

I-225 PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY
SAFETY ASSESSMENT REPORT
STATE HIGHWAY (INTERSTATE) 225A (MP 0.00 TO MP 4.66)



Prepared for:

Rich Horstmann, PE
CDOT Region 1
2000 S. Holly Street
Denver, CO 80222

Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
303/721-1440

Project Manager: Michelle K. Stevens, PE
Project Engineer: Gabrielle Renner, EI

November 2013
FHU Reference No. 112200-01

TABLE OF CONTENTS

| | <u>Page</u> |
|---|-------------|
| I. INTRODUCTION ----- | 1 |
| II. SITE LOCATION AND CONDITONS ----- | 2 |
| III. CORRIDOR CRASH HISTORY AND PROBLEM ANALYSIS ----- | 3 |
| A. Corridor Crash History ----- | 4 |
| B. General Observations----- | 4 |
| C. Weighted Accident Concentration----- | 5 |
| IV. SAFETY PERFORMANCE FUNCTION ANALYSIS ----- | 6 |
| V. I-225 INTERCHANGE ANALYSES ----- | 10 |
| A. Segment 1 – I-25 Interchange (on I-225) (MP 0.00 to MP 0.39) ----- | 10 |
| B. Segment 2 – DTC Blvd. Interchange (MP 0.40 to MP 1.06) ----- | 12 |
| C. Segment 3 – Yosemite Street Interchange (MP 1.07 to MP 2.64)----- | 14 |
| D. Segment 4 – Parker Road Interchange (MP 2.65 to MP 4.66) ----- | 16 |
| VI. I-25 INTERCHANGE ANALYSES ----- | 19 |
| A. Segment 1 – Bellevue Avenue Interchange (MP 198.85 to MP 199.76)----- | 19 |
| B. Segment 2 – I-225 Interchange (on I-25) (MP 199.77 to MP 200.86) ----- | 20 |
| C. Segment 3 – Hampden Avenue Interchange (MP 200.87 to MP 202.14) ----- | 22 |
| VII. CONCLUSION AND RECOMMENDATIONS ----- | 25 |
| A. General Recommendations----- | 25 |
| B. Interchange Specific Recommendations ----- | 25 |

LIST OF FIGURES

| | <u>Page</u> |
|--|-------------|
| Figure 1. Overall Crash Distribution----- | 4 |
| Figure 2. Weighted Accident Concentration----- | 5 |
| Figure 3. Freeway Segmentation ----- | 7 |
| Figure 4. Urban 6-Lane Freeway SPF----- | 8 |
| Figure 5. Urban 8-Lane Freeway SPF----- | 9 |
| Figure 6. I-25 (on I-225) Interchange Segment----- | 10 |
| Figure 7. I-25 (on I-225) Interchange Crash Distribution----- | 11 |
| Figure 8. DTC Blvd. Interchange Segment----- | 12 |
| Figure 9. DTC Blvd. Interchange Crash Distribution ----- | 13 |
| Figure 10. Yosemite Street Interchange Segment ----- | 14 |
| Figure 11. Yosemite Street Interchange Crash Distribution ----- | 15 |
| Figure 12. Parker Road Interchange Segment----- | 16 |
| Figure 13. Parker Road Interchange Crash Distribution ----- | 17 |
| Figure 14. Belleview Avenue Interchange Segment----- | 19 |
| Figure 15. Belleview Avenue Interchange Crash Distribution ----- | 20 |
| Figure 16. I-225 Interchange (on I-25) Interchange Segment----- | 21 |
| Figure 17. I-225 (on I-25) Interchange Crash Distribution----- | 22 |
| Figure 18. Hampden Avenue Interchange Segment----- | 23 |
| Figure 19. Hampden Avenue Interchange Crash Distribution----- | 24 |

LIST OF TABLES

| | | |
|----------|---|---|
| Table 1. | SH 225A (SH 25A) Crash History: MP 0.00 – MP 4.66 (MP 198.85 – MP 202.14) | 3 |
|----------|---|---|

I. INTRODUCTION

The primary intent of this report is to provide information as it relates to safety for the I-225 Planning and Environmental Linkage (PEL) Study. The I-225 PEL study is focused on the southbound segment of I-225 between I-25 at Milepost (MP) 0.00 and Yosemite Street (MP 1.33). This portion of I-225 is a bottleneck during the AM peak period due to the reduction in through lanes at Yosemite Street and DTC Boulevard. Traffic backups along southbound I-225 as far north as the I-225 / Parker Road interchange (MP 3.94) are not uncommon during the peak period. Based on this, the safety analyses completed for this report cover a portion of southbound I-225 from MP 0.00 to MP 4.66 (north of Parker Road). In addition, given the direct interaction I-225 has with I-25, a portion of I-25 from Bellevue Avenue (MP 199.40) to Hampden Avenue (MP 201.59) has also been reviewed as part of this analysis.

In conjunction with the PEL study, an opportunity exists for the detection of safety problems and the implementation of selected improvements at locations where it is justified by crash experience.

The scope of this report is as follows:

- Assess the magnitude and nature of the safety problem within the project limits.
- Relate crash causality to roadway geometrics, roadside features, traffic control devices, traffic operations, driver behavior and vehicle type.

This report is based on the analysis of three years of crash history (July 1, 2009 to June 30, 2012). With ADT's on both freeways to be higher than 50,000 a three year crash history was used.

II. SITE LOCATION AND CONDITONS

As mentioned, this study addresses a section of State Highway (Interstate) 225A (I-225) beginning at MP 0.00 (the interchange with I-25) and extending east/north to MP 4.66 (north of the Parker Road interchange). The focus of this study is on the southbound direction of I-225 only. In addition, a portion of I-25 from MP 198.85 to MP 202.14 has also been included in this study due to the direction interaction between the two facilities. According to the CDOT Online Transportation Information System (OTIS) database, I-225's annual average daily traffic (AADT) in 2011 was approximately 126,000 vehicles per day (vpd) near the I-25 interchange, 130,000 vpd near the Yosemite interchange and about 123,000 vpd near the Parker Road interchange. As a percentage of the total vehicular traffic volume, the average truck volume across the section ranges from approximately 4% to 6%.

The following observations related to the study corridor were made during a field review, a review of aerial photography and the CDOT OTIS video log for I-225. Of note, CDOT annually collects video data for every state highway, so the information reviewed in OTIS for this report is from 2012.

- A typical cross section includes a 6 to 10-foot outside shoulder, two to three 12-foot travel lanes and a 6 to 20-foot (near Parker Interchange) inside shoulder.
- The barrier separated median between northbound and southbound directions is approximately 30 to 55-feet wide throughout the study corridor. Light-rail runs along the median of I-225 within this segment.
- Guard rail and concrete barriers are generally located on the outside shoulder in the vicinity of interchanges as well as on over and under passes. There is a concrete barrier along the inside shoulder for the entire corridor.
- There are luminaires along the study corridor.
- There are six interchanges within the study corridor, the system interchange of I-25 / I-225, three on I-225 and two on I-25: I-25 / I-225 (MP 0.00 / MP 200.13), I-225 / DTC Boulevard (MP 0.79), I-225 / Yosemite Street (MP 1.33), I-225 / Parker Road (MP 3.94), I-25 / Bellevue Avenue (MP 199.40) and I-25 / Hampden Avenue (MP 201.59).
- Auxiliary lanes for on and off-ramps in the southbound direction within the corridor are detailed as follows:
 - Three auxiliary lanes in the southbound direction are created by on-ramps from Parker Road that merge to one lane which then exits at the off-ramp to Yosemite Street.
 - An additional thru lane drops in the southbound direction at the exit to DTC Boulevard.
- The posted speed limit on I-225 is currently 65 miles per hour (mph).

III. CORRIDOR CRASH HISTORY AND PROBLEM ANALYSIS

Crash history for the three-year period, July 1, 2009 through June 30, 2012, was examined between MP 0.00 and MP 4.66 on I-225 (southbound direction only) as well as MP 198.85 and MP 202.14 on I-25 (both directions) to locate crash clusters and to identify crash causes.

Table 1 summarizes the number of crashes for I-225 over the three-year study period. The first number represents the number of crashes that occurred along southbound I-225 while the number in parentheses reflects crashes that occurred along I-25. In general, as can be seen in this table, the total number of crashes from year to year is typically consistent during the three-year study period.

