CONDITIONS
2.43	✓	082405	1 Inj.	8A	DAY	DRY			OTHER	ES na	UNKNOWN OR OTHER CAUSE
2.43	✓	042205	2 Inj.	12P	DAY	WET			ANGLE	SL ES	FAIL TO YIELD RIGHT OF WAY
2.43	✓	020305	PROPERTY	6A	DAY	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
2.44	✓	030703	PROPERTY	11P	NIGHT	ICE	✓	06	FXOBJ	ES na	UNDER INFLUENCE OF ALCOHOL
2.45		060303	PROPERTY	4P	DAY	WET		11	FXOBJ	WS na	TOO FAST FOR CONDITIONS
2.47		011505	1 Inj.	7A	DAY	ICE			OTHER	ES na	ICY OR SNOW COVERED
2.50		091905	1 Inj.	12P	DAY	DRY		03	FXOBJ	WS na	FAIL TO GIVE FULL TIME/ATTENT
2.61		112305	1 Inj.	3P	DAY	DRY		03	FXOBJ	WS na	ANIMAL
2.65		102903	2 Inj.	9A	DAY	WET			OPDIR	ES WS	FAIL TO KEEP RIGHT OF CENTER
2.65		061105	2 Inj.	6A	DAY	DRY		10	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
2.66		070105	PROPERTY	10P	NIGHT	WET			OPDIR	ES WS	FAIL TO GIVE FULL TIME/ATTENT
2.68		122004	PROPERTY	9P	NIGHT	DRY			OPDIR	ES WS	FAIL TO GIVE FULL TIME/ATTENT
2.69	✓	010605	PROPERTY	9A	DAY	WET			RREND	WS WS	TOO FAST FOR CONDITIONS
2.70	✓	070105	2 Inj.	10P	NIGHT	WET			OPDIR	ES WS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
2.70	✓	080205	PROPERTY	9P	NIGHT	DRY			RREND	ES ES	FOLLOWED TOO CLOSELY

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety
 Traffic Development & Support Division
 Crash Analysis Safety Team

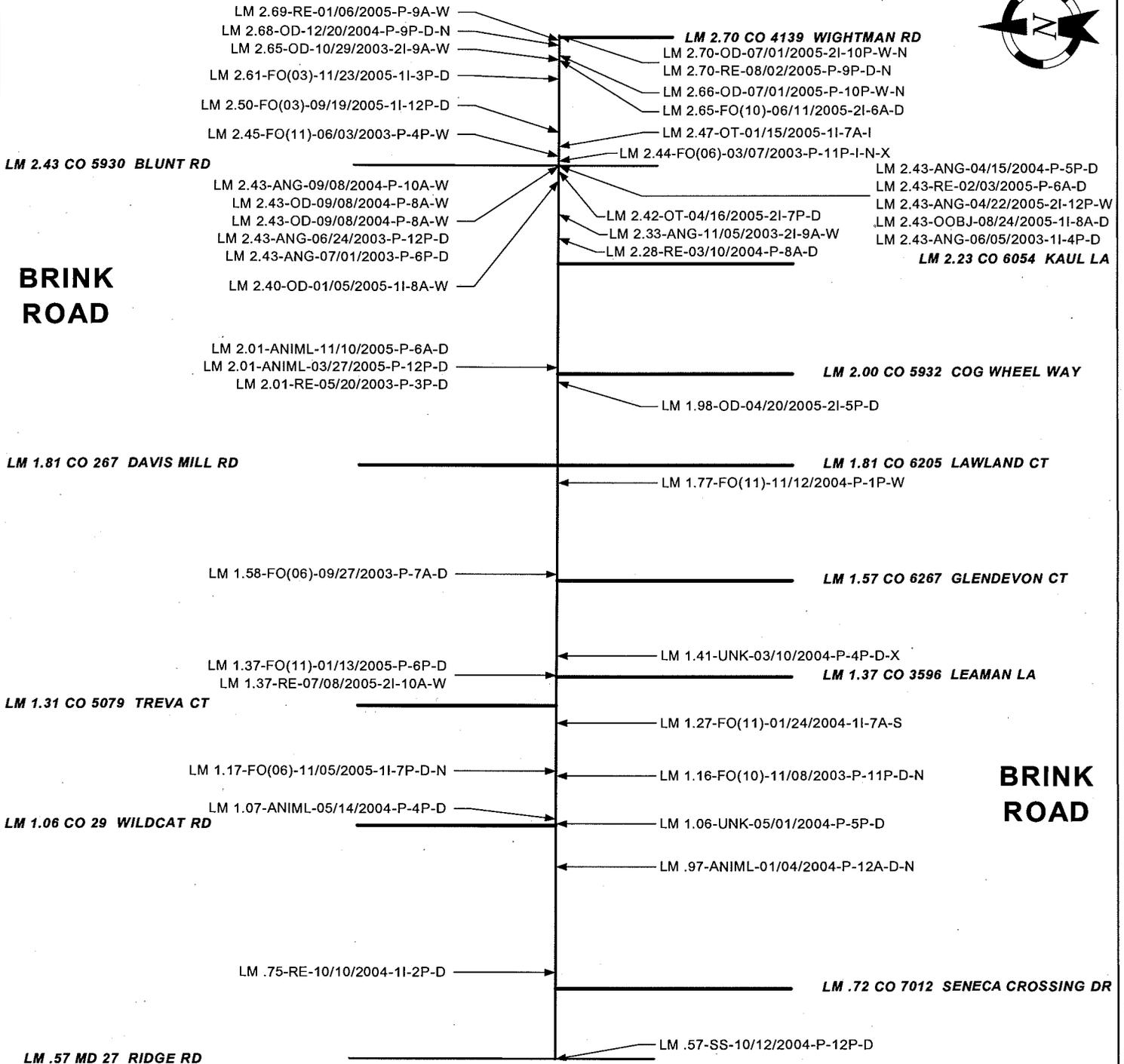
Location: Brink Road from MD 27 to Wightman Road

County: MONTGOMERY

Study Period: 01/01/2003 to 12/31/2005

Analyst: Dennis McMullen

Date: 03/20/2007



BRINK ROAD

KEY: Log Mile-Collision Type (Fixed Object Struck) - Date-Severity-Time-Surface-Illumination-Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	O OBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

MARYLAND STATE HIGHWAY ADMINISTRATION

18200

Office of Traffic and Safety -- Traffic Development & Support Division

SHA 52.1 - 1.1 (Rev. 6/22/09)

Date : 12/08/2009

To : Mr. Jeff Parker jparker@rkk.com

Department : RK&K

Subject : Accident Data / Analysis

Location (s) :

County : Montgomery Town / Place :

Route : Snouffer School Road Log Mile (s) : 0.00 - 1.40

at

x from Goshen Rd to Centerway Rd

Attached is the accident data/analysis you requested in your letter of 11/23/2009. Specifically, we are providing the following data for the subject location.

- Accident Summary, Accident History, Accident Rates, Study Worksheet, Collision/Line Diagram, Other, One Year, Two Years, Three Years, No reported Accidents, Combined

Comments:

Should you have any questions, kindly contact me at (410) 787 - 5849.

Sincerely,

[Handwritten Signature]

Alexander D. Lewis
Crash Analysis Safety Team
Traffic Development & Support Division



Office of Traffic and Safety Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 23, 2009

Note: date set automatically

Location:

County: Montgomery

CO 4140

Town/Place: Gaithersburg

Route: Snouffer School Road

Log Mile:

at

from LM 0.00 (Goshen Rd)

to LM 1.40 (Centerway Rd)

Purpose Needed:

Signal Study

Surface Evaluation

Pavement Marking Study

Sign Study

Lighting Study

General Traffic Study

Other (Explain) Facility Planning Study for Montgomery County DOT

Originally Requested By: Mr. Greg Hwang, Mont. Co. DPW&T (240) 777-7279

When Needed: 12/8/2009

Work Requested:

Accident Summary

3R Format (History)

Accident Rates

Study Worksheet

Collision Diagram

Other (Explain in Remarks)

One Year

Two Years

Three Years

Combined Years

Specific Date(s)

to

Additional Instructions or Remarks: For rates, road is Urban Minor Art., 2 lanes, undivided, 35 MPH. ADTs: 2006=13,250, 2007=13,500, 2008=13,750.

Requested by: Jeff Parker

Title: Project Engineer

Consultant Firm: RK&K Engineers

Consultant Subcontractor: n/a

Phone: (410) 462-9276

Fax: (410) 383-3270

Cell Phone: n/a

Email: jparker@rkk.com

Please indicate map coordinates of location to be studied.

ADC Map Book n/a

MD General Hwy. Grid Map D-10

Purpose/Need: This data is needed to update a 2003-2005 crash data analysis RK&K previously performed for Montgomery County DOT's Midcounty Corridor Study. This update requires 2006-2008 data, if available.

Send to: Traffic Safety Analysis Division,
7491 Connelley Drive Hanover, Maryland 21076
Phone: (410) 787-5822 Fax: (410) 787-5823 Email: RCunningham@sha.state.md.us

Location: Snoffer Rd from Goshen Rd to Centerway Rd
 County: Montgomery Period: January 1, 2006 To December 31, 2008
 Type Controls: 8U-100%

Logmile: From 000.00 To 001.40 Length: 1.40
 Note(s): * Significantly Higher than Statewide

YEAR ▶	2006	2007	2008	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.3
No. KILLED						
INJURY	3	4	5	12	57.8	71.4
No. INJURED	5	6	9	20		
PROP DAMAGE	8	10	10	28	134.8 *	98.6
TOTAL ACC	11	14	15	40	192.6	171.3
RATE	161.9	202.9	212.1			
WAADT	13300	13500	13800			
VMT(millions)	6.8	6.9	7.1	20.8		
OPPOSITE DIR	1	1	1	3	14.5	11.1
REAR END	4	6	4	14	67.4	54.3
SIDESWIPE		1	2	3	14.5 *	6.4
LEFT TURN	1	1	2	4	19.3	11.9
ANGLE	3	1	2	6	28.9	28.7
PEDESTRIAN					0.0	4.2
PARKED VEH					0.0	5.7
FIXED OBJECT		3	1	4	19.3	27.5
OTHER	2	1	3	6	28.9 *	11.3
U-TURN	1			1		
BACKING						
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN			1	1		
OTHER/UNK	1	1	2	4		
TRCK REL ACC			1	1	4.8	9.1
NIGHTTIME	6	4	6	16	40 %	32 %
WET SURFACE	1	5	5	11	27 %	28 %
ALCOHOL REL	1	3	1	5	12 %	8 %
INTERSEC REL	7	6	7	20		
TOTAL VEH	22	26	30	78		
TOTAL TRUCKS			1	1		
PERCENT TRKS	0.0	0.0	3.3	1.3		

Comments:

Location: CO4140 Snouffer Rd From Goshen Rd. To Centerway Rd
 County: Montgomery Period: January 1, 2006 To December 31, 2008

Logmile: From 000.00 To 001.40 Length: 1.40
 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO4140											
0.00	✓	083106	PROPERTY	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	122906	PROPERTY	6P	NIGHT	DRY			OTHER	WU WS	IMPROPER TURN
0.00	✓	031606	PROPERTY	7P	NIGHT	DRY			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.00	✓	072907	PROPERTY	2A	NIGHT	WET	✓		RREND	WS NR	UNKNOWN OR OTHER CAUSE
0.00		041907	PROPERTY	9A	DAY	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	052908	2 Inj.	9P	NIGHT	DRY			LFTRN	SS NL	FAIL TO OBEY TAFFIC SIGNAL
0.01		031007	PROPERTY	3P	DAY	DRY			SDSWP	NS NS	IMPROPER LANE CHANGE
0.02		092806	PROPERTY	5P	NIGHT	WET			ANGLE	WL NS	FAIL TO YIELD RIGHT OF WAY
0.02		010907	PROPERTY	4P	DAY	DRY			ANGLE	NS WL	UNKNOWN OR OTHER CAUSE
0.04		061406	1 Inj.	9A	DAY	DRY			ANGLE	WL NS	FAIL TO YIELD RIGHT OF WAY
0.04	✓	011207	PROPERTY	4P	DAY	WET			OTHER	ER US	FAIL TO GIVE FULL TIME/ATTENT
0.04		011708	3 Inj.	2P	DAY	SNOW			ANGLE	NR WS	TOO FAST FOR CONDITIONS
0.22		072507	1 Inj.	12P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
0.22	✓	041707	PROPERTY	5P	DAY	DRY			OPDIR	SS NS	IMPROPER TURN
0.22	✓	020108	PROPERTY	11A	DAY	WET			ANGLE	SL WS	FAIL TO GIVE FULL TIME/ATTENT
0.40	✓	102908	PROPERTY	7P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.41		100206	PROPERTY	3A	NIGHT	DRY			OTHER	NU na	UNKNOWN OR OTHER CAUSE
0.41		021307	PROPERTY	3P	DAY	SNOW		03	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
0.43	✓	042606	PROPERTY	3P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
0.48		022508	PROPERTY	7A	DAY	WET		03	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
0.53		100307	1 Inj.	12A	NIGHT	DRY		11	FXOBJ	NS na	TOO FAST FOR CONDITIONS
0.72		060408	PROPERTY	2P	DAY	DRY			OTHER	US US	FOLLOWED TOO CLOSELY
0.79	✓	122906	2 Inj.	6P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.79		110307	PROPERTY	7P	NIGHT	DRY	✓		RREND	NS NS	UNDER INFLUENCE OF ALCOHOL
0.79	✓	061408	PROPERTY	6P	DAY	WET			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.81		052007	PROPERTY	9P	NIGHT	DRY	✓	05	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
0.92	✓	121608	2 Inj.	6P	NIGHT	ICE			OTHER	WU NS	FAIL TO OBEY STOP SIGN
0.98		100608	1 Inj.	7P	DAY	DRY			OPDIR	NS SS	FELL ASLEEP, FAINTED, ETC.
1.20		112506	2 Inj.	3P	DAY	DRY	✓		ANGLE	WL NS	UNKNOWN OR OTHER CAUSE
1.25		030808	1 Inj.	5A	NIGHT	WET			OTHER	WS na	TOO FAST FOR CONDITIONS
1.30		072508	PROPERTY	2P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
1.36		030408	PROPERTY	12P	DAY	DRY			SDSWP	SS SS	FAIL TO KEEP RIGHT OF CENTER
1.40	✓	071006	PROPERTY	6P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
1.40	✓	071406	PROPERTY	10P	NIGHT	DRY			OPDIR	SS NS	FAIL TO GIVE FULL TIME/ATTENT
1.40	✓	121607	PROPERTY	7A	DAY	WET			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
1.40	✓	102607	1 Inj.	3P	DAY	WET			RREND	SS SS	UNKNOWN OR OTHER CAUSE
1.40	✓	102507	3 Inj.	4P	DAY	WET			RREND	SR SS	FAIL TO GIVE FULL TIME/ATTENT
1.40	✓	010408	PROPERTY	4P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
1.40		022608	PROPERTY	7P	NIGHT	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
1.40	✓	012408	PROPERTY	8P	NIGHT	DRY	✓		SDSWP	NL NL	UNDER INFLUENCE OF ALCOHOL

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

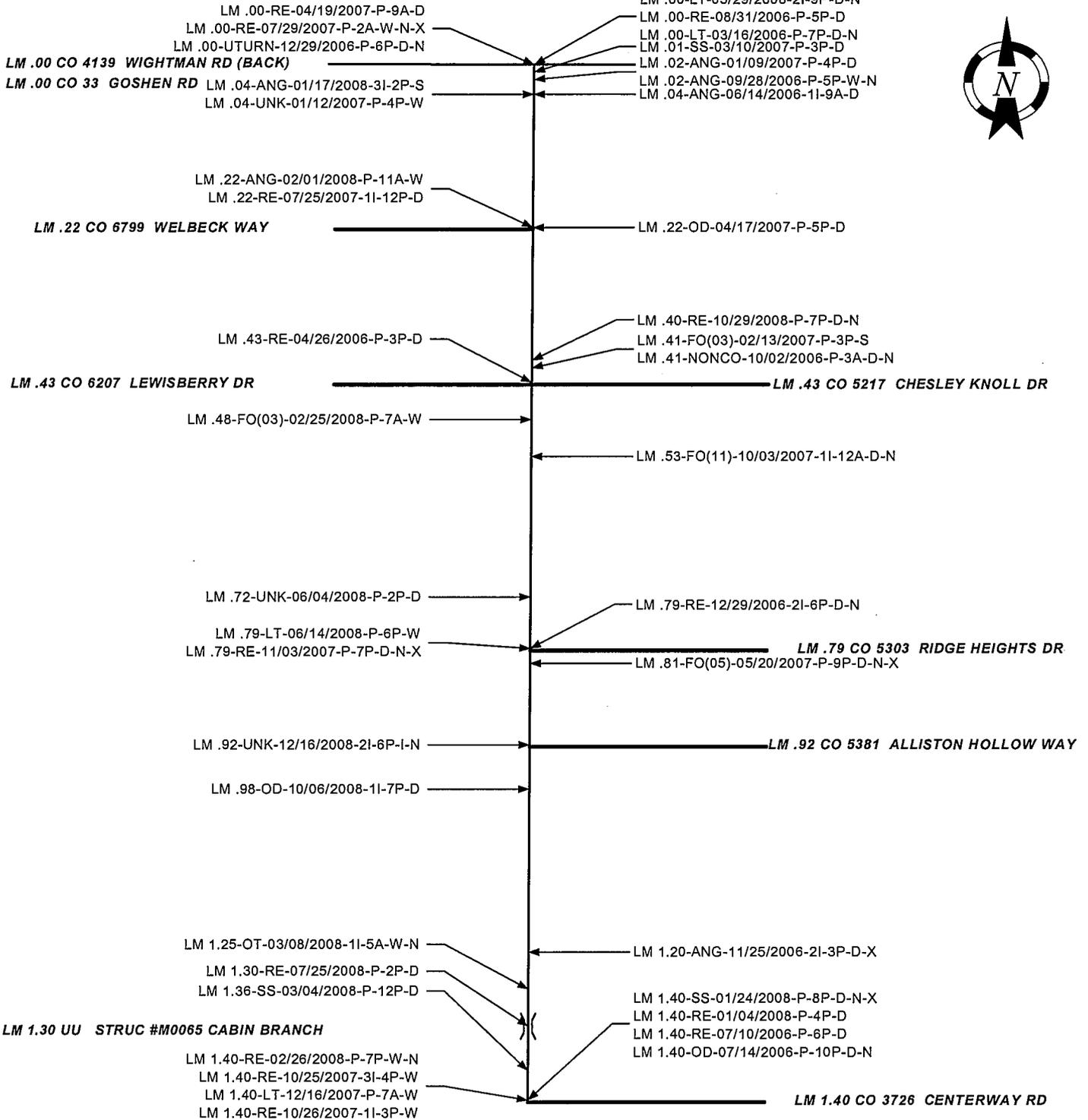
Location: CO 4140

County: MONTGOMERY

Study Period: 01/01/2006 to 12/31/2008

Analyst: JPATEL

Date: 12/01/2009



KEY: Log Mile - Collision Type (Fixed Object/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Date : 12/08/2009

To : Mr. Jeff Parker jparker@rkk.com

Department : RK&K

Subject : Accident Data / Analysis

Location (s) :

County : Montgomery Town / Place :

Route : Snouffer School Road Log Mile (s) : 1.40 - 2.60

at

x from Centerway Rd to MD 124

Attached is the accident data/analysis you requested in your letter of 11/23/2009. Specifically, we are providing the following data for the subject location.

- Accident Summary, Accident History, Accident Rates, Study Worksheet, Collision/Line Diagram, Other, One Year, Two Years, Three Years, No reported Accidents, to, Combined

Comments:

Should you have any questions, kindly contact me at (410) 787 - 5849.

Sincerely,

[Handwritten signature]

Alexander D. Lewis
Crash Analysis Safety Team
Traffic Development & Support Division



Office of Traffic and Safety
Traffic Safety Analysis Division

Consultant Accident Data/Analysis Request Form

Request Date: November 23, 2009

Note: date set automatically

Location:

County: Montgomery

Town/Place: Gaithersburg

Route: Snouffer School Road

Log Mile:

at

from LM 1.40 (Centerway Rd)

to LM 2.60 (MD 124)

Purpose Needed:

Signal Study

Surface Evaluation

Pavement Marking Study

Sign Study

Lighting Study

General Traffic Study

Other (Explain) Facility Planning Study for Montgomery County DOT

Originally Requested By: Mr. Greg Hwang, Mont. Co. DPW&T (240) 777-7279

When Needed: 12/8/2009

Work Requested:

Accident Summary

3R Format (History)

Accident Rates

Study Worksheet

Collision Diagram

Other (Explain in Remarks)

One Year

Two Years

Three Years

Combined Years

Specific Date(s)

to

Additional Instructions or Remarks: For rates, road is Urban Minor Art., 4 lanes, Center TWLTL, 35 MPH. ADTs: 2006=20,400, 2007=20,800, 2008=21,200

Requested by: Jeff Parker

Title: Project Engineer

Consultant Firm: RK&K Engineers

Consultant Subcontractor: n/a

Phone: (410) 462-9276

Fax: (410) 383-3270

Cell Phone: n/a

Email: jparker@rkk.com

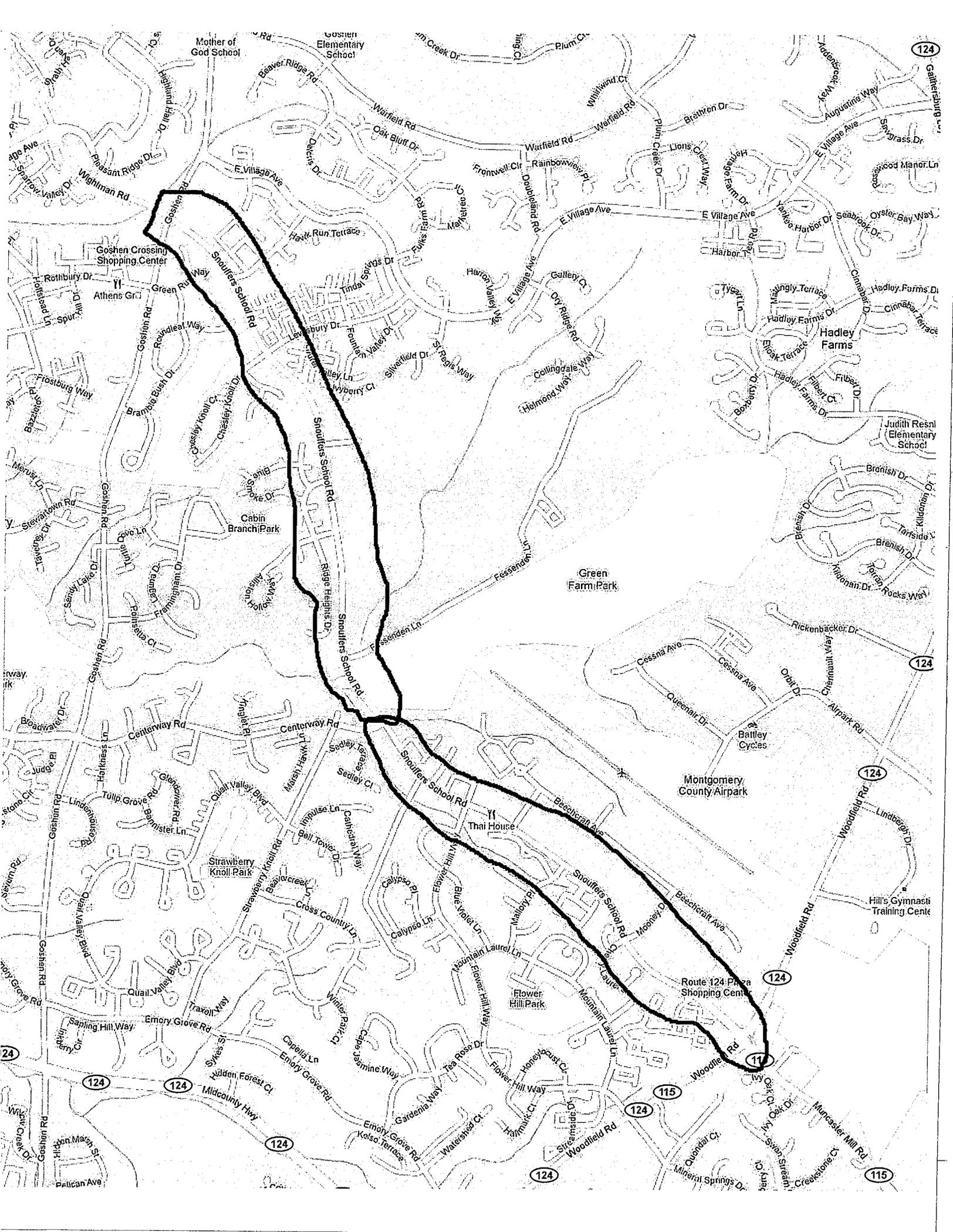
Please indicate map coordinates of location to be studied.

ADC Map Book n/a

MD General Hwy. Grid Map D-10

Purpose/Need: This data is needed to update a 2003-2005 crash data analysis RK&K previously performed for Montgomery County DOT's Midcounty Corridor Study. This update requires 2006-2008 data, if available.

Send to: Traffic Safety Analysis Division, 7491 Connelley Drive Hanover, Maryland 21076 Phone: (410) 787-5822 Fax: (410) 787-5823 Email: RCunningham@sha.state.md.us



Location: Snuffer School Rd from Centerway to MD 124
 County: Montgomery Period: January 1, 2006 To December 31, 2008
 Type Controls: 6U-100*

Logmile: From 001.40 To 002.60 Length: 1.20
 Note(s): * Significantly Higher than Statewide

YEAR ▶	2006	2007	2008	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	2.1
No. KILLED						
INJURY	10	11	5	26	95.0	148.5
No. INJURED	26	15	10	51		
PROP DAMAGE	10	15	15	40	146.2	226.7
TOTAL ACC	20	26	20	66	241.3	377.3
RATE	223.8	285.4	214.8			
WAADT	20400	20800	21200			
VMT(millions)	8.9	9.1	9.3	27.4		
OPPOSITE DIR	1			1	3.7	13.0
REAR END	5	4	5	14	51.2	133.0
SIDESWIPE	1	1	6	8	29.2	34.1
LEFT TURN	4	3	2	9	32.9	48.6
ANGLE	4	11	4	19	69.5	73.0
PEDESTRIAN					0.0	11.4
PARKED VEH					0.0	5.6
FIXED OBJECT	3	5	2	10	36.6	26.9
OTHER	2	2	1	5	18.3	23.8
U-TURN						
BACKING	1			1		
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	1	2	1	4		
TRCK REL ACC	1		3	4	14.6	20.4
NIGHTTIME	2	6	6	14	21 %	32 %
WET SURFACE	3	11	6	20	30 %	28 %
ALCOHOL REL	2	1	3	6	9 %	8 %
INTERSEC REL	13	14	7	34		
TOTAL VEH	40	47	41	128		
TOTAL TRUCKS	1		3	4		
PERCENT TRKS	2.5	0.0	7.3	3.1		

Comments:

Location: CO4140 Snuffer School From Centerway Rd To MD 124 Logmile: From 001.40 To 002.60 Length: 1.20
County: Montgomery Period: January 1, 2006 To December 31, 2008 Note(s):

SEVERITY													DAY OF THE WEEK							
Fatal		Injury		P-Damage		Total														
Accidents		26		40		66							SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ		51											10	14	12	5	8	11	6	
Pedestrian																				
MONTH OF THE YEAR													CONDITION: DRIVER			PED				
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		54					
8	1	3	6	4	7	3	4	4	5	7	14		ALCOHOL:		6					
													Other:		6					
TIME													VEHICLES INVOLVED PER ACCIDENT							
12	01	02	03	04	05	06	07	08	09	10	11	UNK								
AM:	3	3				4	5	6	4			1	1	2	3	4	5	6+	UNK	TOTAL
PM:	5	3	4	5	2	9	4	4	3	1			10	51	4	1				128
VEHICLE TYPE				SURFACE				MOVEMENTS												
1 M_Cycle/Moped		Trk_Trailer		20 WET				NORTH			SOUTH			EAST			WEST			
61	Passenger Veh	6	Passenger Bus	42 DRY				LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	
25	Light Truck	1	School Bus	2 SNO/ICE				5	37	1	6	31	1	3	13		5	15	1	
4	Heavy Truck	4	Emergency Veh	MUD															
26	Other Types			2 OTHER				OTHER MOVEMENTS 10												
PROBABLE CAUSES													COLLISION TYPES				FAT	INJ	PROP	TOTAL
Inf. of Drugs		Improper Parking				OPPOSITE DIR		RELATED:				1				1				
3	Inf. of Alcohol	Passenger Interfere/Obstr.				UNRELATED:														
Inf. of Medication		Illegally in Roadway				REAR END		RELATED:				5		4		9				
Inf. of Combined Substance		Bicycle Violation				UNRELATED:						2		3		5				
Physical/Mental Difficulty		Clothing not Visible				SIDESWIPE		RELATED:						1		1				
Fell Asleep/Fainted etc.		Smog, Smoke				UNRELATED:						1		6		7				
14	Fail to give full attent.	Sleet, Hail, Frz. Rain				LEFT TURN		RELATED:				4		4		8				
Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt				UNRELATED:						1				1				
17	Fail to Yield Rightofway	Severe Crosswinds				ANGLE		RELATED:				4		5		9				
Fail to Obey Stop Sign		1 Rain, Snow				UNRELATED:						4		6		10				
3	Fail to Obey Traffic Sig	1 Animal				PEDESTRIAN		RELATED:												
Fail to Obey Other Contr.		Vision Obstruction				UNRELATED:														
Fail to Keep Right of Ctr		Vehicle Defect				PARKED VEH.		RELATED:												
Fail to Stop for Sch. Bus		Wet				UNRELATED:														
Wrong Way on One Way		Icy or Snow Covered				OTHER CT		RELATED:						2		2				
Exceeded Speed Limit		Debris or Obstruction				UNRELATED:						2		1		3				
8	Too Fast for Conditions	Ruts, Holes, Bumps				F BRIDGE		01												
5	Followed too Closely	Road Under Construction				I BUILDING		02												
2	Improper Turn	Traffic Cntrl Device Inop.				X CULVERT/DITCH		03												
2	Improper Lane Change	Shoulders Low, Soft, High				E CURB		04						3		3				
1	Improper Backing					D GUARDRAIL/BARRIER		05												
1	Improper Passing	8 Other or Unknown				EMBANKMENT		06												
Improper Signal						O FENCE		07												
						B LIGHT POLE		08												
						J SIGN POST		09												
49	CLEAR/CLDY	42 DAY				E OTHER POLE		10				1		5		6				
FOGGY		8 DAWN/DUSK				C TREE/SHRUBBERY		11				1				1				
13	RAINING	14 DARK - LIGHTS ON				T CONSTR. BARRIER		12												
2	SNOW/SLEET	DARK - NO LIGHTS				S CRASH ATTENUATOR		13												
2	OTHER	2 OTHER				OTHER FIXED OBJECT														
		2006				20														
		2007				26														
		2008				20														

Location: CO4140 Snuffer School From Centerway Rd To MD 124 Logmile: From 001.40 To 002.60 Length: 1.20
 County: Montgomery Period: January 1, 2006 To December 31, 2008 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO4140											
1.41		121007	PROPERTY	12P	DAY	WET			SDSWP	SS SS	IMPROPER PASSING
1.41	✓	120307	2 Inj.	7A	DAY	WET			ANGLE	ES NS	TOO FAST FOR CONDITIONS
1.41		120108	1 Inj.	5P	NIGHT	WET			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
1.41		062908	PROPERTY	12A	NIGHT	DRY		10	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
1.42	✓	061106	PROPERTY	5P	DAY	DRY			RREND	NS NS	TOO FAST FOR CONDITIONS
1.43		111307	PROPERTY	8A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
1.46	✓	062906	1 Inj.	4P	DAY	WET			RREND	NS NS	TOO FAST FOR CONDITIONS
1.46		120707	PROPERTY	8A	DAY	WET			RREND	SS SS	FOLLOWED TOO CLOSELY
1.49		042008	PROPERTY	9A	DAY	WET			SDSWP	SS SS	IMPROPER LANE CHANGE
1.50		063006	PROPERTY	9A	OTHER	OTHR		10	FXOBJ	EU na	UNKNOWN OR OTHER CAUSE
1.60	✓	120408	PROPERTY	6P	NIGHT	WET			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
1.68		122106	1 Inj.	8A	DAY	WET		11	FXOBJ	SS na	TOO FAST FOR CONDITIONS
1.70	✓	041506	3 Inj.	7A	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
1.70	✓	052006	PROPERTY	3P	DAY	DRY		10	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
1.70	✓	082806	PROPERTY	1P	DAY	DRY			SDSWP	SR SS	IMPROPER TURN
1.70	✓	091407	1 Inj.	6P	DAY	WET			ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT
1.70		100807	PROPERTY	5P	DAY	DRY		10	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
1.70	✓	010107	PROPERTY	1A	NIGHT	WET	✓		ANGLE	WS NS	UNDER INFLUENCE OF ALCOHOL
1.70		081507	PROPERTY	7P	DAY	DRY			ANGLE	WS SS	FAIL TO YIELD RIGHT OF WAY
1.70	✓	122307	2 Inj.	3P	DAY	WET			ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
1.70		062908	PROPERTY	6P	DAY	DRY			SDSWP	WS WS	UNKNOWN OR OTHER CAUSE
1.71		060608	1 Inj.	12A	NIGHT	DRY			SDSWP	WL SL	FAIL TO YIELD RIGHT OF WAY
1.74		060206	PROPERTY	7P	DAY	DRY			ANGLE	SL WS	FAIL TO GIVE FULL TIME/ATTENT
1.83	✓	010807	PROPERTY	1A	NIGHT	WET		04	FXOBJ	NS na	ANIMAL
1.83	✓	011007	1 Inj.	7A	DAY	DRY			RREND	ES ES	FOLLOWED TOO CLOSELY
1.83	✓	041008	PROPERTY	1P	DAY	DRY			ANGLE	WL NS	FAIL TO YIELD RIGHT OF WAY
1.84		031706	PROPERTY	5P	DAY	DRY			ANGLE	WL NS	FAIL TO GIVE FULL TIME/ATTENT
1.89	✓	042108	PROPERTY	5P	DAY	WET			ANGLE	EL NS	FAIL TO YIELD RIGHT OF WAY
1.94		091708	PROPERTY	5P	DAY	DRY			ANGLE	NS ES	FAIL TO YIELD RIGHT OF WAY
1.96		120308	5 Inj.	7A	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
1.97		071406	1 Inj.	5P	DAY	DRY			ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
2.02		110707	1 Inj.	2P	DAY	DRY			ANGLE	WS NS	FAIL TO YIELD RIGHT OF WAY
2.14		051908	PROPERTY	7A	DAY	DRY	✓	04	FXOBJ	NS na	TOO FAST FOR CONDITIONS
2.19		012107	1 Inj.	2P	DAY	SNOW		10	FXOBJ	NS na	TOO FAST FOR CONDITIONS
2.22		102708	PROPERTY	8A	DAY	DRY			SDSWP	SS SS	UNKNOWN OR OTHER CAUSE
2.24		011206	3 Inj.	6A	OTHER	OTHR			OTHER	NL NS	IMPROPER TURN
2.24	✓	052306	1 Inj.	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
2.24	✓	112106	1 Inj.	2P	DAY	DRY			OPDIR	NS SS	FAIL TO OBEY TAFFIC SIGNAL
2.24	✓	072007	PROPERTY	11A	DAY	DRY			ANGLE	NS WS	FAIL TO OBEY TAFFIC SIGNAL
2.24	✓	121707	1 Inj.	9A	DAY	DRY			ANGLE	NS WS	FAIL TO OBEY TAFFIC SIGNAL
2.24	✓	110408	2 Inj.	12P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
2.24		040808	1 Inj.	4P	DAY	DRY			OTHER	SU NS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