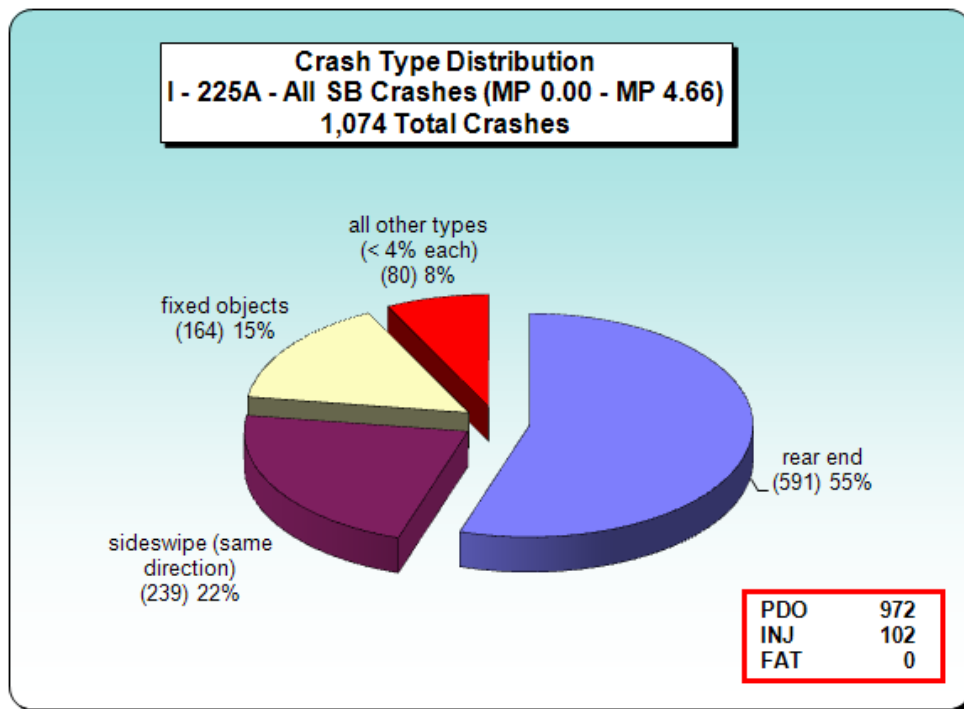
Table 1. I-225A (I-25A) Crash History: MP 0.00 – MP 4.66 (MP 198.85 – MP 202.14)

| Period | Number of Crashes | | | |
|--|----------------------|--------------------|--------------|----------------------|
| | Prop. Damage Only | Injury | Fatality | Total |
| 07/01/2009 – 6/30/2010 | 121 (233) | 14 (27) | 0 (0) | 135 (260) |
| 07/01/2010 – 6/30/2011 | 115 (179) | 10 (18) | 0 (0) | 125 (197) |
| 07/01/2011 – 6/30/2012 | 147 (177) | 13 (20) | 0 (0) | 160 (197) |
| Total (07/01/2009 – 6/30/2012) | 383 (589) | 37 (65) | 0 (0) | 420 (654) |
| Overall 3-Year Average per Year | 127.7 (196.3) | 12.3 (21.7) | 0 (0) | 140.0 (218.0) |

A. Corridor Crash History

During the three-year study period (7/1/2009 – 6/30/2012), there were a total of 420 reported crashes on southbound I-225 within the project limits. I-25, in both directions (northbound and southbound), a total of 654 crashers were reported during the three-year study period. These totals include crashes on the ramps and ramp terminals along both highways. **Figure 1** provides a graphical representation of the crash types for the entire study area (southbound I-225 and both directions of I-25). The ramp crashes are discussed in more detail later in this report. Rear-end type crashes (55%) were the predominant crash type followed by sideswipe (same direction) crashes (22%) and fixed object type crashes (15%). A definition explaining each crash type as well as a diagram and the typical causes of the crash type can be found in the **Appendix**. The crash summary sheet listings are also presented in the **Appendix**.

Figure 1. Overall Crash Distribution



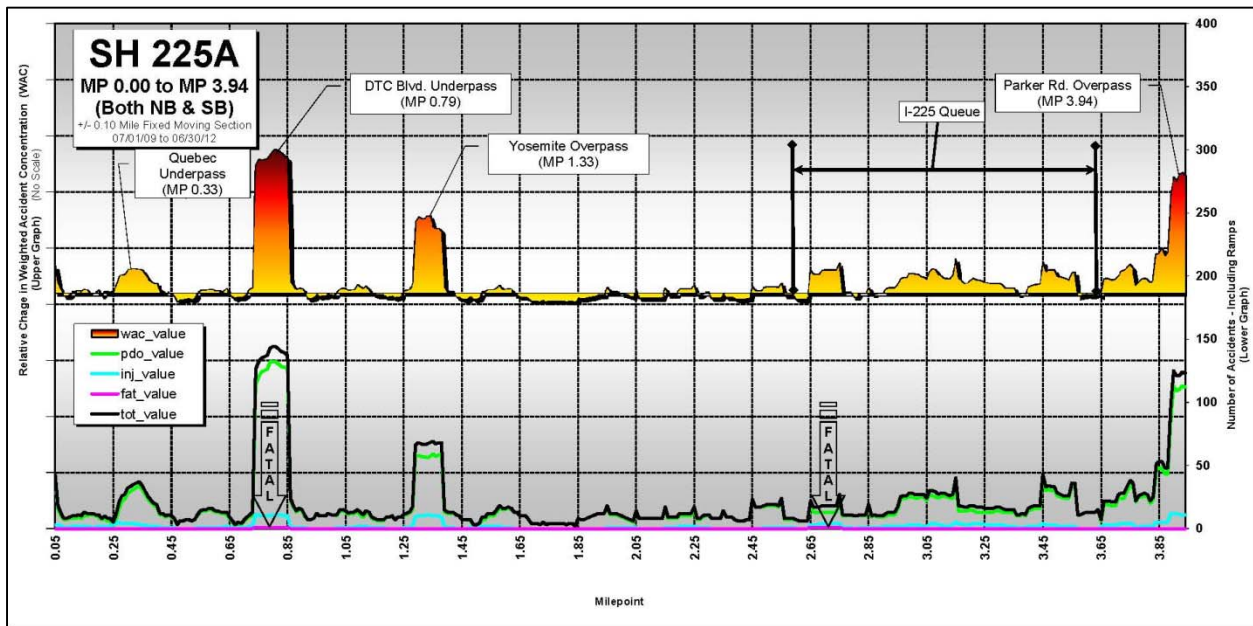
B. General Observations

The crash pattern seen above is not entirely unexpected since this is a corridor with heavy traffic during normal peak hours that results in vehicle congestion. Many of these crashes are likely due to the congestion occurring along the project corridor. A more detailed discussion of the predominant crash types is provided in the following interchange analysis sections.

C. Weighted Accident Concentration

A graphical rendering of the change in weighted crash concentration (WAC) along I-225 (shown on **Figure 2**) reveals the locations of crash concentration and their severity along the corridor. The complete crash listing and detailed crash summary sheets for this section of I-225 are provided in the **Appendix**.

Figure 2. Weighted Accident Concentration



As can be seen on this figure, there are several locations of crash concentrations throughout the I-225 study corridor. In general, the largest concentrations of crashes are related to the interchanges. The largest interchange related peaks on the graph are at DTC Boulevard, Yosemite Street and Parker Road. Of note, this chart includes both southbound and northbound crashes along I-225 as the methodology requires that both directions be included. The two fatal crashes shown on the chart occurred in the northbound direction and as such, have not been reviewed further in this report since the focus is on southbound I-225 only.

IV. SAFETY PERFORMANCE FUNCTION ANALYSIS

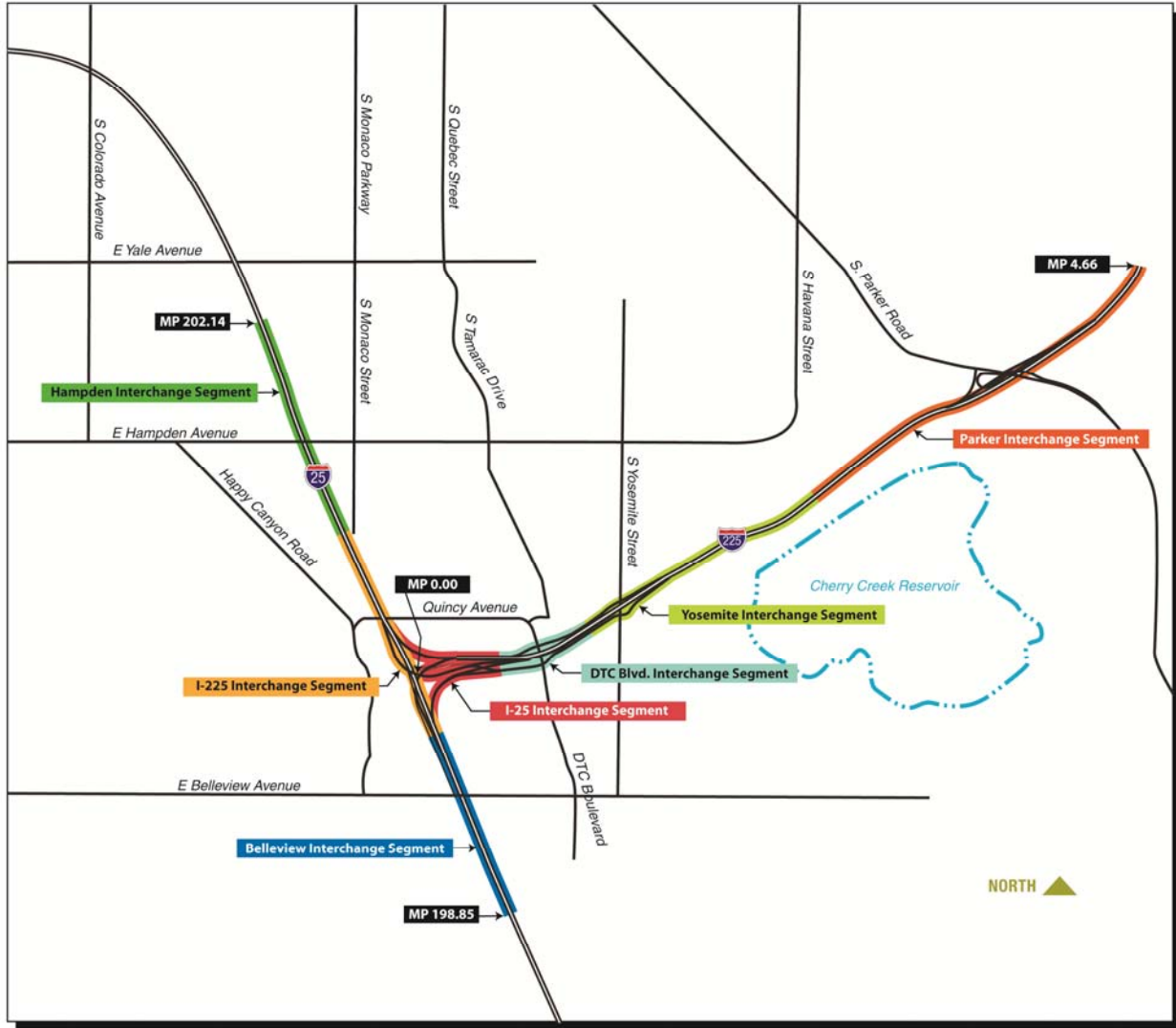
In addition to the examination and comparison of crash patterns for the entire study area as well as the WAC analysis, the assessment of the magnitude of safety problems on select highway sections has been refined through the use of Safety Performance Function (SPF) methodology. The SPF reflects the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