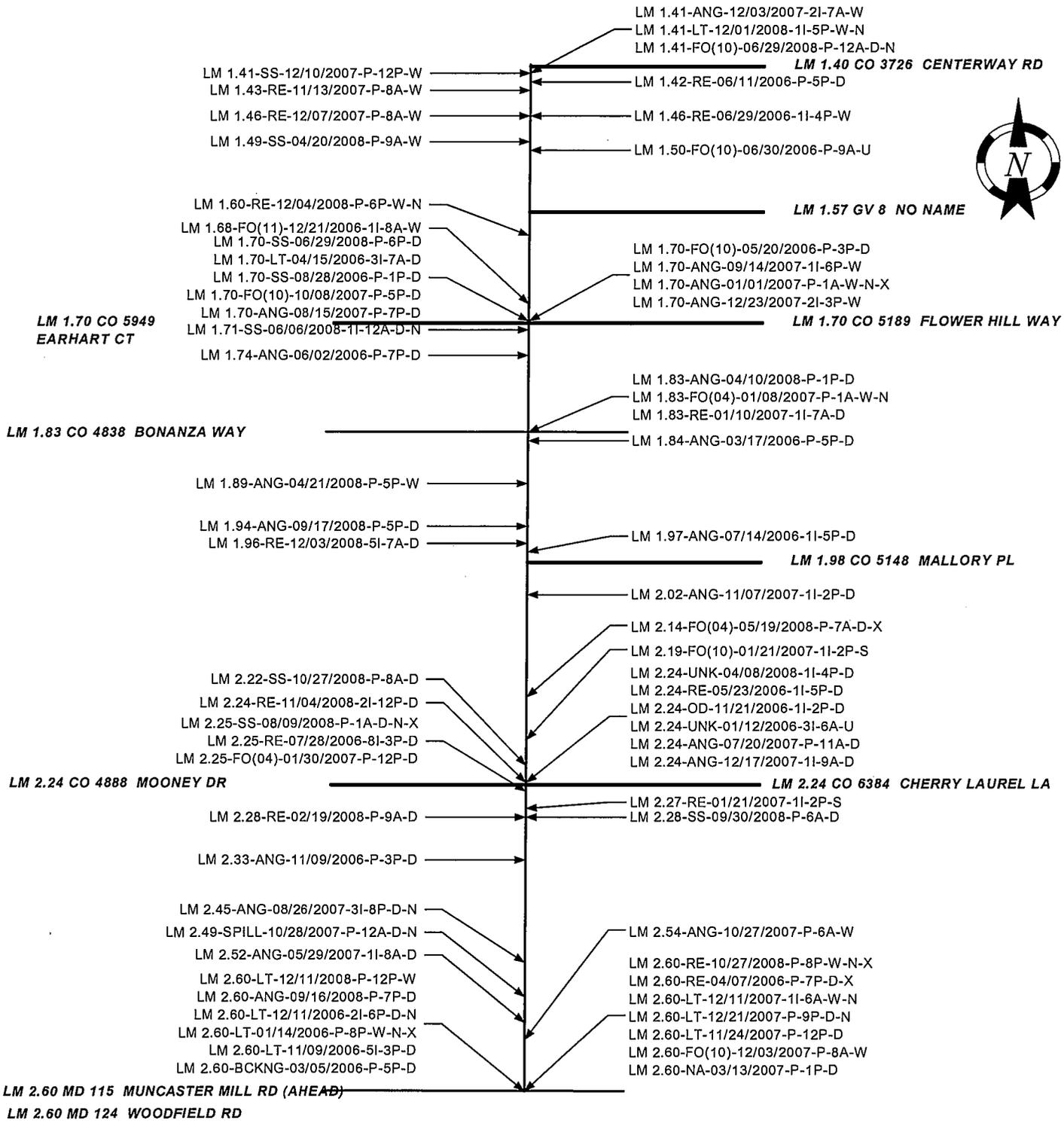
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
2.25	✓	072806	8 Inj.	3P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
2.25	✓	013007	PROPERTY	12P	DAY	DRY		04	FXOBJ	SS na	UNKNOWN OR OTHER CAUSE
2.25		080908	PROPERTY	1A	NIGHT	DRY	✓		SDSWP	WS WS	IMPROPER LANE CHANGE
2.27		012107	1 Inj.	2P	DAY	SNOW			RREND	NS NS	RAIN, SNOW
2.28		021908	PROPERTY	9A	DAY	DRY			RREND	SS SS	TOO FAST FOR CONDITIONS
2.28		093008	PROPERTY	6A	DAY	DRY			SDSWP	NS NS	UNKNOWN OR OTHER CAUSE
2.33		110906	PROPERTY	3P	DAY	DRY			ANGLE	EL SS	FAIL TO YIELD RIGHT OF WAY
2.45		082607	3 Inj.	8P	NIGHT	DRY			ANGLE	EL NS	FAIL TO YIELD RIGHT OF WAY
2.49		102807	PROPERTY	12A	NIGHT	DRY			OTHER	WS WS	UNKNOWN OR OTHER CAUSE
2.52		052907	1 Inj.	8A	DAY	DRY			ANGLE	ES SS	FAIL TO YIELD RIGHT OF WAY
2.54		102707	PROPERTY	6A	DAY	WET			ANGLE	WL NS	FAIL TO YIELD RIGHT OF WAY
2.60	✓	040706	PROPERTY	7P	DAY	DRY	✓		RREND	NS NS	UNDER INFLUENCE OF ALCOHOL
2.60	✓	121106	2 Inj.	6P	NIGHT	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
2.60	✓	110906	5 Inj.	3P	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
2.60	✓	030506	PROPERTY	5P	DAY	DRY			OTHER	WU WU	IMPROPER BACKING
2.60	✓	011406	PROPERTY	8P	NIGHT	WET	✓		LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
2.60	✓	121107	1 Inj.	6A	NIGHT	WET			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
2.60	✓	122107	PROPERTY	9P	NIGHT	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
2.60	✓	112407	PROPERTY	12P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
2.60	✓	120307	PROPERTY	8A	DAY	WET		10	FXOBJ	ES na	TOO FAST FOR CONDITIONS
2.60	✓	031307	PROPERTY	1P	DAY	DRY			OTHER	NS NR	FOLLOWED TOO CLOSELY
2.60	✓	091608	PROPERTY	7P	DAY	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
2.60	✓	121108	PROPERTY	12P	DAY	WET			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
2.60	✓	102708	PROPERTY	8P	NIGHT	WET	✓		RREND	ES ES	UNDER INFLUENCE OF ALCOHOL

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: CO 4140
County: MONTGOMERY
Study Period: 01/01/2006 to 12/31/2008
Analyst: JPATEL Date: 12/01/2009



KEY: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 08-27-08

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Location: MD 27 FROM L.M. 0.00 TO L.M. 0.54

Logmile: From 000.00 To 000.54 Length: 0.54

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

Type Controls: 5U-100%

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.6
No. KILLED	-----					
INJURY	1	7	8	16	102.9	112.4
No. INJURED	2	8	15	25		
PROP DAMAGE	7	13	11	31	199.4 *	134.0
TOTAL ACC	8	20	19	47	302.3	247.9
RATE	153.0	391.1	365.1			
WAADT	26500	25900	26400			
VMT(millions)	5.2	5.1	5.2	15.5		
OPPOSITE DIR	1		2	3	19.3 *	4.3
REAR END	3	7	4	14	90.1	91.8
SIDESWIPE		1	2	3	19.3	17.6
LEFT TURN		2	3	5	32.2	27.2
ANGLE	2	5	5	12	77.2 *	38.1
PEDESTRIAN					0.0	7.3
PARKED VEH					0.0	4.2
FIXED OBJECT		3	3	6	38.6	22.6
OTHER	2	2		4	25.7	30.3
U-TURN						
BACKING						
ANIMAL	1			1		
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	1	2		3		
TRCK REL ACC			2	2	12.9	16.4
NIGHTTIME	5	9	11	25	53 %*	32 %
WET SURFACE	5	8	6	19	40 %	28 %
ALCOHOL REL		1	1	2	4 %	8 %
INTERSEC REL	7	13	12	32		
TOTAL VEH	15	35	38	88		
TOTAL TRUCKS			2	2		
PERCENT TRKS	0.0	0.0	5.3	2.3		

Comments:

Location: MD 27 FROM L.M. 0.00 TO L.M. 0.54

Logmile: From 000.00 To 000.54 Length: 0.54

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK									
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK		
Accidents		16	31	47										
Veh Occ		25			2	3	6	11	4	8	13			
Pedestrian														

MONTH OF THE YEAR													CONDITION:	DRIVER	PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	40	
2	2	3	3	2	7	4	6	6	2	4	6		ALCOHOL:	2	
													Other:	5	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	3	4		1		3	1			2	2	1		1	2	3	4	5	6+	UNK	TOTAL
PM:	1	1	4	2	5	1	4	2	2	3	2	3		9	35	3					88

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	1 Trk_Trailer	19 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
52 Passenger Veh	Passenger Bus	25 DRY	2	28		4	33	2	9		1	3	1	
20 Light Truck	1 School Bus	1 SNO/ICE												
2 Heavy Truck	1 Emergency Veh	MUD												
11 Other Types		2 OTHER	OTHER MOVEMENTS 5											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:		1	2	3
2 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:				
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:		3	6	9
Inf. of Combined Substance	Bicycle Violation			UNRELATED:		1	4	5
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:				
Fell Asleep/Fainted etc.	Smog, Smoke			UNRELATED:			3	3
27 Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:		4	1	5
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:				
5 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:		4	7	11
Fail to Obey Stop Sign	1 Rain, Snow			UNRELATED:		1		1
Fail to Obey Traffic Sig	1 Animal		PEDESTRIAN	RELATED:				
4 Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:				
Fail to Keep Right of Ctr	1 Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	Wet			UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:			3	3
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:			1	1
3 Too Fast for Conditions	Ruts, Holes, Bumps		F | BRIDGE	01				
Followed too Closely	Road Under Construction		I | BUILDING	02				
Improper Turn	Traffic Cntrl Device Inop.		X | CULVERT/DITCH	03				
Improper Lane Change	Shoulders Low, Soft, High		E | CURB	04		1	3	4
Improper Backing			D | GUARDRAIL/BARRIER	05		1		1
Improper Passing	3 Other or Unknown		| EMBANKMENT	06			1	1
Improper Signal			O | FENCE	07				
			B | LIGHT POLE	08				
			J | SIGN POST	09				
			E | OTHER POLE	10				
			C | TREE/SHRUBBERY	11				
			T | CONSTR. BARRIER	12				
			S | CRASH ATTENUATOR	13				
			| OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS	WEATHER	ILLUMINATION	TOTALS
32 CLEAR/CLDY	21 DAY		E	OTHER POLE	10
FOGGY	1 DAWN/DUSK		C	TREE/SHRUBBERY	11
14 RAINING	18 DARK - LIGHTS ON	2003 8	T	CONSTR. BARRIER	12
SNOW/SLEET	7 DARK - NO LIGHTS	2004 20	S	CRASH ATTENUATOR	13
1 OTHER	OTHER	2005 19			

Location: MD 27 FROM L.M. 0.00 TO L.M. 0.54

Logmile: From 000.00 To 000.54 Length: 0.54

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
MD0027											
0.00	✓	072303	PROPERTY	10P	NIGHT	WET			OPDIR	SS NS	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	091303	PROPERTY	5A	NIGHT	WET			OTHER	UU UU	FAIL TO YIELD RIGHT OF WAY
0.00	✓	061104	PROPERTY	1P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.00		090804	1 Inj.	4P	DAY	WET			ANGLE	SS ES	FAIL TO OBEY OTHER CTRL DEVICE
0.00	✓	102604	1 Inj.	11A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
0.00		090104	PROPERTY	9A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.00		092104	PROPERTY	6A	DAY	DRY			SDSWP	SR SR	UNKNOWN OR OTHER CAUSE
0.00	✓	120605	PROPERTY	5A	NIGHT	ICE			OPDIR	NS SS	FAIL TO OBEY OTHER CTRL DEVICE
0.00		112605	PROPERTY	7P	NIGHT	DRY		06	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
0.00	✓	080405	1 Inj.	8P	NIGHT	OTHR			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
0.01	✓	070404	1 Inj.	2P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.01		062904	PROPERTY	12A	NIGHT	WET		04	FXOBJ	SS na	TOO FAST FOR CONDITIONS
0.01		081305	PROPERTY	4P	DAY	DRY			SDSWP	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.03	✓	081103	PROPERTY	9A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.16	✓	021404	1 Inj.	6P	NIGHT	DRY			ANGLE	NS ES	FAIL TO OBEY OTHER CTRL DEVICE
0.16	✓	033104	PROPERTY	4P	DAY	DRY			ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT
0.16	✓	121504	1 Inj.	9P	NIGHT	DRY			RREND	ES ES	TOO FAST FOR CONDITIONS
0.16	✓	120805	PROPERTY	6P	NIGHT	DRY			ANGLE	NS ES	FAIL TO GIVE FULL TIME/ATTENT
0.17		111204	PROPERTY	7P	NIGHT	WET		04	FXOBJ	SS na	TOO FAST FOR CONDITIONS
0.24		111705	1 Inj.	8P	NIGHT	DRY		05	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
0.29		102904	PROPERTY	3P	DAY	DRY		04	FXOBJ	NS na	VEHICLE DEFECT
0.39		050205	PROPERTY	2P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
0.43		081705	PROPERTY	4P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.50		110703	PROPERTY	5A	NIGHT	DRY			OTHER	SS na	ANIMAL
0.53	✓	061904	PROPERTY	11P	NIGHT	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
0.53	✓	061904	PROPERTY	11P	NIGHT	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
0.53	✓	071905	1 Inj.	10P	NIGHT	DRY		04	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
0.53		040605	PROPERTY	3P	DAY	DRY			SDSWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.53		010505	PROPERTY	9P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	040503	PROPERTY	3A	NIGHT	WET			ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	030703	PROPERTY	2P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	011203	2 Inj.	1A	NIGHT	DRY			ANGLE	ES NS	FAIL TO YIELD RIGHT OF WAY
0.54	✓	091803	PROPERTY	2P	DAY	WET			RREND	SS SS	RAIN, SNOW
0.54	✓	120104	PROPERTY	1A	NIGHT	WET			ANGLE	NL ES	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	090304	2 Inj.	5P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
0.54	✓	081404	PROPERTY	6P	DAY	WET		✓	RREND	NS NS	UNDER INFLUENCE OF ALCOHOL
0.54	✓	071704	PROPERTY	1A	NIGHT	DRY			ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	040704	PROPERTY	12P	DAY	DRY			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
0.54		061904	1 Inj.	11P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	032805	1 Inj.	4P	DAY	WET			ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	060405	1 Inj.	1A	NIGHT	WET			OPDIR	SS NS	FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	121605	PROPERTY	10A	DAY	OTHR			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT

FXOB (01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX		CLSN	MOVE		PROBABLE CAUSE
						FACE	ALC	OB	TYPE		V1	V2	
0.54	✓	082705	1 Inj.	12A	NIGHT	DRY		✓		ANGLE	ES NS		UNDER INFLUENCE OF ALCOHOL
0.54	✓	060105	3 Inj.	9P	NIGHT	DRY				LFTRN	SL NS		FAIL TO YIELD RIGHT OF WAY
0.54	✓	052405	PROPERTY	6P	DAY	WET				ANGLE	SS WL		FAIL TO OBEY OTHER CTRL DEVICE
0.54	✓	021905	PROPERTY	12A	NIGHT	DRY				ANGLE	WS NS		FAIL TO GIVE FULL TIME/ATTENT
0.54	✓	121605	6 Inj.	10A	DAY	WET				LFTRN	SL NS		UNKNOWN OR OTHER CAUSE

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

Location: MD 355 FROM L.M. 15.43 TO L.M. 22.90

Logmile: From 015.43 To 022.90 Length: 7.47

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

Type Controls: 5U-76% 0U-5% 8U-19%

* Significantly Higher than Statewide

YEAR ▶	2003	2004	2005	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.5
<u>No. KILLED</u>	-----					
INJURY	87	74	71	232	113.3	109.2
<u>No. INJURED</u>	-----					
PROP DAMAGE	102	97	77	276	134.8	130.1
TOTAL ACC	189	171	148	508	248.1	240.7
RATE	280.4	250.0	214.8			
WAADT	24700	25000	25300			
VMT (millions)	67.4	68.4	68.9	204.7		
OPPOSITE DIR	8	7	7	22	10.8 *	5.7
<u>REAR END</u>	-----					
SIDESWIPE	7	7	7	21	10.3	15.7
<u>LEFT TURN</u>	-----					
ANGLE	35	28	32	95	46.4 *	38.4
<u>PEDESTRIAN</u>	-----					
PARKED VEH		1	4	5	2.4	4.8
<u>FIXED OBJECT</u>	-----					
OTHER	28	14	8	50	24.4	27.8
<u>U-TURN</u>	-----					
BACKING	1	2		3		
<u>ANIMAL</u>	-----					
RAILROAD						
<u>EXPL./FIRE</u>	-----					
OVERTURN	1	1		2		
<u>OTHER/UNK</u>	-----					
TRCK REL ACC	7	9	5	21	10.3	15.6
NIGHTTIME	56	54	45	155	30 %	32 %
<u>WET SURFACE</u>	-----					
ALCOHOL REL	7	11	13	31	6 %	8 %
INTERSEC REL	124	107	103	334		
TOTAL VEH	375	328	296	999		
TOTAL TRUCKS	7	9	5	21		
PERCENT TRKS	1.9	2.7	1.7	2.1		

Comments:

Location: MD 355 FROM L.M. 15.43 TO L.M. 22.90

Logmile: From 015.43 To 022.90 Length: 7.47

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

SEVERITY					DAY OF THE WEEK																																										
Fatal	Injury	P-Damage	Total		SUN	MON	TUE	WED	THU	FRI	SAT	UNK	CONDITION: DRIVER			PED																															
Accidents	232	276	508											Normal:	428	6																															
Veh Occ	374				51	74	65	87	68	93	70			ALCOHOL:	30	1																															
Pedestrian	9													Other:	50	2																															
MONTH OF THE YEAR														CONDITION: DRIVER			PED																														
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:			428	6																														
34	37	46	32	48	41	30	34	41	49	51	65		ALCOHOL:			30	1																														
														Other:			50	2																													
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT																																	
AM:	3	6	4	1	3	9	19	29	27	18	15	22		1	2	3	4	5	6+	UNK	TOTAL																										
PM:	31	26	39	29	33	52	37	35	22	23	17	8		88	363	45	10	2			999																										
VEHICLE TYPE				SURFACE				MOVEMENTS																																							
8 M_Cycle/Moped				Trk_Trailer				140 WET				NORTH				SOUTH				EAST				WEST																							
588 Passenger Veh				14 Passenger Bus				345 DRY				LF			ST			RT			LF			ST			RT			LF			ST			RT											
152 Light Truck				13 School Bus				22 SNO/ICE				38			327			10			41			330			5			12			40			8			25			38			11		
21 Heavy Truck				19 Emergency Veh				MUD																																							
184 Other Types								1 OTHER				OTHER MOVEMENTS 114																																			
PROBABLE CAUSES														COLLISION TYPES				FAT	INJ	PROP	TOTAL																										
1 Inf. of Drugs				Improper Parking				OPPOSITE DIR				RELATED:				8	4	12																													
26 Inf. of Alcohol				Passenger Interfere/Obstr.				UNRELATED:				2	8	10																																	
Inf. of Medication				Illegally in Roadway				REAR END				RELATED:				54	54	108																													
1 Inf. of Combined Substance				Bicycle Violation				UNRELATED:				26	40	66																																	
6 Physical/Mental Difficulty				Clothing not Visible				SIDESWIPE				RELATED:				2	11	13																													
4 Fell Asleep/Fainted etc.				Smog, Smoke				UNRELATED:				2	6	8																																	
276 Fail to give full attent.				1 Sleet, Hail, Frz. Rain				LEFT TURN				RELATED:				43	22	65																													
Lic. Restr. Non-comply				Blowing Sand, Soil, Dirt				UNRELATED:				1	2	3																																	
58 Fail to Yield Rightofway				Severe Crosswinds				ANGLE				RELATED:				52	37	89																													
3 Fail to Obey Stop Sign				3 Rain, Snow				UNRELATED:				3	3	6																																	
11 Fail to Obey Traffic Sig				4 Animal				PEDESTRIAN				RELATED:				2	2	2																													
8 Fail to Obey Other Contr.				2 Vision Obstruction				UNRELATED:				5	5	5																																	
4 Fail to Keep Right of Ctr				3 Vehicle Defect				PARKED VEH.				RELATED:				1	1	1																													
Fail to Stop for Sch. Bus				3 Wet				UNRELATED:				4	4	4																																	
Wrong Way on One Way				3 Icy or Snow Covered				OTHER CT				RELATED:				10	12	22																													
1 Exceeded Speed Limit				1 Debris or Obstruction				UNRELATED:				7	21	28																																	
22 Too Fast for Conditions				Ruts, Holes, Bumps				F | BRIDGE				01																																			
15 Followed too Closely				Road Under Construction				I | BUILDING				02																																			
8 Improper Turn				Traffic Cntrl Device Inop.				X | CULVERT/DITCH				03				1	1	1																													
5 Improper Lane Change				1 Shoulders Low, Soft, High				E | CURB				04				4	29	33																													
Improper Backing								D | GUARDRAIL/BARRIER				05				1	4	5																													
2 Improper Passing				36 Other or Unknown				| EMBANKMENT				06				1	3	4																													
Improper Signal								O | FENCE				07																																			
								B | LIGHT POLE				08				1	1	1																													
								J | SIGN POST				09				7	7	7																													
WEATHER				ILLUMINATION				TOTALS				E | OTHER POLE				10				1	5	6																									
407 CLEAR/CLDY	324 DAY							C | TREE/SHRUBBERY				11				6	2	8																													
2 FOGGY	29 DAWN/DUSK							T | CONSTR. BARRIER				12																																			
86 RAINING	140 DARK - LIGHTS ON			2003	189					S | CRASH ATTENUATOR				13																																	
13 SNOW/SLEET	15 DARK - NO LIGHTS			2004	171					| OTHER FIXED OBJECT								1	1	1																											
OTHER	OTHER			2005	148																																										

Location: MD 355 FROM L.M. 15.43 TO L.M. 22.90

Logmile: From 015.43 To 022.90 Length: 7.47

County: Montgomery

Period: January 1, 2003 To December 31, 2005

Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
MD0355											
15.43	✓	062503	5 Inj.	6P	DAY	DRY			OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT
15.43		062803	PROPERTY	12P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	122603	PROPERTY	2P	DAY	DRY			ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	063003	1 Inj.	1P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
15.43	✓	011303	2 Inj.	10P	NIGHT	DRY			ANGLE	NL ES	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	072203	PROPERTY	7P	DAY	WET			RREND	NS NS	UNDER INFLUENCE OF DRUGS
15.43	✓	041303	1 Inj.	6P	DAY	DRY			SDSWP	NR NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	081203	1 Inj.	11A	DAY	DRY			ANGLE	NS WS	FAIL TO OBEY TAFFIC SIGNAL
15.43	✓	010603	1 Inj.	10P	NIGHT	DRY			RREND	NL NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	021503	PROPERTY	4P	DAY	WET			LFTRN	WL ES	FAIL TO OBEY OTHER CTRL DEVICE
15.43	✓	122003	PROPERTY	10P	NIGHT	DRY			LFTRN	NL SS	FAIL TO OBEY TAFFIC SIGNAL
15.43	✓	081703	PROPERTY	11A	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	111003	PROPERTY	6P	NIGHT	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	111003	PROPERTY	6P	NIGHT	DRY			RREND	WS WS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	050503	PROPERTY	11P	NIGHT	WET			RREND	SS SS	RAIN, SNOW
15.43	✓	032103	PROPERTY	5P	DAY	WET			ANGLE	WS SS	FAIL TO YIELD RIGHT OF WAY
15.43	✓	061004	1 Inj.	7P	DAY	DRY			ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	101604	PROPERTY	12P	DAY	WET			ANGLE	EL NS	FAIL TO YIELD RIGHT OF WAY
15.43		120704	PROPERTY	12P	DAY	WET			RREND	NS NS	TOO FAST FOR CONDITIONS
15.43	✓	112104	2 Inj.	7P	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	051404	PROPERTY	7P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	081804	PROPERTY	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	033004	1 Inj.	8P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	110604	PROPERTY	9P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	031904	1 Inj.	6A	DAY	DRY			OTHER	UU SS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	051004	PROPERTY	5P	DAY	DRY			SDSWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	060405	PROPERTY	6P	DAY	DRY			ANGLE	NS ES	FAIL TO OBEY TAFFIC SIGNAL
15.43	✓	031005	1 Inj.	7A	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	012905	3 Inj.	12P	DAY	DRY			ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	082905	PROPERTY	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.43	✓	062705	3 Inj.	8A	DAY	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
15.43	✓	041705	1 Inj.	1A	NIGHT	DRY	✓		ANGLE	NR ES	FAIL TO GIVE FULL TIME/ATTENT
15.44		121603	PROPERTY	5P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.44	✓	032803	PROPERTY	8A	DAY	DRY		04	FXOBJ	EL na	FAIL TO GIVE FULL TIME/ATTENT
15.44		022704	1 Inj.	6P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.44		112004	1 Inj.	7P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.45		030703	1 Inj.	2P	DAY	DRY			RREND	NS NS	TOO FAST FOR CONDITIONS
15.45	✓	012403	PROPERTY	9A	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
15.45	✓	051303	PROPERTY	8A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.45	✓	011604	PROPERTY	5P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.46		051403	PROPERTY	11A	DAY	OTHR			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.48	✓	042904	1 Inj.	8P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
15.49	✓	091504	PROPERTY	8A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.53	✓	020803	3 Inj.	1P	DAY	DRY			ANGLE	WL NS	FAIL TO OBEY OTHER CTRL DEVICE
15.53	✓	090803	2 Inj.	10P	NIGHT	DRY			ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT
15.53	✓	052704	2 Inj.	4P	DAY	WET			ANGLE	NS ES	FAIL TO GIVE FULL TIME/ATTENT
15.55	✓	081404	2 Inj.	9A	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.57	✓	041204	1 Inj.	5P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.57	✓	122105	1 Inj.	7A	DAY	DRY			PED	SS na	VISION OBSTRUCTION
15.65		091203	PROPERTY	2P	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.69		033003	2 Inj.	4P	DAY	WET			RREND	NS NS	TOO FAST FOR CONDITIONS
15.74	✓	121603	1 Inj.	6A	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
15.74	✓	112303	2 Inj.	3P	DAY	DRY			ANGLE	EL NS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	092603	PROPERTY	7P	DAY	DRY			RREND	WL WS	FAIL TO YIELD RIGHT OF WAY
15.74	✓	091203	PROPERTY	7P	NIGHT	WET			OTHER	SL UU	FAIL TO YIELD RIGHT OF WAY
15.74	✓	061203	PROPERTY	7A	DAY	WET			ANGLE	NS WS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	052103	1 Inj.	6P	DAY	SNOW			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	110103	PROPERTY	3P	DAY	DRY			ANGLE	SS WL	UNKNOWN OR OTHER CAUSE
15.74	✓	111004	1 Inj.	5P	NIGHT	DRY			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	081004	1 Inj.	2P	DAY	DRY			LFTRN	SS NL	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	071904	8 Inj.	4P	DAY	DRY			ANGLE	EL NS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	042604	PROPERTY	1P	DAY	WET			ANGLE	SS WS	FAIL TO OBEY TAFFIC SIGNAL
15.74	✓	061904	2 Inj.	9A	DAY	DRY			ANGLE	SS ES	UNKNOWN OR OTHER CAUSE
15.74	✓	070104	1 Inj.	2P	DAY	DRY			ANGLE	WS SS	FAIL TO YIELD RIGHT OF WAY
15.74		030504	PROPERTY	6P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.74		101304	1 Inj.	12P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	111204	2 Inj.	7P	NIGHT	WET			OPDIR	SS NS	FAIL TO YIELD RIGHT OF WAY
15.74	✓	111704	PROPERTY	9P	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	112004	4 Inj.	5P	NIGHT	WET			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
15.74		092105	PROPERTY	8A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	020405	PROPERTY	5P	NIGHT	DRY			RREND	NS NS	IMPROPER PASSING
15.74	✓	111605	1 Inj.	7P	NIGHT	WET			RREND	NL NS	FAIL TO YIELD RIGHT OF WAY
15.74	✓	033005	PROPERTY	6P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
15.74	✓	122705	PROPERTY	6P	NIGHT	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
15.74	✓	112905	PROPERTY	10A	DAY	DRY			ANGLE	EL NS	FAIL TO GIVE FULL TIME/ATTENT
15.74	✓	111105	2 Inj.	4P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
15.74	✓	121905	PROPERTY	9A	DAY	DRY			ANGLE	SS WS	FAIL TO OBEY OTHER CTRL DEVICE
15.75	✓	022504	PROPERTY	6P	NIGHT	DRY			SDSWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.76	✓	120303	PROPERTY	5P	DAY	DRY			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
15.76		091405	PROPERTY	8P	NIGHT	DRY			PARKD	SS UP	FAIL TO GIVE FULL TIME/ATTENT
15.85		052604	PROPERTY	8A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.89		121604	2 Inj.	5P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
16.00	✓	040105	PROPERTY	11P	NIGHT	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	060403	PROPERTY	6P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
16.03	✓	080803	PROPERTY	2P	DAY	DRY			ANGLE	SS WL	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	113003	2 Inj.	11A	DAY	DRY			OTHER	UU NS	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	120303	1 Inj.	11A	DAY	DRY			OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	031403	1 Inj.	10P	NIGHT	DRY	✓		RREND	SS SS	UNDER INFLUENCE OF ALCOHOL
16.03	✓	021903	1 Inj.	10A	DAY	WET			RREND	NS NR	TOO FAST FOR CONDITIONS
16.03	✓	122304	PROPERTY	9A	DAY	WET		04	FXOBJ	WL na	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	120504	3 Inj.	8A	DAY	DRY			OTHER	NS SS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS SN OB	MOVE TYPE	V1 V2	PROBABLE CAUSE
16.03	✓	100204	PROPERTY	5A	NIGHT	DRY		04	FXOBJ	NR na	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	082804	PROPERTY	8A	DAY	DRY		04	FXOBJ	WL na	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	092404	PROPERTY	11A	DAY	DRY			OTHER	NU SS	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	040404	1 Inj.	1P	DAY	DRY			OPDIR	SS NS	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	050405	3 Inj.	5P	DAY	DRY			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
16.03	✓	112905	1 Inj.	12P	DAY	WET			RREND	NS NS	TOO FAST FOR CONDITIONS
16.03	✓	082705	2 Inj.	1P	DAY	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
16.03	✓	021605	PROPERTY	2P	DAY	WET			RREND	SS SS	TOO FAST FOR CONDITIONS
16.03	✓	022505	1 Inj.	4P	DAY	DRY			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
16.04	✓	011005	4 Inj.	7A	DAY	DRY			RREND	SS SS	TOO FAST FOR CONDITIONS
16.05		101304	1 Inj.	8A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.14	✓	041303	PROPERTY	6P	DAY	DRY		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
16.24		042503	1 Inj.	9P	NIGHT	WET	✓		PED	NS na	UNKNOWN OR OTHER CAUSE
16.26		011705	PROPERTY	7P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.28	✓	090503	2 Inj.	2P	DAY	DRY			LFTRN	NS SL	FAIL TO OBEY TAFFIC SIGNAL
16.28	✓	102604	PROPERTY	9A	DAY	DRY			OTHER	SS na	ANIMAL
16.28	✓	110904	1 Inj.	5P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.28	✓	080505	1 Inj.	10P	NIGHT	DRY			ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT
16.28		062805	PROPERTY	3P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.28	✓	052705	PROPERTY	7P	DAY	DRY			LFTRN	SL NS	UNKNOWN OR OTHER CAUSE
16.30	✓	120905	PROPERTY	10A	DAY	SNOW			SDSWP	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.34	✓	102403	PROPERTY	11A	DAY	DRY			OTHER	NS UU	FAIL TO GIVE FULL TIME/ATTENT
16.36	✓	061903	1 Inj.	4A	NIGHT	WET		04	FXOBJ	NL na	FAIL TO GIVE FULL TIME/ATTENT
16.52		122204	PROPERTY	2P	DAY	DRY			SDSWP	SS SS	IMPROPER LANE CHANGE
16.53		041503	PROPERTY	5P	DAY	DRY			OTHER	SS na	DEBRIS OR OBSTRUCTION
16.53		031403	PROPERTY	6A	DAY	WET			OTHER	NU SS	FAIL TO GIVE FULL TIME/ATTENT
16.54		061703	PROPERTY	4P	DAY	DRY			OTHER	UU SS	FOLLOWED TOO CLOSELY
16.54	✓	032603	1 Inj.	6P	DAY	WET			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
16.54	✓	120303	PROPERTY	5P	NIGHT	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
16.54		100803	1 Inj.	4P	DAY	DRY			ANGLE	ER SS	FAIL TO GIVE FULL TIME/ATTENT
16.54	✓	092203	PROPERTY	2P	DAY	DRY			SDSWP	NL NS	IMPROPER TURN
16.54	✓	101403	3 Inj.	5P	DAY	WET			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
16.54		122303	1 Inj.	2P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.54	✓	032204	2 Inj.	7A	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
16.54	✓	050504	1 Inj.	8A	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
16.54	✓	081304	1 Inj.	7A	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
16.54	✓	092904	2 Inj.	9P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
16.54	✓	111504	PROPERTY	7P	DAY	DRY			ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
16.54	✓	112705	PROPERTY	7P	NIGHT	WET			SDSWP	NR NS	IMPROPER TURN
16.62		032205	1 Inj.	7A	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
16.65	✓	120203	1 Inj.	5P	NIGHT	DRY			ANGLE	ES SS	FAIL TO GIVE FULL TIME/ATTENT
16.65	✓	100803	1 Inj.	7P	NIGHT	DRY			LFTRN	EL WS	FAIL TO GIVE FULL TIME/ATTENT
16.65	✓	073004	PROPERTY	12P	DAY	DRY			ANGLE	WS NS	FAIL TO GIVE FULL TIME/ATTENT
16.65	✓	090604	PROPERTY	11A	DAY	DRY			ANGLE	ES NS	FAIL TO YIELD RIGHT OF WAY
16.65	✓	113004	PROPERTY	8A	DAY	WET			OTHER	NR SS	FAIL TO GIVE FULL TIME/ATTENT
16.65	✓	101404	1 Inj.	7A	DAY	WET			ANGLE	WL SS	FAIL TO GIVE FULL TIME/ATTENT
16.65	✓	060405	5 Inj.	7A	DAY	DRY			ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT
16.67		122303	PROPERTY	9A	DAY	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
16.72		120905	PROPERTY	8A	DAY	SNOW			OTHER	NS NS	UNKNOWN OR OTHER CAUSE