Development of the SPF lends itself well to the conceptual formulation of the Levels of Service of Safety (LOSS). The concept of level of service uses qualitative measures that characterize safety of a roadway segment in reference to its expected performance and severity. If the level of safety predicted by the SPF will represent a normal or expected number of crashes at a specific level of ADT, then the degree of deviation from the norm can be stratified to represent specific levels of safety.

- LOSS-I – Indicates low potential for crash reduction
- LOSS-II – Indicates better than expected safety performance
- LOSS-III – Indicates less than expected safety performance
- LOSS-IV – Indicates high potential for crash reduction

The study sections on I-225 and I-25 have a mixture of classification ranging from an Urban 6-Lane Freeway to an Urban 8-Lane Freeway. The freeway has been broken down into seven analysis segments, each segment associated with one of the interchanges along the study corridor. The segmentation for the corridor is presented graphically on **Figure 3** on the next page.

Figure 3. Freeway Segmentation



As mentioned, there is a mixture of Urban 6-Lane and Urban 8-Lane Freeway segments throughout the study area. Data for three-years of crash history on I-225 and I-25 has been plotted for evaluation on the two SPF figures. Of note, these charts include both southbound and northbound crashes along I-225 as the SPF methodology requires that both directions be included in the analysis.

Figure 4. Urban 6-Lane Freeway SPF

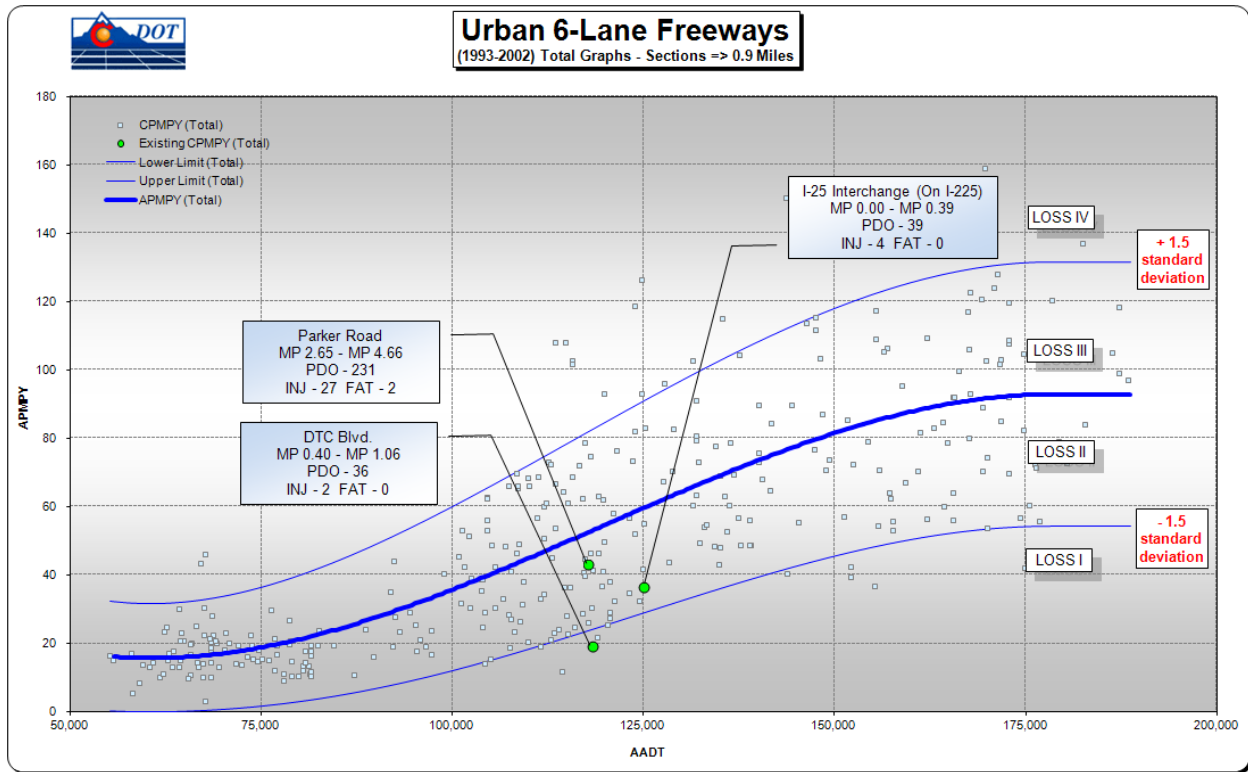


Figure 4 depicts the total crash SPF for the 6-Lane Freeway segments based on the given crash data. As can be seen, the SPF segments for the I-25 / I-225 and Parker Road interchanges are below the average expected crash rate for the given AADTs. This places these SPF segments in the LOSS II category, which indicates better than expected safety performance. In addition, the DTC Boulevard interchange SPF segment falls in the LOSS I category which indicates a low potential for crash reduction.

Figure 5. Urban 8-Lane Freeway SPF

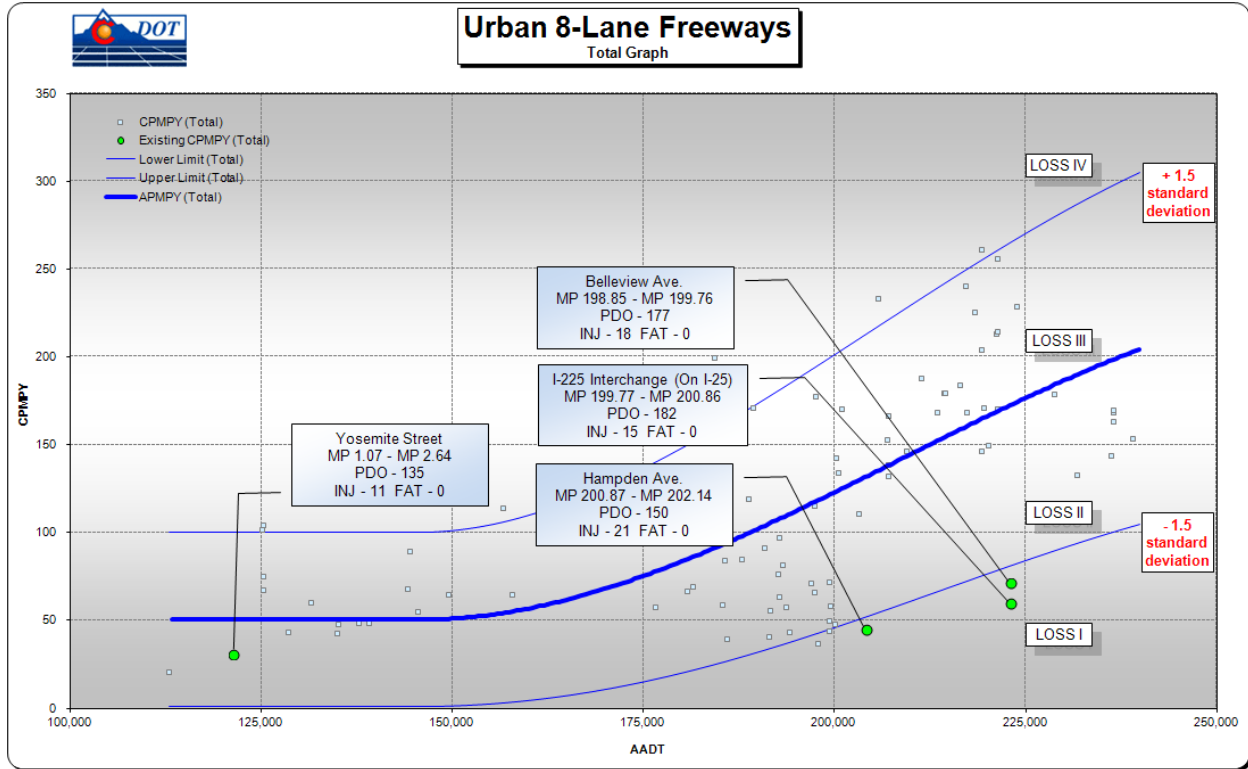


Figure 5 depicts the total crash SPF for the 8-Lane Freeway segments based on the given crash data. As can be seen, all of the SPF segments for the interchanges along I-25 are within the LOSS I category. This indicates a low potential for crash reduction on these segments. However, the Yosemite Street interchange segment falls just below the average expected crash frequency which places it in the LOSS II category. This means this segment has better than expected safety performance.

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

V. I-225 INTERCHANGE ANALYSES

The following provides a summary of the analyses for the four interchange segments reviewed along I-225 from MP 0.00 to MP 4.66. These analyses include both mainline and ramp crashes as the proposed modifications to I-225 near DTC Boulevard could have an impact on the crash occurrence on both mainline I-225 and the ramps at the interchanges.

A. Segment 1 – I-25 Interchange (on I-225) (MP 0.00 to MP 0.39)

Mainline Crashes

During the three-year study period there were 16 reported mainline crashes between MP 0.00 and MP 0.39 on southbound I-225. **Figure 6** shows Segment 1 in relation to the other roadways in the vicinity.

Figure 6. I-25 (on I-225) Interchange Segment

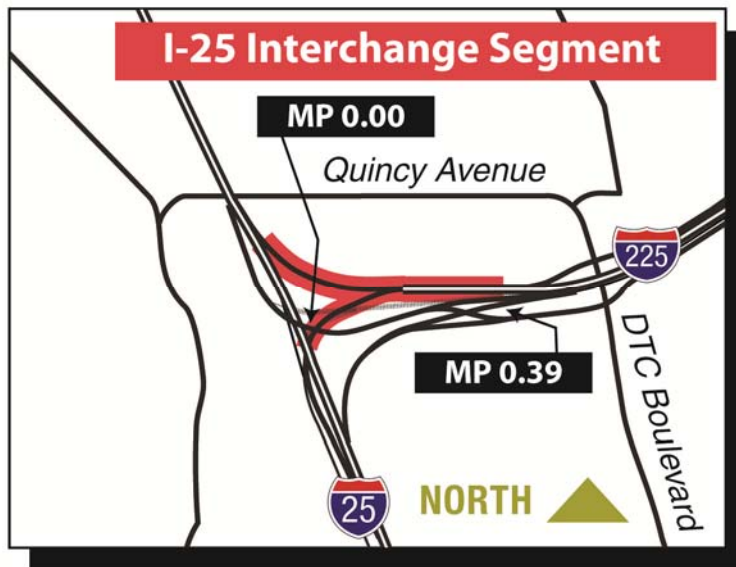
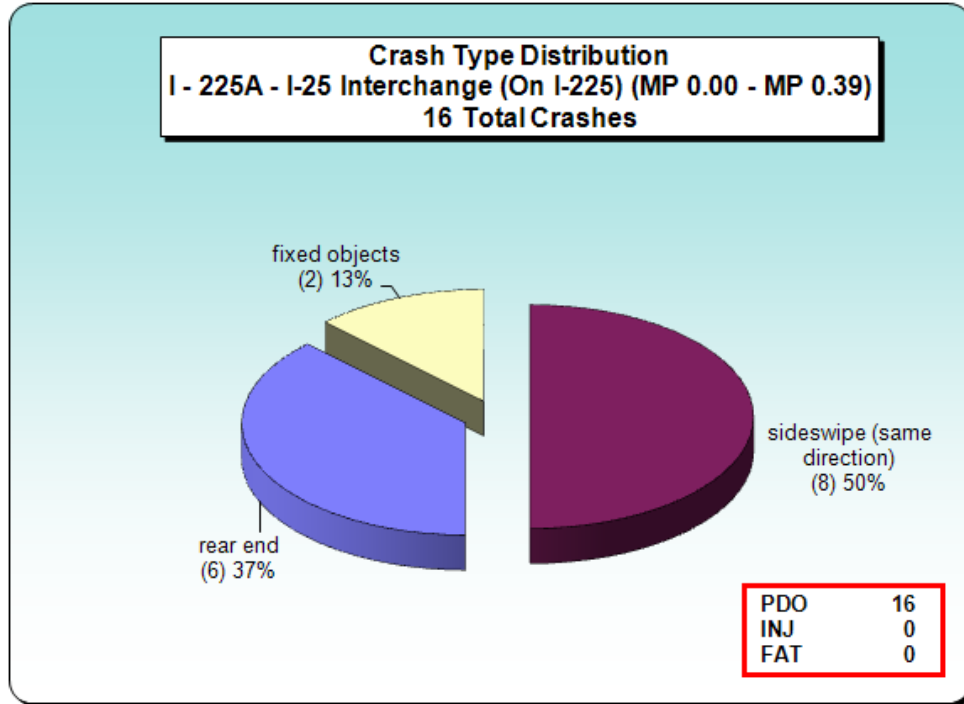


Figure 7 provides a graphical representation of the southbound crash types for this segment. Sideswipe (same direction) crashes were predominant (50%) followed by rear-end type crashes (37%).

Figure 7. I-25 (on I-225) Interchange Crash Distribution



The proportion of sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Half of these crashes (4 of 8) occurred during the midday peak between Noon and 2PM when speeds on I-225 are higher and changing lanes is likely more difficult. The other crashes occurred during the morning peak (3 of 8) and afternoon peak (1 of 8). The majority of the vehicles involved in the sideswipe crashes (5 of 8) were changing lanes at the time of the collision in an effort to position themselves for the upcoming exit ramps to I-25.

Ramp Crashes

There were a total of 23 ramp crashes reported on the two southbound I-225 ramps to I-25 during the study period. These two ramps include Ramp C (southbound I-225 to northbound I-25) and Ramp I (southbound I-225 to southbound I-25).

The following provides a summary for each of the ramps.

Ramp C – Southbound I-225 to Northbound I-25

There were six crashes reported on the southbound I-225 ramp to northbound I-25 over the three-year study period. The predominant crash type on this ramp was fixed-object type crashes. The most frequent of the fixed-object type crashes was 2 concrete highway barrier crashes. All other crash types were single occurrences. Based on this, no correctable crash pattern could be identified based on a review of the crash history along this ramp.

Ramp I – Southbound I-225 to Southbound I-25

During the three-year study period there were a total of 17 crashes on this ramp between southbound I-225 and southbound I-25. The majority of these crashes (8) were rear-end type crashes, followed by sideswipe (same direction) crashes (4) and fixed object type crashes (3). Unlike the mainline crash pattern on this segment where most of the congestion related crashes (rear-end and sideswipe) occurred prior to 2PM, the majority of the congestion related crashes (7 of 12) on this ramp occurred between 4PM and 7PM. This is likely due to the traffic congestion on southbound I-25 during the PM peak hour which causes traffic to slow on this ramp. Based on this, no recommendation is made to address this existing pattern in relation to the PEL study.

B. Segment 2 – DTC Blvd. Interchange (MP 0.40 to MP 1.06)

Mainline Crashes

During the three-year study period there were 31 reported mainline crashes between MP 0.40 and MP 1.06 on southbound I-225. **Figure 8** shows Segment 2 in relation to the other roadways in the vicinity.