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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
16.73		121103	PROPERTY	9A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.75		121403	PROPERTY	6A	NIGHT	SNOW		04	FXOBJ	SS na	SLEET, HAIL, FREEZING RAIN
16.75		121505	PROPERTY	4P	DAY	ICE		04	FXOBJ	NS na	TOO FAST FOR CONDITIONS
16.83		071003	4 Inj.	8P	DAY	DRY			OTHER	SS NS	EXCEEDED SPEED LIMIT
16.85		111903	PROPERTY	6A	NIGHT	WET		04	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
16.86		052304	PROPERTY	9P	NIGHT	DRY	✓		SDSWP	NS NS	UNDER INFLUENCE OF ALCOHOL
16.89		092504	PROPERTY	2A	NIGHT	DRY	✓	04	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
16.89		022405	PROPERTY	1P	DAY	SNOW			OTHER	SS SU	TOO FAST FOR CONDITIONS
16.90		040603	PROPERTY	1P	DAY	DRY		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
16.90		090903	PROPERTY	10A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
16.91		022104	PROPERTY	2P	DAY	DRY			SDSWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT
16.91		061904	PROPERTY	5A	DAY	DRY		06	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
16.93		112004	PROPERTY	8A	DAY	WET		04	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
16.99		122003	PROPERTY	4P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.07		100104	PROPERTY	1A	NIGHT	DRY	✓	04	FXOBJ	SS na	UNDER INFLUENCE OF ALCOHOL
17.07		042204	1 Inj.	12P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.10	✓	022003	1 Inj.	9A	DAY	WET			RREND	SS SS	FOLLOWED TOO CLOSELY
17.10		020704	PROPERTY	8A	DAY	ICE		10	FXOBJ	SS na	TOO FAST FOR CONDITIONS
17.11	✓	060903	PROPERTY	8A	DAY	DRY			SDSWP	EL NL	FAIL TO GIVE FULL TIME/ATTENT
17.11	✓	111503	PROPERTY	5P	NIGHT	DRY			ANGLE	ES SS	FAIL TO GIVE FULL TIME/ATTENT
17.11		083004	PROPERTY	8A	DAY	DRY			SDSWP	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.11	✓	070605	2 Inj.	2P	DAY	DRY			ANGLE	EL SS	FAIL TO OBEY STOP SIGN
17.16		020704	PROPERTY	7A	DAY	ICE			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.20		051404	1 Inj.	4P	DAY	DRY	✓	11	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
17.26		100203	1 Inj.	5P	DAY	DRY			OTHER	UU UU	UNKNOWN OR OTHER CAUSE
17.28		100203	1 Inj.	5P	DAY	DRY			OTHER	UU UU	UNKNOWN OR OTHER CAUSE
17.29		062205	PROPERTY	12P	DAY	WET			RREND	NS NS	FOLLOWED TOO CLOSELY
17.31		102105	PROPERTY	1P	DAY	WET	✓		OTHER	NS UU	UNDER INFLUENCE OF ALCOHOL
17.32		051703	5 Inj.	10P	NIGHT	WET	✓		OTHER	UU UU	UNDER INFLUENCE OF ALCOHOL
17.33		051404	PROPERTY	5P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.33	✓	100205	1 Inj.	10A	DAY	DRY			RREND	SS ER	UNKNOWN OR OTHER CAUSE
17.34	✓	033103	2 Inj.	4P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
17.34	✓	060503	PROPERTY	7A	DAY	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
17.34	✓	081403	6 Inj.	9P	NIGHT	DRY	✓		OTHER	UU NS	UNDER INFLUENCE OF ALCOHOL
17.34	✓	090703	PROPERTY	1P	DAY	DRY			ANGLE	ES NS	VEHICLE DEFECT
17.34		092503	PROPERTY	6A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.34	✓	121503	1 Inj.	9A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.34	✓	062304	1 Inj.	10P	NIGHT	DRY	✓		RREND	SS SS	UNDER INFLUENCE OF ALCOHOL
17.34	✓	040604	1 Inj.	12P	DAY	DRY			ANGLE	NS WS	FAIL TO OBEY TAFFIC SIGNAL
17.34	✓	091004	1 Inj.	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.34	✓	120505	PROPERTY	1P	DAY	DRY		09	FXOBJ	SS na	UNKNOWN OR OTHER CAUSE
17.34	✓	120505	3 Inj.	9P	NIGHT	SNOW			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
17.36	✓	071205	1 Inj.	4P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.39		031104	2 Inj.	3P	DAY	DRY		04	FXOBJ	NS na	UNKNOWN OR OTHER CAUSE
17.52		061203	2 Inj.	3P	DAY	DRY			RREND	NS NS	FOLLOWED TOO CLOSELY
17.52		110405	PROPERTY	12P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
17.53		103103	PROPERTY	9P	NIGHT	WET			ANGLE	NS ES	FAIL TO GIVE FULL TIME/ATTENT
17.56		012405	PROPERTY	7P	NIGHT	WET			OTHER	UU NS	UNKNOWN OR OTHER CAUSE
17.58		061104	PROPERTY	10A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT

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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
17.61		052604	1 Inj.	9P	NIGHT	DRY			PED	SS na	UNKNOWN OR OTHER CAUSE
17.61	✓	070804	1 Inj.	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
17.61		040505	PROPERTY	4P	DAY	DRY	✓		RREND	SS SS	UNDER INFLUENCE OF ALCOHOL
17.62	✓	111103	4 Inj.	2P	DAY	DRY			LFTRN	NS SL	FAIL TO OBEY OTHER CTRL DEVICE
17.62		100203	PROPERTY	12A	NIGHT	DRY	✓		OTHER	SU SS	UNDER INFLUENCE OF ALCOHOL
17.62	✓	091903	PROPERTY	3P	DAY	WET			OPDIR	SS NS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	071703	1 Inj.	7A	DAY	DRY			ANGLE	WL SS	FAIL TO YIELD RIGHT OF WAY
17.62	✓	061303	PROPERTY	5P	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	052003	1 Inj.	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	050103	2 Inj.	5P	DAY	DRY			ANGLE	EL SS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	032803	1 Inj.	4P	DAY	DRY			ANGLE	ES SS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	021003	PROPERTY	6P	NIGHT	WET			ANGLE	ES SS	FAIL TO YIELD RIGHT OF WAY
17.62	✓	012903	2 Inj.	7P	NIGHT	WET			ANGLE	WL NS	FAIL TO GIVE FULL TIME/ATTENT
17.62		122303	3 Inj.	7P	NIGHT	DRY			RREND	SS SL	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	011603	1 Inj.	6P	NIGHT	SNOW			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
17.62	✓	122103	2 Inj.	8P	NIGHT	DRY			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	032304	1 Inj.	8P	NIGHT	DRY	✓		ANGLE	ES SS	UNDER INFLUENCE OF ALCOHOL
17.62	✓	052104	PROPERTY	11P	NIGHT	WET			ANGLE	WL SS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	101804	1 Inj.	5P	DAY	DRY			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	040104	1 Inj.	2P	DAY	WET			ANGLE	ER SS	FAIL TO GIVE FULL TIME/ATTENT
17.62	✓	060305	PROPERTY	3P	DAY	WET			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
17.62	✓	013105	2 Inj.	8P	NIGHT	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
17.62	✓	123105	1 Inj.	12P	DAY	DRY	✓		RREND	SS SS	UNDER INFLUENCE OF ALCOHOL
17.62	✓	120905	PROPERTY	10P	NIGHT	DRY	✓		RREND	NS NL	UNDER INFLUENCE OF ALCOHOL
17.62	✓	040205	1 Inj.	8P	NIGHT	WET			ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT
17.63		121104	PROPERTY	3A	NIGHT	WET		11	FXOBJ	NU na	UNKNOWN OR OTHER CAUSE
17.63		051605	1 Inj.	4P	DAY	DRY			OTHER	SU SS	FAIL TO GIVE FULL TIME/ATTENT
17.64	✓	040204	1 Inj.	7P	NIGHT	WET			LFTRN	EL WS	FAIL TO GIVE FULL TIME/ATTENT
17.64		052405	1 Inj.	12P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.78		081103	PROPERTY	10A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.80		052004	1 Inj.	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
17.80	✓	101505	1 Inj.	7P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
17.82	✓	112803	1 Inj.	7P	NIGHT	WET			OTHER	UU SS	FAIL TO GIVE FULL TIME/ATTENT
17.82	✓	062103	1 Inj.	3P	DAY	DRY			LFTRN	NS SL	FAIL TO OBEY TAFFIC SIGNAL
17.82		051403	2 Inj.	2P	DAY	DRY			SDSWP	SR SS	IMPROPER LANE CHANGE
17.82	✓	030204	2 Inj.	7A	DAY	WET			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
17.82	✓	061804	1 Inj.	7A	DAY	DRY			ANGLE	SS ES	FAIL TO GIVE FULL TIME/ATTENT
17.82	✓	112905	3 Inj.	12P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
17.82		122505	PROPERTY	3P	DAY	WET		04	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
17.82	✓	111505	2 Inj.	7A	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
17.82	✓	062105	2 Inj.	1P	DAY	DRY			ANGLE	EL SS	FAIL TO GIVE FULL TIME/ATTENT
17.82	✓	041505	PROPERTY	8P	DAY	DRY			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
17.82	✓	031105	2 Inj.	4P	DAY	WET			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
17.82	✓	120905	PROPERTY	1P	DAY	WET			SDSWP	SR SS	IMPROPER TURN
17.82	✓	092605	PROPERTY	5P	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
17.92	✓	041304	PROPERTY	6P	DAY	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
17.92		032604	1 Inj.	9P	NIGHT	DRY	✓		PED	SS na	FAIL TO GIVE FULL TIME/ATTENT
17.92	✓	112805	1 Inj.	6P	NIGHT	DRY			ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT
17.93		122703	PROPERTY	2P	DAY	DRY			SDSWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT

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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
17.96		010804	1 Inj.	6P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
17.98		100603	1 Inj.	1P	DAY	DRY			PED	NS na	UNKNOWN OR OTHER CAUSE
18.00		012403	PROPERTY	2P	DAY	ICE			OTHER	NS na	UNKNOWN OR OTHER CAUSE
18.00		030405	1 Inj.	2P	DAY	DRY			ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT
18.01		062203	PROPERTY	2P	DAY	DRY		04	FXOBJ	NS na	PHYSICAL/MENTAL DIFFICULTY
18.01	✓	010904	PROPERTY	9P	NIGHT	DRY		04	FXOBJ	UU na	FAIL TO GIVE FULL TIME/ATTENT
18.02		112903	PROPERTY	11A	DAY	DRY			OTHER	UU UU	FAIL TO GIVE FULL TIME/ATTENT
18.02	✓	050203	PROPERTY	10P	NIGHT	DRY			OTHER	UU NS	FAIL TO OBEY TAFFIC SIGNAL
18.02	✓	052803	1 Inj.	2P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
18.02	✓	112603	PROPERTY	11P	NIGHT	DRY		04	FXOBJ	NU na	FAIL TO GIVE FULL TIME/ATTENT
18.02		040304	2 Inj.	8P	NIGHT	DRY	✓		RREND	NS NS	UNDER INFLUENCE OF ALCOHOL
18.02	✓	102704	1 Inj.	7A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
18.02		081804	PROPERTY	2A	NIGHT	DRY			PARKD	NU UP	FAIL TO GIVE FULL TIME/ATTENT
18.02	✓	040804	PROPERTY	5A	NIGHT	DRY			OTHER	UU NS	FAIL TO GIVE FULL TIME/ATTENT
18.02	✓	022404	1 Inj.	2P	DAY	WET		04	FXOBJ	ER na	FAIL TO GIVE FULL TIME/ATTENT
18.02	✓	042204	PROPERTY	8P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
18.02	✓	082505	2 Inj.	5P	DAY	DRY			ANGLE	SS WS	FAIL TO OBEY OTHER CTRL DEVICE
18.02	✓	093005	1 Inj.	5A	NIGHT	DRY			ANGLE	SS WS	FAIL TO OBEY TAFFIC SIGNAL
18.02	✓	041705	PROPERTY	2A	NIGHT	DRY	✓		PARKD	NS NS	UNDER INFLUENCE OF ALCOHOL
18.07		020403	1 Inj.	6A	DAY	WET			RREND	SS SS	TOO FAST FOR CONDITIONS
18.07		030603	PROPERTY	10A	DAY	WET		09	FXOBJ	SS na	TOO FAST FOR CONDITIONS
18.08		022403	1 Inj.	9P	NIGHT	WET		11	FXOBJ	SS na	WET
18.11		031004	PROPERTY	5P	DAY	DRY			OTHER	UU SS	FOLLOWED TOO CLOSELY
18.11		012704	PROPERTY	12P	DAY	SNOW			RREND	NS NS	FOLLOWED TOO CLOSELY
18.12		031105	PROPERTY	7P	NIGHT	DRY			SDSWP	NS NS	IMPROPER LANE CHANGE
18.22	✓	081204	PROPERTY	9A	DAY	WET			RREND	SS SS	TOO FAST FOR CONDITIONS
18.22		111005	2 Inj.	3P	DAY	WET			OPDIR	NS SS	FELL ASLEEP, FAINTED, ETC.
18.27		031305	1 Inj.	1P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
18.32		082603	PROPERTY	12P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
18.33	✓	012203	PROPERTY	8A	DAY	DRY			OTHER	UU WL	FAIL TO GIVE FULL TIME/ATTENT
18.33	✓	021103	3 Inj.	9P	NIGHT	DRY			ANGLE	WS NS	FAIL TO YIELD RIGHT OF WAY
18.33	✓	030903	3 Inj.	5P	DAY	DRY			ANGLE	WS NS	FAIL TO GIVE FULL TIME/ATTENT
18.33	✓	052603	PROPERTY	9P	NIGHT	DRY			OTHER	SS NU	UNKNOWN OR OTHER CAUSE
18.33	✓	090203	PROPERTY	7P	NIGHT	WET		04	FXOBJ	SS na	TOO FAST FOR CONDITIONS
18.33	✓	112503	3 Inj.	6P	NIGHT	DRY			ANGLE	WS SS	FAIL TO OBEY STOP SIGN
18.33		110804	PROPERTY	2P	DAY	DRY		09	FXOBJ	WL na	IMPROPER TURN
18.33	✓	092305	PROPERTY	3P	DAY	DRY			ANGLE	WL NS	FAIL TO GIVE FULL TIME/ATTENT
18.33	✓	111505	PROPERTY	5A	NIGHT	DRY		04	FXOBJ	NR na	FAIL TO GIVE FULL TIME/ATTENT
18.33	✓	091405	1 Inj.	3P	DAY	WET			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
18.33	✓	121605	PROPERTY	8P	NIGHT	SNOW		04	FXOBJ	WL na	FAIL TO GIVE FULL TIME/ATTENT
18.34		090804	5 Inj.	3P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
18.56		110304	PROPERTY	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
18.56	✓	020405	1 Inj.	7P	NIGHT	DRY			RREND	NS NS	FOLLOWED TOO CLOSELY
18.65	✓	021004	PROPERTY	5P	NIGHT	DRY			OTHER	UU WS	FAIL TO YIELD RIGHT OF WAY
18.65	✓	123004	PROPERTY	1P	DAY	DRY			ANGLE	WL NS	FAIL TO GIVE FULL TIME/ATTENT
18.65	✓	020704	PROPERTY	7A	DAY	ICE		04	FXOBJ	SS na	TOO FAST FOR CONDITIONS
18.65		120205	1 Inj.	6A	DAY	DRY			PED	WL na	FAIL TO GIVE FULL TIME/ATTENT
18.66	✓	121104	PROPERTY	5A	NIGHT	WET			OTHER	NS UU	UNDER COMBINED INFLUENCE
18.67		062303	1 Inj.	5P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT

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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX		CLSN	MOVE		PROBABLE CAUSE
						FACE	ALC	OB	TYPE		V1	V2	
18.70		101804	1 Inj.	12P	DAY	DRY				OTHER	SS na	UNKNOWN OR OTHER CAUSE	
18.73		013005	PROPERTY	11P	NIGHT	SNOW	✓	09		FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL	
18.74	✓	051903	PROPERTY	6P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.75	✓	121303	1 Inj.	11A	DAY	ICE				RREND	NS NS	ICY OR SNOW COVERED	
18.75	✓	081305	PROPERTY	2P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.76	✓	031403	PROPERTY	6P	NIGHT	DRY				RREND	NS NS	FOLLOWED TOO CLOSELY	
18.78	✓	070605	1 Inj.	11A	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.78	✓	082805	PROPERTY	1P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.80	✓	123004	PROPERTY	6P	NIGHT	DRY				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.80	✓	110705	1 Inj.	9A	DAY	DRY				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.80	✓	011205	PROPERTY	4P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	092503	1 Inj.	8P	NIGHT	WET				LFTRN	SS NL	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	121303	1 Inj.	6P	NIGHT	DRY				ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	053103	PROPERTY	9P	NIGHT	DRY				ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	101203	PROPERTY	7P	DAY	DRY				RREND	SS SS	FOLLOWED TOO CLOSELY	
18.81	✓	022503	1 Inj.	6P	NIGHT	DRY				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	090303	PROPERTY	8A	DAY	WET				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81		062703	PROPERTY	5P	DAY	DRY				OTHER	UU NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	040103	PROPERTY	3P	DAY	DRY				SDSWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	012103	PROPERTY	7A	DAY	WET				ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY	
18.81	✓	031203	4 Inj.	11A	DAY	DRY				ANGLE	NS ES	FAIL TO OBEY OTHER CTRL DEVICE	
18.81	✓	102304	1 Inj.	8A	DAY	DRY				PED	NL na	VISION OBSTRUCTION	
18.81	✓	043004	PROPERTY	5P	DAY	DRY				RREND	NS NS	TOO FAST FOR CONDITIONS	
18.81	✓	062704	1 Inj.	8A	DAY	DRY				LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	040904	2 Inj.	10A	DAY	DRY				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	010804	PROPERTY	2P	DAY	DRY				RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	052404	1 Inj.	4P	DAY	DRY				RREND	ES ER	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	053004	1 Inj.	2P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	121904	2 Inj.	7P	NIGHT	DRY				RREND	SS SS	UNKNOWN OR OTHER CAUSE	
18.81	✓	043005	1 Inj.	5A	NIGHT	WET				ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	071005	3 Inj.	12A	NIGHT	DRY				OTHER	US NS	FAIL TO YIELD RIGHT OF WAY	
18.81	✓	092605	1 Inj.	3P	DAY	WET				RREND	SS SS	UNKNOWN OR OTHER CAUSE	
18.81		081805	2 Inj.	3P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	082105	PROPERTY	1A	NIGHT	DRY				OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	012405	1 Inj.	10P	NIGHT	WET		✓		OPDIR	SS NS	UNKNOWN OR OTHER CAUSE	
18.81	✓	071005	1 Inj.	1A	NIGHT	DRY				ANGLE	WL NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	060305	1 Inj.	4A	NIGHT	DRY				ANGLE	WS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.81	✓	092605	1 Inj.	3P	DAY	WET				RREND	SS SS	WET	
18.81	✓	101305	PROPERTY	10A	DAY	WET				SDSWP	SS SS	UNKNOWN OR OTHER CAUSE	
18.81	✓	082005	PROPERTY	1P	DAY	DRY				RREND	NS NS	PHYSICAL/MENTAL DIFFICULTY	
18.82	✓	070203	1 Inj.	2P	DAY	WET				SDSWP	SS SS	IMPROPER LANE CHANGE	
18.82	✓	071704	PROPERTY	2P	DAY	DRY				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.82	✓	051304	PROPERTY	9P	NIGHT	DRY		✓		RREND	SS SS	UNDER INFLUENCE OF ALCOHOL	
18.82		032905	PROPERTY	12P	DAY	DRY				RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT	
18.82		010405	PROPERTY	2P	DAY	DRY				ANGLE	ER SS	FAIL TO YIELD RIGHT OF WAY	
18.83	✓	122304	PROPERTY	2P	DAY	WET				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.83		040305	PROPERTY	10P	NIGHT	DRY			04	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT	
18.84	✓	073004	2 Inj.	10A	DAY	DRY				RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT	
18.85	✓	071603	PROPERTY	1P	DAY	DRY				RREND	NS NS	PHYSICAL/MENTAL DIFFICULTY	

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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS SN OB	MOVE TYPE	V1	V2	PROBABLE CAUSE
18.85		031404	1 Inj.	3P	DAY	DRY			OTHER	ER	SR	FAIL TO YIELD RIGHT OF WAY
18.87		043005	1 Inj.	10A	DAY	WET			RREND	SS	SS	TOO FAST FOR CONDITIONS
18.94		091504	PROPERTY	6P	DAY	WET			RREND	SS	SS	TOO FAST FOR CONDITIONS
18.96	✓	102703	3 Inj.	9A	DAY	WET			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
18.96		032805	PROPERTY	9P	NIGHT	WET		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
19.05		093003	PROPERTY	1A	NIGHT	DRY			OTHER	NS	na	ANIMAL
19.06		022804	PROPERTY	8A	DAY	DRY		04	FXOBJ	SS	na	PHYSICAL/MENTAL DIFFICULTY
19.06	✓	072704	PROPERTY	9P	NIGHT	WET			RREND	SS	SS	TOO FAST FOR CONDITIONS
19.06		121204	PROPERTY	8P	NIGHT	DRY		09	FXOBJ	NS	na	VEHICLE DEFECT
19.06		102605	1 Inj.	7A	DAY	WET	✓		RREND	SS	SS	UNDER INFLUENCE OF ALCOHOL
19.07	✓	022004	PROPERTY	7A	DAY	DRY	✓		SDSWP	SS	SS	UNDER INFLUENCE OF ALCOHOL
19.08		101904	1 Inj.	6A	NIGHT	WET		04	FXOBJ	SS	na	RAIN, SNOW
19.24		020404	1 Inj.	6P	NIGHT	WET			RREND	SS	SS	IMPROPER LANE CHANGE
19.24	✓	121105	PROPERTY	1P	DAY	DRY			SDSWP	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
19.24		033105	PROPERTY	10P	NIGHT	DRY			PARKD	NU	UP	UNKNOWN OR OTHER CAUSE
19.26	✓	102703	PROPERTY	9A	DAY	WET			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	072203	5 Inj.	7P	DAY	DRY			OPDIR	NS	SS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	060303	PROPERTY	10A	DAY	WET			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	030503	PROPERTY	8P	NIGHT	WET			LFTRN	SS	NL	VEHICLE DEFECT
19.26	✓	031203	2 Inj.	11A	DAY	DRY			LFTRN	SL	NS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	021003	PROPERTY	5P	DAY	WET			RREND	NS	NS	FELL ASLEEBP, FAINTED, ETC.
19.26	✓	122003	1 Inj.	7P	NIGHT	DRY			OTHER	UU	NS	UNKNOWN OR OTHER CAUSE
19.26	✓	022203	PROPERTY	5P	DAY	WET	✓		LFTRN	SL	NS	UNDER INFLUENCE OF ALCOHOL
19.26	✓	050803	1 Inj.	6P	DAY	DRY		11	FXOBJ	NS	na	UNKNOWN OR OTHER CAUSE
19.26	✓	031903	PROPERTY	7P	NIGHT	DRY			LFTRN	SL	NS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	102004	PROPERTY	6A	NIGHT	WET			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	112704	2 Inj.	5P	NIGHT	DRY			ANGLE	NS	ES	FAIL TO OBEY TAFFIC SIGNAL
19.26	✓	050304	PROPERTY	4P	DAY	WET			ANGLE	SS	ES	FAIL TO OBEY OTHER CTRL DEVICE
19.26	✓	121704	1 Inj.	10P	NIGHT	DRY			LFTRN	SL	NS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	051704	PROPERTY	12P	DAY	DRY			ANGLE	EL	NS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	121004	PROPERTY	5P	NIGHT	WET			ANGLE	ER	SS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	051504	PROPERTY	2P	DAY	DRY			ANGLE	SR	ES	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	080804	PROPERTY	7P	DAY	DRY			LFTRN	NL	SS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	090404	2 Inj.	5P	DAY	DRY			LFTRN	WL	ES	IMPROPER TURN
19.26	✓	031405	1 Inj.	11A	DAY	DRY			ANGLE	NS	WS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	031105	PROPERTY	6A	DAY	DRY			OPDIR	SS	NS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	041805	3 Inj.	11A	DAY	DRY			LFTRN	NL	SS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	052805	1 Inj.	8P	DAY	DRY			LFTRN	SL	NS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	080505	1 Inj.	1P	DAY	DRY			ANGLE	NS	WL	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	091605	4 Inj.	11A	DAY	DRY			LFTRN	NL	SS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	112005	PROPERTY	2A	NIGHT	DRY	✓		ANGLE	ES	NS	UNDER INFLUENCE OF ALCOHOL
19.26	✓	102205	PROPERTY	2P	DAY	WET			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	102205	PROPERTY	7P	NIGHT	WET			LFTRN	SL	NS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	112505	PROPERTY	5P	DAY	DRY			LFTRN	SL	NS	FAIL TO GIVE FULL TIME/ATTENT
19.26	✓	070405	2 Inj.	11A	DAY	DRY			LFTRN	SL	NS	FAIL TO YIELD RIGHT OF WAY
19.26	✓	123005	2 Inj.	9P	NIGHT	DRY			LFTRN	SL	NS	FAIL TO YIELD RIGHT OF WAY
19.26		103005	PROPERTY	3P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
19.26	✓	110705	PROPERTY	9A	DAY	DRY			LFTRN	NL	SS	FAIL TO YIELD RIGHT OF WAY
19.27	✓	092903	3 Inj.	8A	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT

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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
19.27		100303	PROPERTY	6A	DAY	DRY		04	FXOBJ	UU na	UNKNOWN OR OTHER CAUSE
19.35		101104	PROPERTY	12P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
19.36	✓	031704	1 Inj.	3P	DAY	WET			LFTRN	NL SS	IMPROPER TURN
19.36	✓	122204	PROPERTY	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
19.38		061604	PROPERTY	2P	DAY	DRY			RREND	NL NS	FAIL TO YIELD RIGHT OF WAY
19.45		091404	PROPERTY	8P	NIGHT	WET		09	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
19.50	✓	060505	1 Inj.	6P	DAY	DRY			OTHER	SS na	FOLLOWED TOO CLOSELY
19.52	✓	011004	1 Inj.	6P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
19.54	✓	072003	PROPERTY	4A	NIGHT	DRY			ANGLE	ES SS	FAIL TO GIVE FULL TIME/ATTENT
19.54	✓	102603	PROPERTY	8P	NIGHT	WET	✓		RREND	SS SS	UNDER INFLUENCE OF ALCOHOL
19.54		122003	PROPERTY	1P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
19.54	✓	101404	PROPERTY	4P	DAY	DRY			ANGLE	SS ES	FAIL TO YIELD RIGHT OF WAY
19.54		072704	1 Inj.	3P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
19.54	✓	120104	1 Inj.	12P	DAY	DRY			ANGLE	SS WS	FAIL TO YIELD RIGHT OF WAY
19.54	✓	060505	PROPERTY	6P	DAY	DRY			RREND	SS SR	FAIL TO GIVE FULL TIME/ATTENT
19.54	✓	123105	PROPERTY	12P	DAY	DRY			ANGLE	ES SS	FAIL TO YIELD RIGHT OF WAY
19.54	✓	100605	PROPERTY	8P	NIGHT	WET			OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT
19.58	✓	121103	PROPERTY	7A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
19.65		081803	PROPERTY	7P	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
19.68		021303	1 Inj.	3P	DAY	DRY		11	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
19.69	✓	052604	PROPERTY	6A	DAY	WET			RREND	SS SS	WET
19.70	✓	050303	1 Inj.	10P	NIGHT	DRY			OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT
19.70	✓	022803	2 Inj.	12P	DAY	WET			ANGLE	NS WS	FAIL TO OBEY OTHER CTRL DEVICE
19.70	✓	041103	2 Inj.	6A	DAY	WET			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
19.70	✓	031003	PROPERTY	12A	NIGHT	WET		04	FXOBJ	NL na	FAIL TO GIVE FULL TIME/ATTENT
19.70	✓	122004	PROPERTY	11P	NIGHT	DRY		04	FXOBJ	NR na	UNKNOWN OR OTHER CAUSE
19.70		091404	PROPERTY	9P	NIGHT	WET			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
19.70	✓	050904	2 Inj.	1P	DAY	DRY			ANGLE	ES NS	FAIL TO GIVE FULL TIME/ATTENT
19.70	✓	120104	PROPERTY	12P	DAY	DRY		04	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
19.70	✓	112004	2 Inj.	11P	NIGHT	WET			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
19.70	✓	112605	1 Inj.	11A	DAY	DRY			ANGLE	NS WS	FAIL TO OBEY TAFFIC SIGNAL
19.70	✓	101205	PROPERTY	6A	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
19.70	✓	050505	PROPERTY	7A	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
19.72		022103	PROPERTY	5P	DAY	WET			OTHER	WR NR	FAIL TO YIELD RIGHT OF WAY
19.72	✓	011305	1 Inj.	6P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
19.84	✓	102903	1 Inj.	7A	DAY	WET			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
20.00	✓	111503	PROPERTY	4P	DAY	DRY		09	FXOBJ	WL na	FAIL TO GIVE FULL TIME/ATTENT
20.00	✓	090803	1 Inj.	8P	NIGHT	DRY			ANGLE	ES NS	FAIL TO YIELD RIGHT OF WAY
20.00	✓	090205	PROPERTY	5P	DAY	DRY			ANGLE	NS WS	FAIL TO GIVE FULL TIME/ATTENT
20.02		013003	1 Inj.	12P	DAY	DRY		08	FXOBJ	NL na	FELL ASLEEP, FAINTED, ETC.
20.11		111804	PROPERTY	5P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
20.11		052004	PROPERTY	12P	DAY	DRY		04	FXOBJ	NS na	PHYSICAL/MENTAL DIFFICULTY
20.11		012605	PROPERTY	9P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
20.15	✓	120505	PROPERTY	6P	NIGHT	SNOW			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
20.20		080404	PROPERTY	4P	DAY	DRY			OTHER	NU SS	FAIL TO GIVE FULL TIME/ATTENT
20.26		082903	PROPERTY	4P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
20.27	✓	050803	1 Inj.	12P	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
20.32		020804	PROPERTY	9P	NIGHT	ICE		11	FXOBJ	NS na	ICY OR SNOW COVERED
20.35		102503	PROPERTY	8P	NIGHT	WET			OTHER	NU NS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
20.35		022303	2 Inj.	2P	DAY	WET		11	FXOBJ	SS na	RAIN, SNOW
20.35		012804	PROPERTY	3P	DAY	ICE			OPDIR	SS NS	FAIL TO KEEB RIGHT OF CENTER
20.35		070104	PROPERTY	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
20.36		110503	PROPERTY	4P	DAY	WET			OPDIR	SS NS	FAIL TO KEEB RIGHT OF CENTER
20.36		080903	PROPERTY	6A	DAY	WET		03	FXOBJ	NS na	UNKNOWN OR OTHER CAUSE
20.36	✓	071803	PROPERTY	8A	DAY	DRY			RREND	SS SL	FAIL TO GIVE FULL TIME/ATTENT
20.36	✓	061403	PROPERTY	4P	DAY	WET		06	FXOBJ	NS na	TOO FAST FOR CONDITIONS
20.36	✓	102703	3 Inj.	2P	DAY	WET			LFTRN	SL NS	FAIL TO YIELD RIGHT OF WAY
20.36	✓	033103	PROPERTY	3P	DAY	DRY			ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT
20.36	✓	061003	1 Inj.	12P	DAY	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
20.36	✓	021405	3 Inj.	12P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
20.38	✓	020504	2 Inj.	6P	NIGHT	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
20.42		101703	1 Inj.	7A	DAY	DRY		06	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
20.49		030603	PROPERTY	8P	NIGHT	ICE		05	FXOBJ	NS na	ICY OR SNOW COVERED
20.50	✓	011503	1 Inj.	7A	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
20.50		091504	PROPERTY	8A	DAY	WET		05	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
20.57	✓	081803	PROPERTY	3P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
20.57	✓	051404	2 Inj.	9A	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
20.57	✓	022604	2 Inj.	12P	DAY	DRY			LFTRN	NL SS	IMPROPER TURN
20.57	✓	072005	1 Inj.	4P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
20.66		111405	PROPERTY	7P	NIGHT	DRY			OTHER	SS na	ANIMAL
20.92		012305	PROPERTY	4P	DAY	ICE		06	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
20.99		072803	PROPERTY	5P	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
21.07		082405	PROPERTY	4P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
21.14		102804	PROPERTY	9A	DAY	DRY			OPDIR	SS NS	FAIL TO GIVE FULL TIME/ATTENT
21.14		121704	PROPERTY	2P	DAY	DRY			OPDIR	NS SS	UNKNOWN OR OTHER CAUSE
21.14		071305	PROPERTY	10A	DAY	DRY			OPDIR	SS NS	FAIL TO GIVE FULL TIME/ATTENT
21.15		122304	1 Inj.	1P	DAY	WET		05	FXOBJ	NS na	PHYSICAL/MENTAL DIFFICULTY
21.18		103103	PROPERTY	7A	DAY	DRY			OPDIR	SS NS	SHOULDERS LOW, SOFT, HIGH
21.19		052004	PROPERTY	5P	DAY	DRY		05	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
21.20	✓	060604	3 Inj.	7P	DAY	DRY			OTHER	NU NS	FAIL TO GIVE FULL TIME/ATTENT
21.22		081904	PROPERTY	3P	DAY	DRY		05	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
21.22	✓	102704	2 Inj.	7A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
21.24		010803	PROPERTY	4P	DAY	DRY			OTHER	UU NS	UNKNOWN OR OTHER CAUSE
21.34		082004	PROPERTY	2P	DAY	DRY			OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT
21.45		052703	PROPERTY	2P	DAY	DRY		10	FXOBJ	ES na	UNKNOWN OR OTHER CAUSE
21.45	✓	100303	1 Inj.	12P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
21.45	✓	121205	PROPERTY	8A	DAY	DRY			ANGLE	WS NS	FAIL TO OBEY STOP SIGN
21.47		082505	PROPERTY	4P	DAY	DRY			RREND	NS NS	FOLLOWED TOO CLOSELY
21.64		092705	1 Inj.	4P	DAY	DRY			RREND	SS SS	TOO FAST FOR CONDITIONS
21.67		030804	PROPERTY	7A	DAY	DRY			OTHER	SS na	ANIMAL
21.73	✓	032705	PROPERTY	8A	DAY	WET	✓	10	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
21.82		110604	1 Inj.	2P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
21.82		121305	1 Inj.	7P	NIGHT	DRY	✓		SDSWP	NS NL	FAIL TO GIVE FULL TIME/ATTENT
21.91		092105	PROPERTY	3P	DAY	DRY		10	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
21.92		040403	1 Inj.	9A	DAY	DRY		88	FXOBJ	SS na	FAIL TO GIVE FULL TIME/ATTENT
21.92	✓	022305	PROPERTY	7A	DAY	DRY			RREND	NS NL	FAIL TO GIVE FULL TIME/ATTENT
22.22		030605	1 Inj.	4P	DAY	DRY		10	FXOBJ	SS na	IMPROPER PASSING
22.31		060504	2 Inj.	10P	NIGHT	WET		11	FXOBJ	NS na	TOO FAST FOR CONDITIONS

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ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
22.40		012003	PROPERTY	1P	DAY	DRY			RREND	NS NR	FAIL TO GIVE FULL TIME/ATTENT
22.40	✓	091305	1 Inj.	3P	DAY	DRY			RREND	NS NS	FOLLOWED TOO CLOSELY
22.58		071305	2 Inj.	10P	NIGHT	DRY		✓	OPDIR	NS SS	UNDER INFLUENCE OF ALCOHOL
22.61		071305	PROPERTY	11P	NIGHT	DRY			PARKD	SS UP	FAIL TO GIVE FULL TIME/ATTENT
22.63		072205	3 Inj.	1P	DAY	DRY			ANGLE	SS ES	UNKNOWN OR OTHER CAUSE
22.64	✓	060703	1 Inj.	11A	DAY	WET			ANGLE	WS NS	FAIL TO YIELD RIGHT OF WAY
22.64	✓	110503	2 Inj.	5P	NIGHT	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
22.64	✓	101804	PROPERTY	6P	DAY	DRY			ANGLE	WR NS	FAIL TO GIVE FULL TIME/ATTENT
22.64	✓	101304	2 Inj.	6P	DAY	WET			ANGLE	WR NS	IMPROPER TURN
22.64	✓	011305	1 Inj.	5P	DAY	DRY			ANGLE	WS NS	FAIL TO YIELD RIGHT OF WAY
22.64	✓	060805	PROPERTY	8A	DAY	DRY			RREND	NS NS	FAIL TO YIELD RIGHT OF WAY
22.64	✓	070905	1 Inj.	6P	DAY	DRY			ANGLE	WL NS	FAIL TO YIELD RIGHT OF WAY
22.65		050403	1 Inj.	5P	DAY	DRY			LFTRN	SL NS	FAIL TO GIVE FULL TIME/ATTENT
22.66		050104	PROPERTY	6A	DAY	DRY		✓ 10	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
22.68		050705	PROPERTY	10A	DAY	DRY			ANGLE	WL NS	FAIL TO GIVE FULL TIME/ATTENT
22.70	✓	120903	PROPERTY	5P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
22.77		011503	1 Inj.	3P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
22.81		112503	PROPERTY	9P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
22.89		120503	PROPERTY	6A	DAY	SNOW			OPDIR	SS NS	FAIL TO KEEP RIGHT OF CENTER
22.90	✓	060103	PROPERTY	1A	NIGHT	WET			ANGLE	WS NS	FAIL TO GIVE FULL TIME/ATTENT
22.90	✓	121803	3 Inj.	7P	NIGHT	DRY			RREND	NL NS	FAIL TO GIVE FULL TIME/ATTENT
22.90	✓	030804	PROPERTY	1P	DAY	DRY			ANGLE	SS ES	FAIL TO GIVE FULL TIME/ATTENT
22.90	✓	022504	1 Inj.	5A	NIGHT	DRY			OPDIR	SS NS	FAIL TO KEEP RIGHT OF CENTER
22.90	✓	010505	1 Inj.	6A	NIGHT	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
22.90	✓	110405	PROPERTY	5A	NIGHT	DRY			ANGLE	WS SS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence
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Location: MD 124 FROM MD 355 TO GOSHEN ROAD