Figure 8. DTC Blvd. Interchange Segment

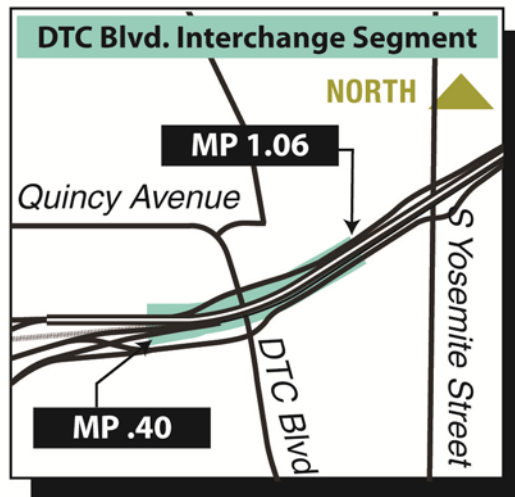
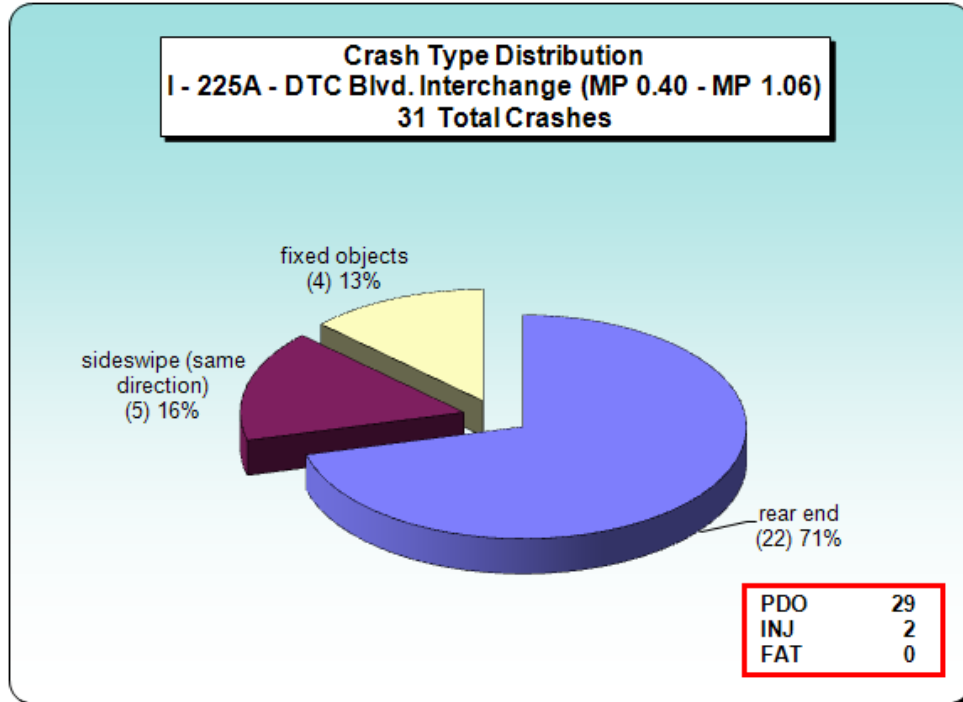


Figure 9 provides a graphical representation of the southbound mainline crash types for this segment. Rear-end crashes were predominant (71%) followed by sideswipe (same direction) type crashes (16%).

Figure 9. DTC Blvd. Interchange Crash Distribution



The proportion of rear-end type crashes were higher than expected for this portion of the study corridor. The majority of these crashes (13 of 22) occurred between 6AM and 10AM when traffic volumes on southbound I-225 are heaviest. Between 3PM and 7PM there were a total of 7 rear-end type crashes. Of the vehicles struck during the rear-end collisions, nearly all (20 of 22) were either stopped or slowing for traffic on mainline I-225. This pattern is not unexpected as this segment includes the existing lane drop and bottleneck currently in place on southbound I-225.

Ramp Crashes

There were a total of 19 ramp crashes reported on the two southbound I-225 ramps from/to DTC Boulevard. These two ramps include Ramp D (southbound I-225 off-ramp) and Ramp E (southbound I-225 on-ramp).

The following provides a summary for each of the ramps.

Ramp D – Southbound I-225 Off-Ramp

There were twelve crashes reported on the southbound I-225 off-ramp to DTC Boulevard over the three-year study period. The predominant crash type on this ramp (9 of 12) was rear-end type crashes. All other crash types had two or fewer occurrences. Of the rear-end type crashes, 8 of 9 occurred when one vehicle was either stopped or slowing for the traffic queue, likely for the traffic signal at the ramp terminal. The occurrences of these crashes were spread uniformly throughout the day with no clear peak. Based on this pattern, no recommendations are made to address the crashes on this ramp in relation to the PEL study.

Ramp E – Southbound I-225 On-Ramp

During the three-year study period there were a total of 7 crashes on this ramp to southbound I-225 from DTC Boulevard. The majority of these crashes (6) were rear-end type crashes, followed by sideswipe (same direction) crashes (1). All of these crashes occurred during the AM and PM peak periods. These crashes occurred when one vehicle (either stopped or slowing for traffic) was struck from behind by a second vehicle. This pattern is likely due to the queue created by the ramp meter on this ramp during the peak periods. Based on this, no recommendation is made to address this existing pattern.

C. Segment 3 – Yosemite Street Interchange (MP 1.07 to MP 2.64)

Mainline Crashes

During the three-year study period there were 85 reported mainline crashes between MP 1.07 and MP 2.64 on southbound I-225. **Figure 10** shows Segment 3 in relation to the other roadways in the vicinity.

Figure 10. Yosemite Street Interchange Segment

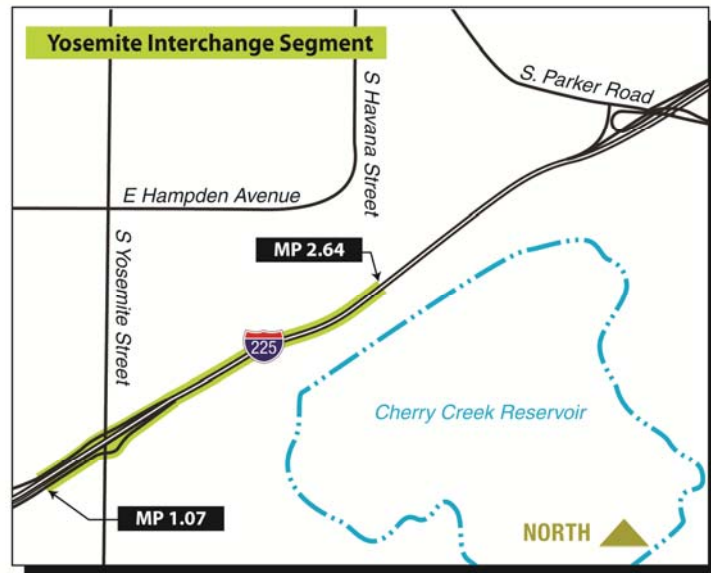
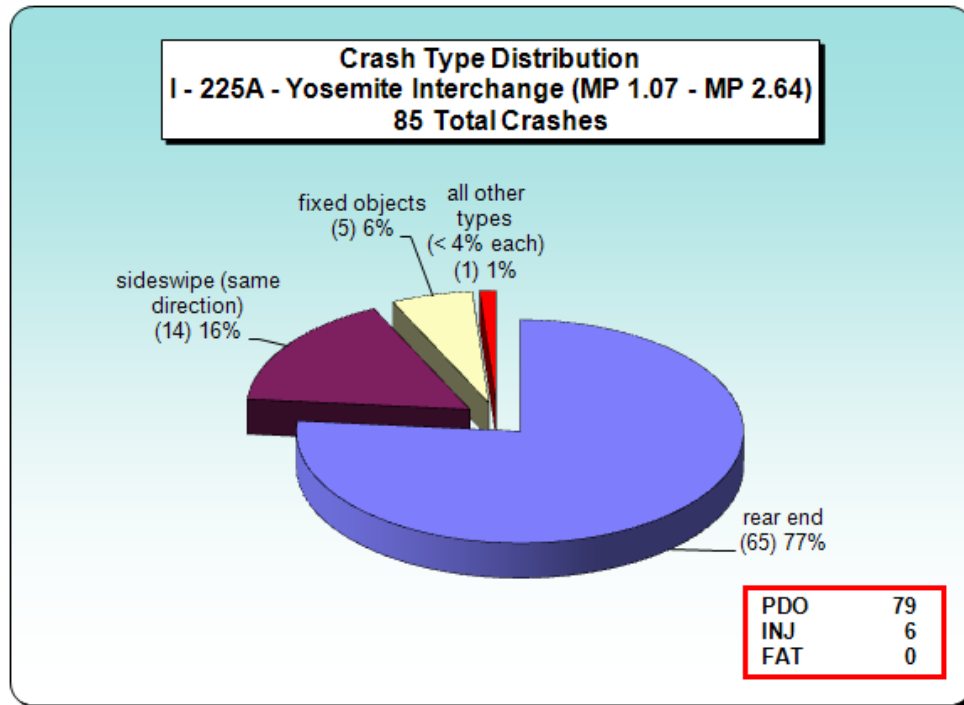


Figure 11 provides a graphical representation of the southbound mainline crash types for this segment. Rear-end crashes were predominant (77%) followed by sideswipe (same direction) type crashes (16%).

Figure 11. Yosemite Street Interchange Crash Distribution



The proportion of rear-end type crashes were higher than expected for this portion of the study corridor. The majority of these crashes (49 of 65) occurred between 6AM and 10AM when traffic volumes on southbound I-225 are heaviest. Between 3PM and 7PM there were a total of 10 rear-end type crashes. All other crashes occurred outside of the peak periods. Of the vehicles struck during the rear-end collisions, nearly all (55 of 65) were either stopped or slowing for traffic on mainline I-225. Once again, this pattern is not unexpected as this segment is immediately upstream of the existing bottleneck at DTC Boulevard. Traffic and congestion spills back from the bottleneck at DTC Boulevard onto the Yosemite Street interchange segment.

Ramp Crashes

There were a total of 6 ramp crashes reported on the southbound I-225 off-ramp to Yosemite Street and on the Yosemite Street on-ramp to the collector-distributor (CD) road. These two ramps include Ramp D (southbound I-225 off-ramp) and Ramp E/J (southbound I-225 CD road).

The following provides a summary for each of the ramps.