Logmile: From 003.59 To 004.92 Length: 1.33

County: Montgomery

Period: January 1, 2004 To December 31, 2006

Note(s):

Type Controls: 5U-100%

* Significantly Higher than Statewide

YEAR ▶	2004	2005	2006	TOTAL	STUDYRATE	STWDRATE
FATAL	1			1	1.6	1.3
No. KILLED	1			1		
INJURY	26	31	31	88	138.7 *	96.0
No. INJURED	42	46	55	143		
PROP DAMAGE	38	33	39	110	173.4 *	131.4
TOTAL ACC	65	64	70	199	313.7 *	228.8
RATE	292.3	294.5	359.6			
WAADT	45700	44800	40100			
VMT(millions)	22.2	21.7	19.5	63.4		
OPPOSITE DIR	2	2	2	6	9.5 *	4.2
REAR END	29	26	18	73	115.1 *	85.0
SIDESWIPE	3	8	7	18	28.4 *	18.7
LEFT TURN	13	21	21	55	86.7 *	25.9
ANGLE	11	3	6	20	31.5	34.7
PEDESTRIAN		1	2	3	4.7	6.4
PARKED VEH			1	1	1.6	3.4
FIXED OBJECT	2	1	3	6	9.5	23.5
OTHER	5	2	10	17	26.8	21.9
U-TURN			1	1		
BACKING	2			2		
ANIMAL			2	2		
RAILROAD						
EXPL./FIRE						
OVERTURN		1		1		
OTHER/UNK	3	1	7	11		
TRCK REL ACC	2	3	2	7	11.0	14.3
NIGHTTIME	23	15	21	59	29 %	32 %
WET SURFACE	14	12	10	36	18 %	28 %
ALCOHOL REL	4	3	6	13	6 %	8 %
INTERSEC REL	41	44	43	128		
TOTAL VEH	147	137	141	425		
TOTAL TRUCKS	2	3	2	7		
PERCENT TRKS	1.4	2.2	1.4	1.6		

Comments:

Location: MD 124 FROM MD 355 TO GOSHEN ROAD

Logmile: From 003.59 To 004.92 Length: 1.33

County: Montgomery

Period: January 1, 2004 To December 31, 2006

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							
Accidents	1	88	110	199	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ	1	139	.....	.....	15	25	28	32	25	35	39	
Pedestrian		4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

MONTH OF THE YEAR													CONDITION:	DRIVER	PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	165	3
19	18	16	16	15	16	11	19	15	19	16	19		ALCOHOL:	13	
.....													Other:	21	1

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	4		1	1	3	4	4	7	2	8	9	16		1	2	3	4	5	6+	UNK	TOTAL
PM:	11	13	18	20	12	18	12	5	16	11	4			14	150	29	6				425

VEHICLE TYPE		SURFACE		MOVEMENTS											
1 M_Cycle/Moped	1 Trk_Trailer	36	WET	NORTH			SOUTH			EAST			WEST		
249 Passenger Veh	5 Passenger Bus	157	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
65 Light Truck	1 School Bus	1	SNO/ICE	28	120	2	28	105	3	7	50		12	21	
6 Heavy Truck	6 Emergency Veh		MUD	.....										
91 Other Types	.....	5	OTHER	OTHER MOVEMENTS 49											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:		1	3	4
12 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:			2	2
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:		17	21	38
Inf. of Combined Substance	Bicycle Violation			UNRELATED:		8	27	35
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:		1	4	5
Fell Asleep/Fainted etc.	Smog, Smoke			UNRELATED:		3	10	13
88 Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:		34	19	53
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:		1	1	2
32 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:		11	4	15
1 Fail to Obey Stop Sign	Rain, Snow			UNRELATED:		2	3	5
7 Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:		1		1
7 Fail to Obey Other Contr.	1 Vision Obstruction			UNRELATED:		2		2
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:			1	1
Fail to Stop for Sch. Bus	Wet			UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:	1	4	5	10
5 Exceeded Speed Limit	Debris or Obstruction			UNRELATED:		2	5	7
6 Too Fast for Conditions	Ruts, Holes, Bumps		F | BRIDGE	01				
14 Followed too Closely	Road Under Construction		I | BUILDING	02				
3 Improper Turn	Traffic Cntrl Device Inop.		X | CULVERT/DITCH	03	1			1
6 Improper Lane Change	Shoulders Low, Soft, High		E | CURB	04		4		4
2 Improper Backing			D | GUARDRAIL/BARRIER	05				
1 Improper Passing	14 Other or Unknown		| EMBANKMENT	06				
Improper Signal			O | FENCE	07				
			B | LIGHT POLE	08		1		1
			J | SIGN POST	09				
			E | OTHER POLE	10				
			C | TREE/SHRUBBERY	11				
			T | CONSTR. BARRIER	12				
			S | CRASH ATTENUATOR	13				
			| OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS	
163 CLEAR/CLDY	130 DAY		
2 FOGGY	6 DAWN/DUSK		
29 RAINING	56 DARK - LIGHTS ON	2004	65
1 SNOW/SLEET	3 DARK - NO LIGHTS	2005	64
4 OTHER	4 OTHER	2006	70



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 124 from MD 355 to Goshen Road

County: MONTGOMERY

Study Period: 01/01/2004 to 12/31/2006

Analyst: Dennis McMullen

Date: 08/24/2007

LM 4.92 CO 33 GOSHEN RD

- LM 4.92-RE-01/05/2004-P-7A-W-Drug
- LM 4.92-LT-06/07/2004-11-4P-D
- LM 4.92-LT-09/08/2004-P-9A-D
- LM 4.92-LT-01/02/2005-P-2P-D
- LM 4.92-LT-05/24/2005-21-1P-W
- LM 4.92-SS-07/06/2005-P-1P-D
- LM 4.92-LT-02/14/2005-P-5P-W
- LM 4.92-LT-11/16/2005-11-8P-W-N
- LM 4.92-ANG-08/09/2006-41-12P-D
- LM 4.92-LT-08/18/2006-11-7P-D
- LM 4.92-UTURN-10/09/2006-21-2P-D
- LM 4.92-ANG-11/18/2006-31-8P-D-N
- LM 4.92-LT-02/12/2006-11-5P-W
- LM 4.92-LT-04/02/2006-31-8A-D
- LM 4.92-LT-10/14/2006-P-9P-D

- LM 4.92-LT-03/27/2004-31-10A-W
- LM 4.92-ANG-12/29/2004-11-12P-D
- LM 4.92-LT-08/28/2005-P-3P-D
- LM 4.92-OD-06/22/2005-P-5A-D-N
- LM 4.92-LT-08/17/2005-P-10A-D
- LM 4.92-LT-07/07/2005-61-7A-D
- LM 4.92-FO(03)-05/29/2005-21-11A-D
- LM 4.92-LT-07/19/2006-P-10P-D-N-X
- LM 4.92-LT-05/06/2006-21-8P-D-N
- LM 4.92-LT-10/17/2006-P-8P-D-N

- LM 4.84-RE-04/23/2004-11-1P-D
- LM 4.83-OT-12/21/2005-P-2P-D
- LM 4.72-SS-06/10/2004-P-9P-D
- LM 4.67-ANIML-04/19/2006-P-8P-D
- LM 4.65-PED-06/04/2005-11-10P-D-N

LM 4.83-RE-11/20/2004-11-5P-W

- LM 4.34-SS-04/12/2005-P-3P-D
- LM 4.34-FO(04)-09/01/2006-P-12P-W
- LM 4.34-FO(04)-04/15/2006-P-9P-D-N-X
- LM 4.31-RE-12/11/2006-11-3P-D
- LM 4.30-SS-09/20/2006-11-8A-D
- LM 4.26-LT-10/12/2004-P-7P-D
- LM 4.18-RE-03/27/2005-21-3P-W
- LM 4.17-RE-02/21/2005-P-7P-D-N-X

- LM 4.55-RE-03/16/2006-P-7A-D
- LM 4.41-RE-01/30/2004-P-5P-D
- LM 4.34-SS-04/23/2004-P-5P-W
- LM 4.34-ANG-12/01/2004-P-12A-W-N-X
- LM 4.34-ANG-12/15/2004-P-6P-D-N
- LM 4.26-RE-05/05/2005-P-5P-D
- LM 4.21-RE-08/15/2005-P-4P-D
- LM 4.20-ANG-08/06/2005-11-4P-D
- LM 4.18-FO(08)-11/07/2006-P-2P-D
- LM 4.17-RE-05/13/2004-P-7P-D
- LM 4.17-RE-08/27/2004-P-2P-D
- LM 4.17-FO(04)-10/02/2004-P-2A-D-N
- LM 4.17-RE-11/16/2005-P-2P-W

LM 4.55 CO 6883 PIER POINT PL

LM 4.34 CO 3727 MONTGOMERY VILLAGE AVE

- LM 4.16-ANG-03/03/2004-11-4A-D-N
- LM 4.16-LT-11/11/2004-P-4P-D
- LM 4.16-ANG-11/18/2004-21-8A-D
- LM 4.16-LT-11/29/2004-21-8A-D
- LM 4.16-LT-02/11/2005-P-10A-D
- LM 4.16-RE-09/15/2005-11-6P-D
- LM 4.16-RE-10/19/2005-P-9P-D-N
- LM 4.16-LT-08/27/2005-31-11A-W
- LM 4.16-LT-11/04/2005-P-9P-D-N
- LM 4.16-LT-11/14/2005-11-5P-D-N
- LM 4.16-LT-04/12/2005-21-3P-D
- LM 4.16-LT-02/17/2006-P-3P-D
- LM 4.16-UNK-01/16/2006-11-12P-U
- LM 4.16-UNK-01/13/2006-P-6P-U
- LM 4.16-LT-02/01/2006-P-11A-D

- LM 4.15-SS-07/09/2005-P-4P-D
- LM 4.15-RE-03/17/2005-P-7P-D-N
- LM 4.14-RE-06/22/2004-P-9P-D-N
- LM 4.14-RE-03/11/2006-P-3P-D
- LM 4.13-RE-11/13/2004-P-8P-D-N
- LM 4.12-RE-12/14/2006-P-8P-D-N
- LM 4.08-RE-03/22/2005-11-6P-D-N
- LM 4.06-SS-09/04/2005-P-3P-D
- LM 3.89-LT-11/04/2005-11-3P-D
- LM 3.89-LT-02/01/2005-21-8A-W
- LM 3.89-LT-07/30/2005-P-11A-D
- LM 3.89-PARKD-05/17/2006-P-3P-D
- LM 3.88-SS-07/11/2005-11-1P-D
- LM 3.81-RE-02/06/2004-P-3P-W
- LM 3.80-ANG-10/11/2004-P-11A-D
- LM 3.80-RE-12/27/2004-21-1P-D
- LM 3.80-RE-08/11/2006-P-1P-D

LM 4.16 CO 4883 CHRISTOPHER AVE

- LM 4.13-RE-04/25/2005-21-12P-D
- LM 4.09-SS-07/05/2004-P-9P-D-N
- LM 4.07-RE-05/05/2004-11-10A-W
- LM 4.06-RE-08/26/2005-11-4P-D
- LM 4.04-RE-12/16/2006-P-11A-D
- LM 3.88-ANIML-09/27/2006-P-8P-D-N
- LM 3.85-RE-09/08/2004-P-12P-D
- LM 3.85-SS-03/25/2006-P-10A-D-X

- LM 4.18 CO 4119 LOST KNIFE RD
- LM 4.13-RE-11/13/2004-P-8P-D-N
- LM 4.12-RE-12/14/2006-P-8P-D-N
- LM 4.08-RE-03/22/2005-11-6P-D-N
- LM 4.06-SS-09/04/2005-P-3P-D
- LM 3.89-LT-11/04/2005-11-3P-D
- LM 3.89-LT-02/01/2005-21-8A-W
- LM 3.89-LT-07/30/2005-P-11A-D
- LM 3.89-PARKD-05/17/2006-P-3P-D
- LM 3.88-SS-07/11/2005-11-1P-D
- LM 3.81-RE-02/06/2004-P-3P-W
- LM 3.80-ANG-10/11/2004-P-11A-D
- LM 3.80-RE-12/27/2004-21-1P-D
- LM 3.80-RE-08/11/2006-P-1P-D

LM 3.79-OD-08/19/2004-P-3P-D
LM 3.79-RE-12/11/2004-11-1P-D
LM 3.79-RE-05/18/2004-P-8P-D-N
LM 3.79-LT-08/16/2004-P-8A-D
LM 3.79-RE-03/19/2005-11-12P-D
LM 3.79-LT-09/05/2006-11-8P-D-N
LM 3.79-LT-10/21/2006-31-12P-W
LM 3.79-UNK-08/01/2006-11-6P-D

- LM 3.78-RE-05/05/2004-P-3P-D
- LM 3.78-RE-12/21/2004-P-9A-D
- LM 3.78-BIKE-02/23/2006-11-5P-D
- LM 3.76-ANG-09/26/2006-P-4P-D
- LM 3.75-RE-03/27/2004-P-1P-D
- LM 3.68-SS-01/19/2005-P-8P-D-N
- LM 3.68-OD-11/12/2006-P-5P-W-N
- LM 3.65-LT-02/28/2004-11-1P-D
- LM 3.65-SS-08/29/2006-P-8P-D-N
- LM 3.65-ANG-10/11/2006-11-2P-D

- LM 3.79-LT-09/25/2004-21-10P-D-N
- LM 3.79-LT-10/03/2004-21-8P-D-N-X
- LM 3.79-UNK-10/06/2004-1F21-6A-D-N
- LM 3.79-ANG-05/03/2004-P-7A-W
- LM 3.79-LT-03/19/2004-21-6P-D-N
- LM 3.79-LT-06/12/2004-11-9A-D
- LM 3.79-ANG-06/22/2004-31-3P-D
- LM 3.79-RE-05/27/2005-P-4P-D
- LM 3.79-RE-07/08/2005-11-3P-D
- LM 3.79-FO(04)-08/12/2005-11-11A-D
- LM 3.79-LT-03/04/2005-11-8P-W-N-X
- LM 3.79-RE-08/24/2005-P-2P-D
- LM 3.79-SS-02/17/2005-11-11A-D
- LM 3.79-LT-01/27/2006-11-10A-D
- LM 3.79-RE-06/07/2006-21-9A-D
- LM 3.79-LT-08/19/2006-P-12P-D
- LM 3.79-RE-04/09/2006-61-4A-D-N-X
- LM 3.79-LT-10/06/2006-21-6A-W-N
- LM 3.79-RE-07/02/2006-P-2P-W

LM 3.79 MU 340 RUSSELL AVE

LM 3.59-BCKNG-01/03/2004-P-3P-D-X
LM 3.58-LT-04/03/2004-P-4P-W
LM 3.59-RE-09/28/2004-P-5A-W-N
LM 3.59-RE-12/14/2004-P-7A-D
LM 3.59-ANG-02/11/2005-11-3P-D
LM 3.59-RE-07/12/2005-P-2P-D
LM 3.59-RE-08/27/2005-P-11A-D
LM 3.59-RE-01/01/2005-11-12A-D-N-X
LM 3.59-RE-06/13/2005-P-2P-D
LM 3.59-RE-12/30/2006-11-6A-D-N
LM 3.59-LT-01/19/2006-P-12P-D

- LM 3.62-SS-10/10/2006-P-2P-D
- LM 3.61-RE-03/03/2005-11-1P-D
- LM 3.61-RE-10/08/2005-P-4A-W-N
- LM 3.60-RE-10/13/2004-P-5P-D
- LM 3.60-SS-09/27/2005-P-11A-D
- LM 3.60-RE-04/07/2006-P-8A-W
- LM 3.60-OD-10/01/2006-P-3P-D
- LM 3.60-SS-12/13/2006-11-7A-W

- LM 3.78-RE-12/26/2006-P-6P-D-N
- LM 3.77-RE-12/21/2004-11-12P-D
- LM 3.70-RE-04/15/2006-P-3P-D
- LM 3.69-LT-08/30/2006-11-8P-W-N
- LM 3.68-RE-01/08/2004-11-5P-D-N
- LM 3.68-RE-01/08/2004-11-5P-D-N
- LM 3.65-BIKE-06/01/2006-11-11A-D
- LM 3.64-SS-06/09/2006-P-2P-D
- LM 3.63-FO(04)-05/06/2004-P-12A-D-N-X
- LM 3.62-RE-11/10/2006-P-5P-D-N
- LM 3.61-RE-12/03/2004-11-5P-D-N
- LM 3.60-FO(04)-12/10/2006-P-3A-D-N-X

LM 3.59 MD 355 FREDERICK RD



MARYLAND
124
NORTH BOUND

KEY: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridges or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

template 06-27-06

Location: MONTGOMERY VILLAGE AVE FROM MIDCOUNTY TO WIGHTMAN

Logmile: From 000.00 To 002.44 Length: 2.44

County: Montgomery Period: January 1, 2004 To December 31, 2006

Note(s):

Type Controls: 5U-100%

* Significantly Higher than Statewide

YEAR ▶	2004	2005	2006	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.3
No. KILLED						
INJURY	26	26	23	75	97.4	96.0
No. INJURED	41	40	28	109		
PROP DAMAGE	37	29	33	99	128.5	131.4
TOTAL ACC	63	55	56	174	225.9	228.8
RATE	250.2	214.4	213.9			
WAADT	28200	28800	29400			
VMT(millions)	25.2	25.6	26.2	77.0		
OPPOSITE DIR	2			2	2.6	4.2
REAR END	22	21	18	61	79.2	85.0
SIDESWIPE	7	3	8	18	23.4	18.7
LEFT TURN	8	10	3	21	27.3	25.9
ANGLE	11	11	13	35	45.4 *	34.7
PEDESTRIAN	1		1	2	2.6	6.4
PARKED VEH	2			2	2.6	3.4
FIXED OBJECT	4	7	8	19	24.7	23.5
OTHER	6	3	5	14	18.2	21.9
U-TURN						
BACKING	1		1	2		
ANIMAL		1	1	2		
RAILROAD						
EXPL./FIRE						
OVERTURN	1			1		
OTHER/UNK	4	2	3	9		
TRCK REL ACC	2	1	1	4	5.2	14.3
NIGHTTIME	22	16	13	51	29 %	32 %
WET SURFACE	28	22	27	77	44 %*	28 %
ALCOHOL REL	4	2	5	11	6 %	8 %
INTERSEC REL	34	39	33	106		
TOTAL VEH	126	116	110	352		
TOTAL TRUCKS	2	1	1	4		
PERCENT TRKS	1.6	0.9	0.9	1.1		

Comments:

Location: MONTGOMERY VILLAGE AVE FROM MIDCOUNTY TO WIGHTMAN

Logmile: From 000.00 To 002.44 Length: 2.44

County: Montgomery

Period: January 1, 2004 To December 31, 2006

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK									
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK		
Accidents		75	99	174										
Veh Occ		105			24	22	26	32	25	26	19			
Pedestrian		4												

MONTH OF THE YEAR													CONDITION: DRIVER PED		
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	150	3
13	10	10	16	14	22	14	11	20	12	18	14		ALCOHOL:	11	
													Other:	13	2

TIME												VEHICLES INVOLVED PER ACCIDENT										
	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL	
AM:	2	3	1	2	3	6	5	17	11	7	4	8										
PM:	11	8	9	14	14	7	6	9	7	7	9	4		27	126	14	5	1	1		352	

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	
1 M_Cycle/Moped	1 Trk_Trailer	77	WET											
213 Passenger Veh	11 Passenger Bus	91	DRY											
43 Light Truck	2 School Bus	5	SNO/ICE	31	79	1	5	124	1	5	15	5	5	
3 Heavy Truck	4 Emergency Veh		MUD											
74 Other Types		1	OTHER											
												OTHER MOVEMENTS 37		

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
1 Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:		1		1
11 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:		1		1
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:		17	17	34
Inf. of Combined Substance	Bicycle Violation			UNRELATED:		8	19	27
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:		4	7	11
2 Fell Asleep/Fainted etc.	Smog, Smoke			UNRELATED:		1	6	7
67 Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:		9	9	18
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:		1	2	3
24 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:		19	14	33
Fail to Obey Stop Sign	5 Rain, Snow			UNRELATED:			2	2
5 Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:				
3 Fail to Obey Other Contr.	1 Vision Obstruction			UNRELATED:		2		2
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	4 Wet			UNRELATED:			2	2
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:			4	4
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:		5	5	10
19 Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01				
10 Followed too Closely	Road Under Construction		I BUILDING	02				
2 Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03				
4 Improper Lane Change	Shoulders Low, Soft, High		E CURB	04			7	7
1 Improper Backing			D GUARDRAIL/BARRIER	05				
2 Improper Passing	12 Other or Unknown		O EMBANKMENT	06				
Improper Signal			O FENCE	07				
			B LIGHT POLE	08		1	2	3
			J SIGN POST	09		2	2	4
			E OTHER POLE	10				
			C TREE/SHRUBBERY	11		3	1	4
			T CONSTR. BARRIER	12				
			S CRASH ATTENUATOR	13				
			O OTHER FIXED OBJECT			1		1

WEATHER	ILLUMINATION	TOTALS	
114 CLEAR/CLDY	116 DAY		
1 FOGGY	6 DAWN/DUSK		
54 RAINING	46 DARK - LIGHTS ON	2004	63
3 SNOW/SLEET	5 DARK - NO LIGHTS	2005	55
2 OTHER	1 OTHER	2006	56



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

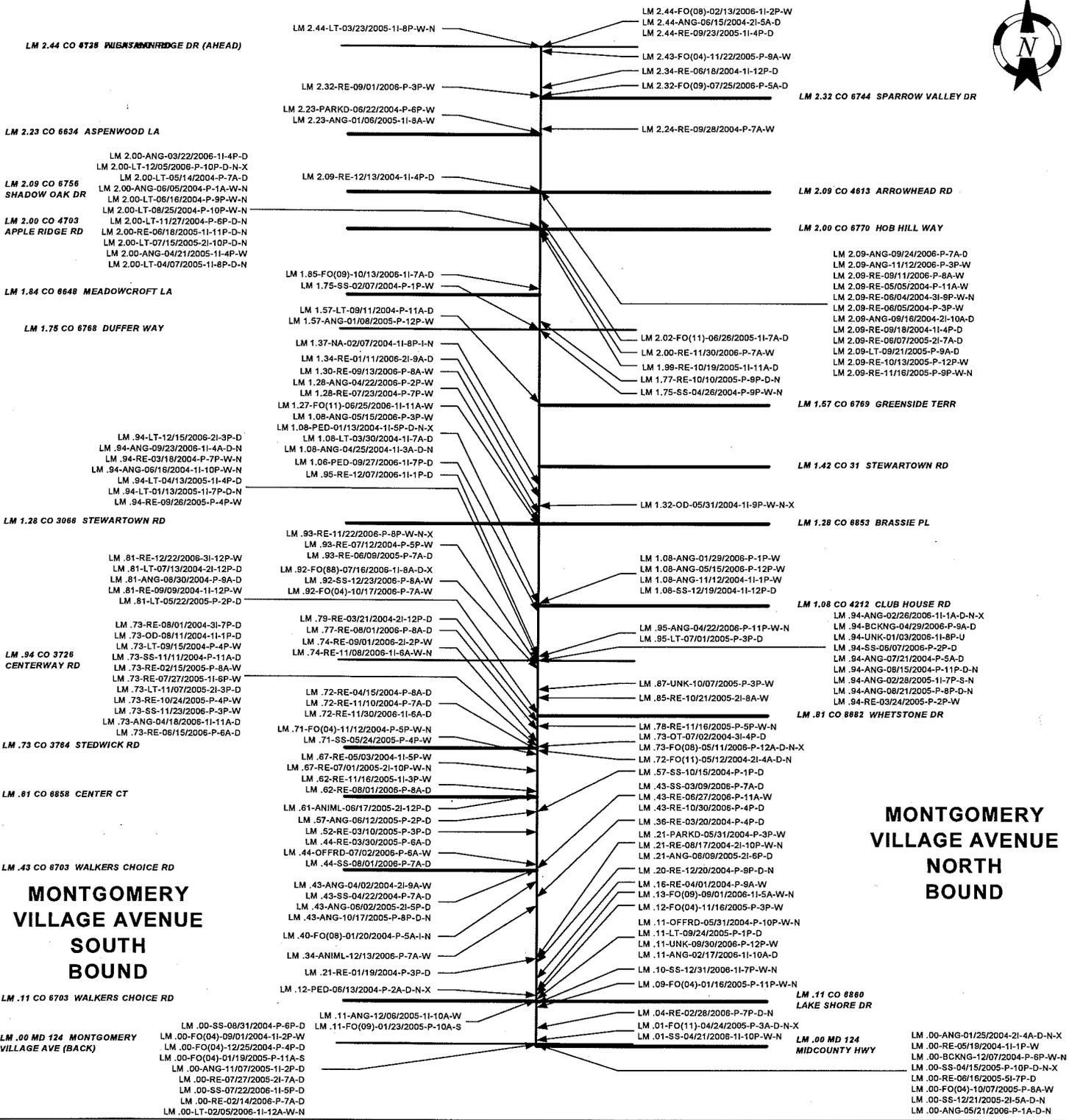
Location: Montgomery Village Ave from Midcounty Hwy to Wightman Rd

County: MONTGOMERY

Study Period: 01/01/2004 to 12/31/2006

Analyst: Dennis McMullen

Date: 08/27/2007



Location: GOSHEN ROAD FRM MIDCOUNTY HIGHWAY TO WIGHTMAN ROAD

Logmile: From 000.49 To 002.61 Length: 2.12

County: Montgomery

Period: January 1, 2004 To December 31, 2006

Note(s):

Type Controls: 6U-8% 8U-92%

* Significantly Higher than Statewide

YEAR ▶	2004	2005	2006	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.3
No. KILLED						
INJURY	9	10	18	37	82.5	82.1
No. INJURED	13	11	26	50		
PROP DAMAGE	20	13	13	46	102.6	108.9
TOTAL ACC	29	23	31	83	185.1	192.3
RATE	197.8	154.0	203.4			
WAADT	18900	19300	19700			
VMT(millions)	14.7	14.9	15.2	44.8		
OPPOSITE DIR	3	1	2	6	13.4	11.7
REAR END	13	6	16	35	78.1	60.6
SIDESWIPE	2	4		6	13.4	8.2
LEFT TURN	3	2	4	9	20.1	16.5
ANGLE	3	7	4	14	31.2	35.3
PEDESTRIAN	1			1	2.2	4.4
PARKED VEH			1	1	2.2	5.7
FIXED OBJECT	3	2	2	7	15.6	29.4
OTHER	1	1	1	3	6.7	12.7
U-TURN						
BACKING						
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	1	1	1	3		
TRCK REL ACC		1	2	3	6.7	11.7
NIGHTTIME	6	5	9	20	24 %	32 %
WET SURFACE	6	4	4	14	16 %	28 %
ALCOHOL REL	4		3	7	8 %	8 %
INTERSEC REL	17	17	19	53		
TOTAL VEH	61	48	67	176		
TOTAL TRUCKS		1	2	3		
PERCENT TRKS	0.0	2.1	3.0	1.7		

Comments:

Location: GOSHEN ROAD FRM MIDCOUNTY HIGHWAY TO WIGHTMAN ROAD Logmile: From 000.49 To 002.61 Length: 2.12
 County: Montgomery Period: January 1, 2004 To December 31, 2006 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK								
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Accidents		37	46	83									
Veh Occ		48			10	6	11	13	9	16	18		
Pedestrian		2											

MONTH OF THE YEAR													CONDITION: DRIVER PED		
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	66	2
9	2	1	9	6	4	8	6	5	11	11	11		ALCOHOL:	7	
													Other:	10	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	2		2	1	1	1	4	5	5	3	4	3		1	2	3	4	5	6+	UNK	TOTAL
PM:	6		5	6	8	8	7	4	3	3	2			10	58	12	1	2			176

VEHICLE TYPE			SURFACE		MOVEMENTS											
					NORTH			SOUTH			EAST			WEST		
					LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1 M_Cycle/Moped		Trk_Trailer		14 WET												
99 Passenger Veh		Passenger Bus		61 DRY	11	55	1	4	61		6	8		1	5	1
30 Light Truck	3	School Bus		8 SNO/ICE												
3 Heavy Truck	1	Emergency Veh		MUD												
39 Other Types				OTHER	OTHER MOVEMENTS 23											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs		Improper Parking	OPPOSITE DIR	RELATED:		2		2
6 Inf. of Alcohol		Passenger Interfere/Obstr.		UNRELATED:		2	2	4
Inf. of Medication		Illegally in Roadway	REAR END	RELATED:		9	15	24
Inf. of Combined Substance		Bicycle Violation		UNRELATED:		5	6	11
1 Physical/Mental Difficulty		Clothing not Visible	SIDESWIPE	RELATED:			2	2
1 Fell Asleep/Fainted etc.		Smog, Smoke		UNRELATED:			4	4
32 Fail to give full attent.		Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:		3	5	8
Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt		UNRELATED:			1	1
14 Fail to Yield Rightofway		Severe Crosswinds	ANGLE	RELATED:		10	3	13
Fail to Obey Stop Sign	1	Rain, Snow		UNRELATED:		1		1
1 Fail to Obey Traffic Sig		Animal	PEDESTRIAN	RELATED:		1		1
Fail to Obey Other Contr.		Vision Obstruction		UNRELATED:				
2 Fail to Keep Right of Ctr		Vehicle Defect	PARKED VEH.	RELATED:		1		1
Fail to Stop for Sch. Bus	2	Wet		UNRELATED:				
Wrong Way on One Way	2	Icy or Snow Covered	OTHER CT	RELATED:			1	1
Exceeded Speed Limit		Debris or Obstruction		UNRELATED:			2	2
8 Too Fast for Conditions		Ruts, Holes, Bumps	F | BRIDGE	01			1	1
4 Followed too Closely		Road Under Construction	I | BUILDING	02				
2 Improper Turn		Traffic Cntrl Device Inop.	X | CULVERT/DITCH	03				
2 Improper Lane Change		Shoulders Low, Soft, High	E | CURB	04			3	3
Improper Backing			D | GUARDRAIL/BARRIER	05				
Improper Passing	5	Other or Unknown	| EMBANKMENT	06				
Improper Signal			O | FENCE	07				
			B | LIGHT POLE	08				
			J | SIGN POST	09				
			E | OTHER POLE	10		1	1	2
			C | TREE/SHRUBBERY	11		1		1
			T | CONSTR. BARRIER	12				
			S | CRASH ATTENUATOR	13				
			| OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS	
65 CLEAR/CLDY	59 DAY		
2 FOGGY	4 DAWN/DUSK		
12 RAINING	12 DARK - LIGHTS ON	2004	29
4 SNOW/SLEET	8 DARK - NO LIGHTS	2005	23
OTHER	OTHER	2006	31



Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

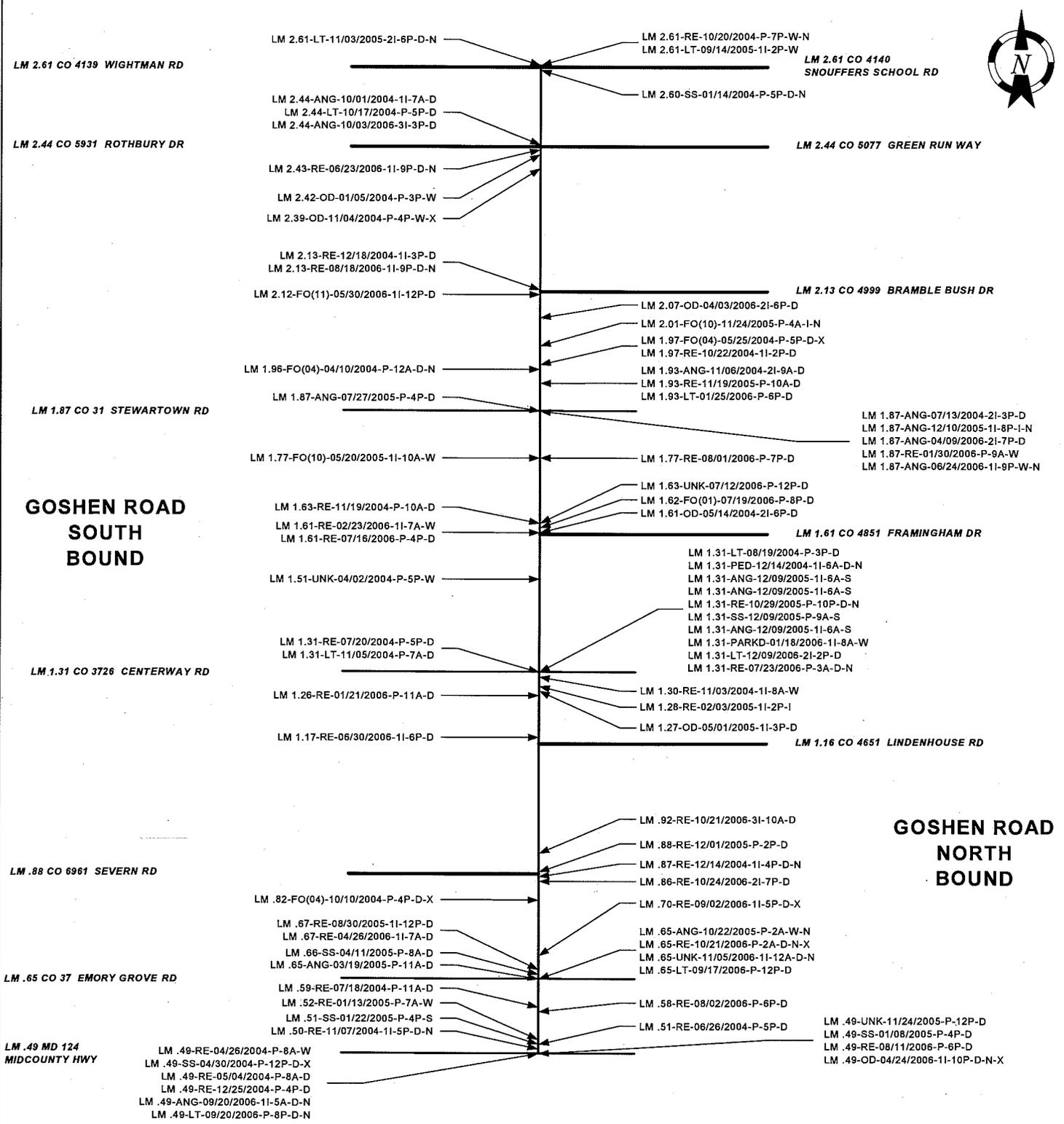
Location: Goshen Road from Midcounty Highway to Wightman Road

County: MONTGOMERY

Study Period: 01/01/2004 to 12/31/2006

Analyst: Dennis McMullen

Date: 08/27/2007



KEY: Log Mile - Collision Type (Fixed Object/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol

template 06-27-06

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overtun	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	