Ramp D – Southbound I-225 Off-Ramp

There were two crashes reported on the southbound I-225 off-ramp to Yosemite Street over the three-year study period. There was one rear-end and one sideswipe (same direction) type crash on this ramp. Based on the low occurrence of crashes, no recommendations are made to address the crashes on this ramp.

Ramp E/J – Southbound I-225 Collector-Distributor (CD)

During the three-year study period there were a total of four crashes on this CD road. Half of these crashes were rear-end type crashes, followed by sideswipe (same direction) and traffic signal pole crashes in which each had one occurrence. Once again, due to the low occurrence of crashes, no recommendation is made to address the existing crashes.

D. Segment 4 – Parker Road Interchange (MP 2.65 to MP 4.66)

Mainline Crashes

During the three-year study period there were 92 reported mainline crashes between MP 2.65 and MP 4.66 on southbound I-225. **Figure 12** shows Segment 4 in relation to the other roadways in the vicinity.

Figure 12. Parker Road Interchange Segment

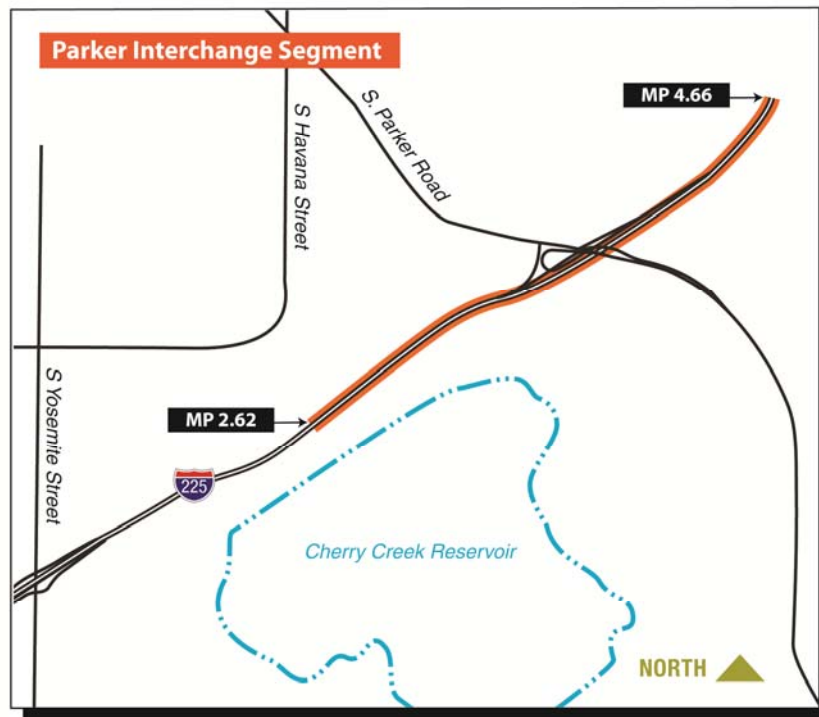
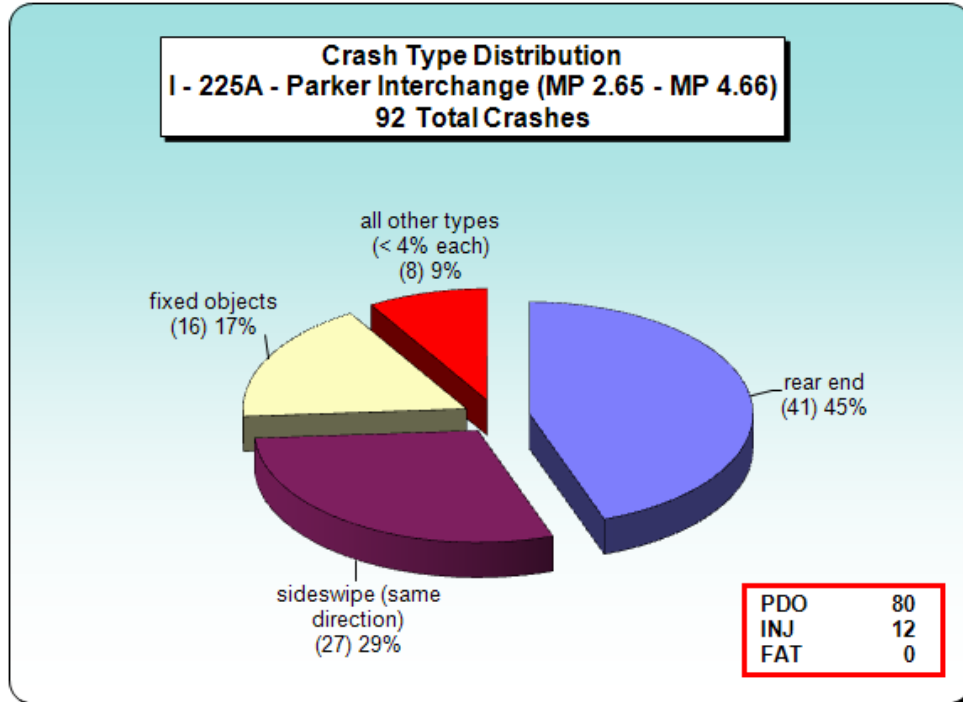


Figure 13 provides a graphical representation of the southbound mainline crash types for this segment. Rear-end crashes were predominant (45%) followed by sideswipe (same direction) type crashes (29%).

Figure 13. Parker Road Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. The majority of these crashes (37 of 68) occurred between 6AM and 10AM when traffic volumes on southbound I-225 are heaviest. Between 3PM and 7PM there were a total of 14 rear-end/sideswipe type crashes. Of the vehicles struck during the rear-end collisions, over 75 percent were either stopped or slowing for traffic on mainline I-225. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

Ramp Crashes

There were a total of 61 ramp crashes reported on the three southbound I-225 ramps from/to Parker Road. These three ramps include Ramp D (southbound I-225 off-ramp) and Ramp E (southbound I-225 on-ramp) and Ramp I (southbound I-225 flyover on-ramp from northbound Parker Road).

The following provides a summary for each of the ramps.

Ramp D – Southbound I-225 Off-Ramp

There were 37 crashes reported on the southbound I-225 off-ramp to Parker Road over the three-year study period. The predominant crash type on this ramp (32 of 37) was rear-end type crashes. All other crash types had two or fewer occurrences. Of the rear-end type crashes, 28 of 32 occurred when one vehicle was either stopped or slowing for traffic on the off-ramp. The occurrence of these crashes was spread uniformly throughout the day with no clear peak. This pattern was previously identified in a safety assessment completed by CDOT and will be addressed with the current I-225 widening project. A realignment of the southbound off-ramp and the existing YEILD traffic control being converted to STOP control is planned.

Ramp E – Southbound I-225 On-Ramp

During the three-year study period there were a total of six crashes on this ramp to southbound I-225 from Parker Road. Half of these crashes (3) were rear-end type crashes, followed by sideswipe (same direction) crashes (2). The remaining crash was an overturning crash. All of these crashes occurred during the AM and PM peak periods. These crashes occurred when one vehicle (either stopped or slowing for traffic) was struck from behind by a second vehicle, often changing lanes. This pattern is likely due to the turbulence created by the merge point onto southbound I-225. However, due to the low occurrence of crashes, no recommendation is made to address this existing pattern.

Ramp I – Southbound I-225 On-Ramp (flyover)

During the three-year study period there were a total of 18 crashes on this ramp to southbound I-225 from flyover ramp from northbound Parker Road. The majority of these crashes (7) were concrete barrier type crashes, followed by sideswipe (same direction) crashes (6). All other crash types had two or fewer occurrences.

Of the concrete barrier type crashes, 4 of 7 occurred at night with the majority occurring in dry conditions. Consideration should be given to reviewing the existing reflector and delineation along this flyover ramp.

Similarly, 4 of 6 of the sideswipe crashes also occurred at night in dry conditions. Most of these crashes occurred when one vehicle changed lanes and sideswiped the vehicle in the adjacent lane. Once again, consideration should be given to reviewing the existing reflector and delineation as well as lane striping on this flyover ramp.

VI. I-25 INTERCHANGE ANALYSES

The following provides a summary of the analyses for the three interchange segments reviewed along I-25 from MP 198.85 to MP 202.14. These analyses focus on mainline traffic only as the ramps at the interchanges along I-25 likely will not be impacted by changes made to the southbound I-225 cross section near DTC Boulevard.

A. Segment 1 – Belleview Avenue Interchange (MP 198.85 to MP 199.76)

Mainline Crashes

During the three-year study period there were 195 reported mainline crashes between MP 198.85 and MP 199.76 on I-25. **Figure 14** shows Segment 1 in relation to the other roadways in the vicinity.

Figure 14. Belleview Avenue Interchange Segment

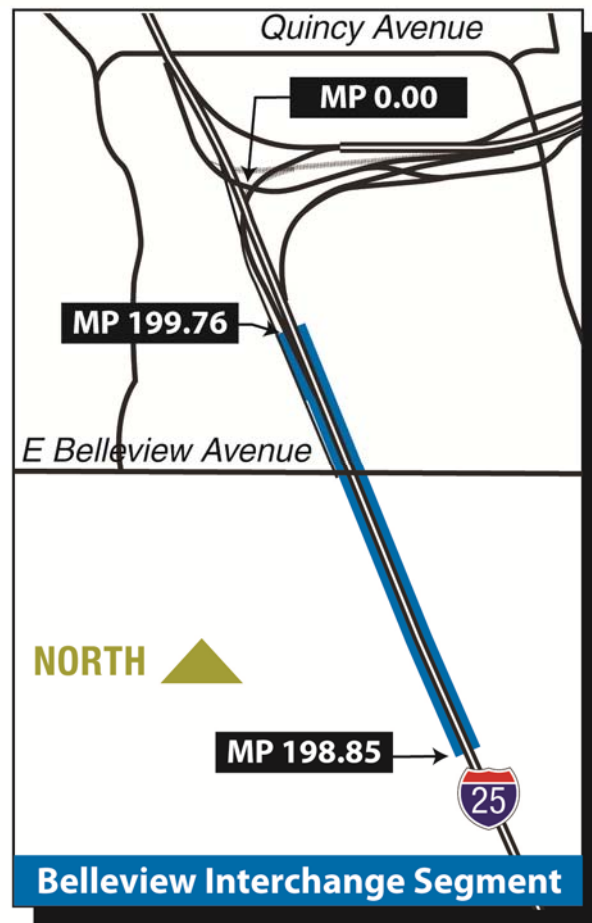
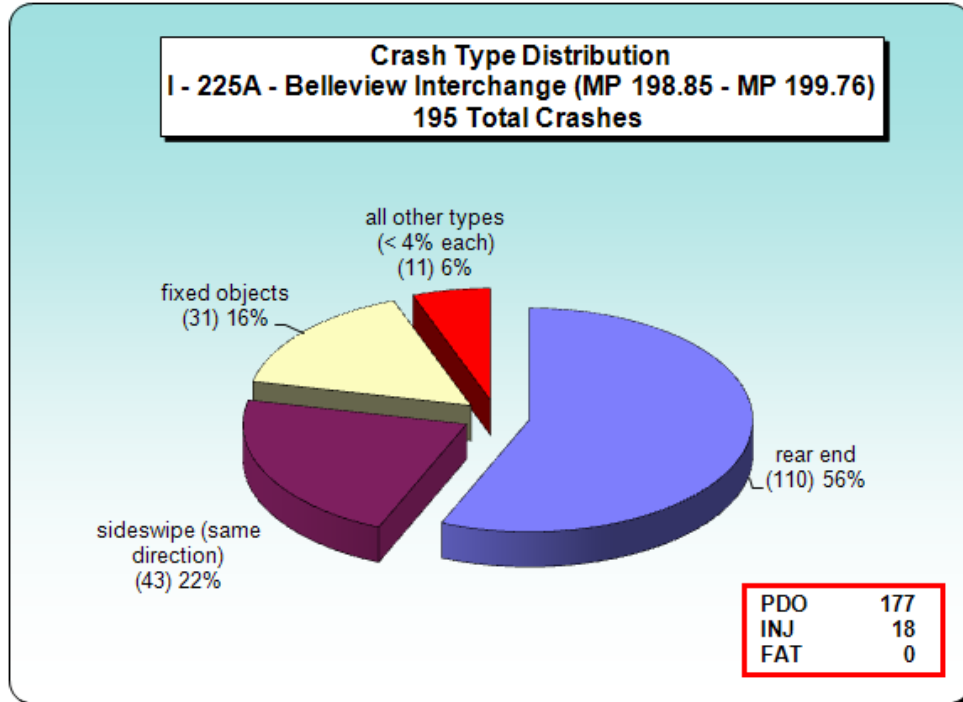


Figure 15 provides a graphical representation of the mainline crash types for both directions of this segment. Rear-end crashes were predominant (56%) followed by sideswipe (same direction) type crashes (22%).

Figure 15. Belleview Avenue Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. The majority of these crashes (73 of 153) occurred between 3PM and 7PM. Between 6AM and 10AM there were a total of 33 rear-end/sideswipe type crashes. The remainder of the crashes occurred throughout the day. Of the vehicles struck during the rear-end collisions, over 80 percent were either stopped or slowing for traffic on mainline I-25. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

B. Segment 2 – I-225 Interchange (on I-25) (MP 199.77 to MP 200.86)

Mainline Crashes

During the three-year study period there were 197 reported mainline crashes between MP 199.77 and MP 200.86 on mainline I-25. **Figure 16** shows Segment 2 in relation to the other roadways in the vicinity.

Figure 16. I-225 Interchange (on I-25) Interchange Segment

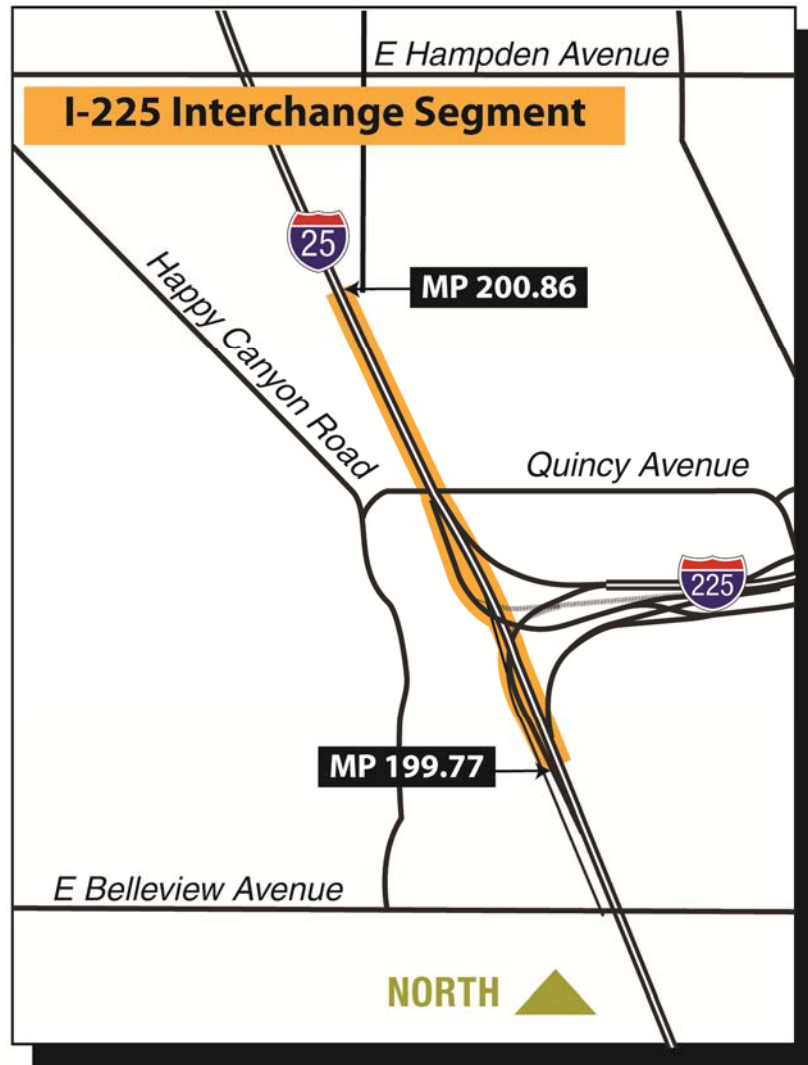
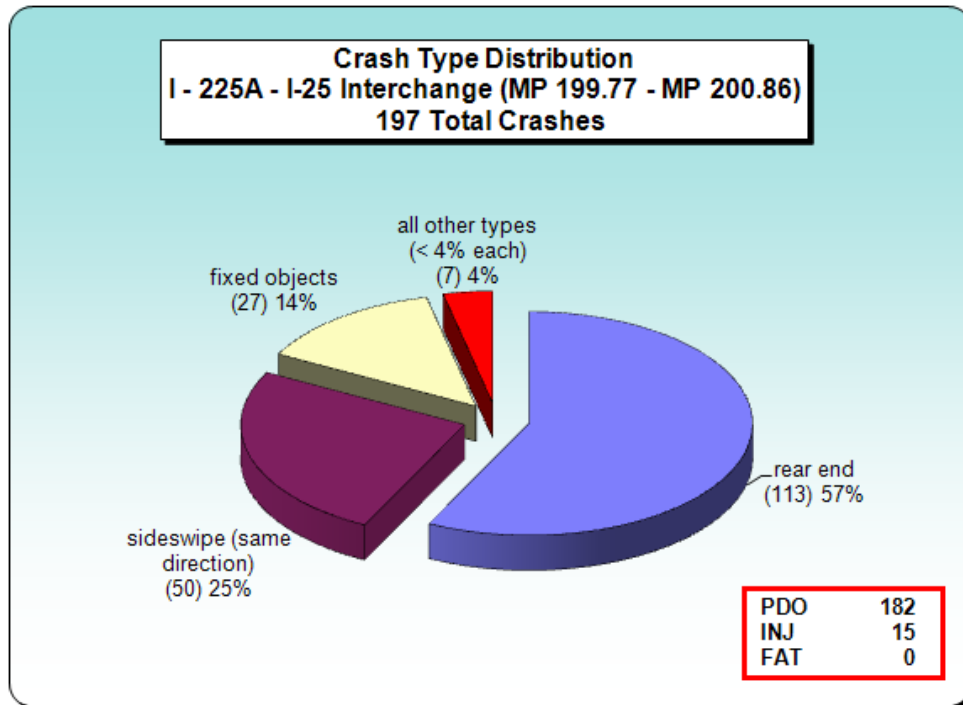


Figure 17 provides a graphical representation of the mainline crash types for both directions of this segment. Rear-end crashes were predominant (57%) followed by sideswipe (same direction) type crashes (25%).

Figure 17. I-225 (on I-25) Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. The majority of these crashes (69 of 163) occurred between 3PM and 7PM. Between 6AM and 10AM there were a total of 46 rear-end/sideswipe type crashes. The remainder of the crashes occurred throughout the day. Of the vehicles struck during the rear-end collisions, over 70 percent were either stopped or slowing for traffic on mainline I-25. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

C. Segment 3 – Hampden Avenue Interchange (MP 200.87 to MP 202.14)

Mainline Crashes

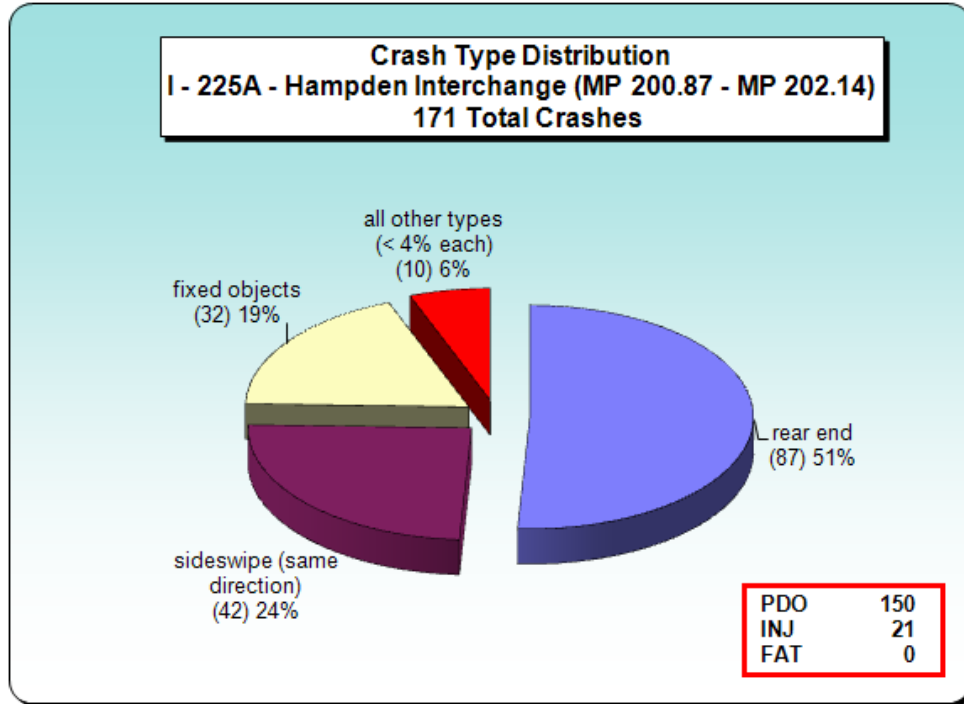
During the three-year study period there were 171 reported mainline crashes between MP 200.87 and MP 202.14 on I-25. **Figure 18** shows Segment 3 in relation to the other roadways in the vicinity.

Figure 18. Hampden Avenue Interchange Segment



Figure 19 provides a graphical representation of the mainline crash types for both directions of this segment. Rear-end crashes were predominant (51%) followed by sideswipe (same direction) type crashes (24%).

Figure 19. Hampden Avenue Interchange Crash Distribution



The proportion of rear-end type and sideswipe (same direction) type crashes were higher than expected for this portion of the study corridor. Since both of these crash types are congestion related, they have been reviewed together. As with the other segments on I-25, the majority of these crashes (47 of 129) occurred between 3PM and 7PM. Between 6AM and 10AM there were a total of 37 rear-end/sideswipe type crashes. The remainder of the crashes occurred throughout the day. Of the vehicles struck during the rear-end collisions, over 80 percent were either stopped or slowing for traffic on mainline I-25. As with the other segments included in this study, this pattern is common as this segment routinely experiences congested traffic conditions during peak periods.

VII. CONCLUSION AND RECOMMENDATIONS

The primary intent of this report is to provide information as it relates to safety for the I-225 Planning and Environmental Linkage (PEL) Study. The I-225 PEL study is focused only on the southbound segment of I-225 between I-25 at Milepost (MP) 0.00 and Yosemite Street (MP 1.33). This portion of I-225 is a bottleneck during the AM peak period due to the reduction in through lanes at Yosemite Street and DTC Boulevard. Traffic backups along southbound I-225 as far north as the I-225 / Parker Road interchange are not uncommon during the peak period. Based on this, the safety analyses completed for this report cover a portion of southbound I-225 from MP 0.00 to MP 4.66 (just north of Parker Road). In addition, given the direct interaction I-225 has with I-25, a portion of I-25 from Belleview Avenue (MP 199.40) to Hampden Avenue (MP 201.59) has also been reviewed as part of this analysis.

The conclusions and recommendations of this study are based on the analysis of three years of crash history. Between southbound I-225 (MP 0.00 to MP 4.66) and both directions of I-25 (MP 198.85 to MP 202.14), there were a total of 1,074 reported crashes within the project limits; on southbound I-225 (420 crashes) and on both directions of I-25 (654 crashes). This total includes crashes on the ramps for the interchanges that fall within the study area. In general, the freeway segments within the study area fall within the LOSS I or II categories which means the corridor as a whole has a better than expected safety performance. However, along southbound I-225, there is a higher than expected occurrence of rear-end and sideswipe (same direction) crash types. There are several locations of higher than expected crash concentration and severity which are primarily related to these congestion related crashes. The following recommendations are made to help reduce the number of crashes throughout the study corridor:

A. General Recommendations

- As part of the I-225 PEL Study, the safety analysis recommends improvements to southbound I-225 to reduce congestion along I-225 which should help to decrease the number of rear-end type and sideswipe (same direction) type crashes on the freeway. Further study to identify the improvements is part of the I-225 PEL Study process.

B. Interchange Specific Recommendations

- Parker Road flyover to southbound I-225 – Consideration should be given to reviewing the existing reflector and delineation along this flyover ramp due to the high occurrence of run off the road type crashes during dry conditions.

APPENDIX

THREE-YEAR DETAILED SUMMARY OF TRAFFIC CRASHES

THREE-YEAR GENERAL SUMMARY OF TRAFFIC CRASHES

- I-25 Interchange (on I-225)
- DTC Boulevard Interchange
- Yosemite Street Interchange
- Parker Road Interchange
- Belleview Avenue Interchange
- I-225 Interchange (on I-25)
- Hampden Avenue Interchange

COMMON CRASH TYPES AND DIAGRAMS

STRAIGHT-LINE-DIAGRAM

THREE-YEAR CRASH LISTING



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

Highway: 225A **Begin:** 0.00 **End:** 4.66 **From:**07/01/2009 **To:**06/30/2012

I-225 - Southbound

| Severity | Multi-Vehicle | Location |
|--------------------------|-------------------|--|
| PDO: 401 | One Vehicle: 62 | On Road: 377 Off in Median: 0 |
| INJ: 40 57 :Injured | Two Vehicles: 330 | Off Road Left: 35 Private Property: 0 |
| FAT: 0 0 :Killed | Three or More: 49 | Off Road Right: 28 Unknown: 0 |
| Total: 441 | Unknown: 0 | Off Road at Tee: 1 |
| | Total: 441 | Total: 441 |

| Accident Type | | | |
|---------------------------------|-------------------------------|---------------------------------|--|
| Overtuning: 8 | Road Maintenance Equipment: 0 | Fence: 3 | |
| Other Non Collision: 0 | Domestic Animal: 0 | Tree: 0 | |
| School Age Peds: 0 | Wild Animal: 0 | Large Rocks or Boulder: 0 | |
| Ped on Toy Motorized Vehicle: 0 | Light/Utility Pole: 0 | Railroad Crossing Equipment: 0 | |
| Other Pedestrians: 1 | Traffic Signal Pole: 2 | Barricade: 0 | |
| Head On: 0 | Sign: 2 | Wall/Building: 4 | |
| Rear End: 228 | Guard Rail: 5 | Crash Cushion/Traffic Barrel: 0 | |
| Broadside: 24 | Cable Rail: 3 | Mailbox: 0 | |
| Approach Turn: 24 | Concrete Highway Barrier: 33 | Other Fixed Object: 1 | |
| Overtaking Turn: 5 | Bridge Structure: 3 | Involving Other Object: 0 | |
| Sideswipe (Same): 86 | Vehicle Debris/Cargo: 3 | Unknown: 0 | |
| Sideswipe (Opposite): 0 | Culvert/Headwall: 0 | | |
| Parked Motor Vehicle: 3 | Embankment: 0 | Total: 441 | |
| Railway Vehicle: 0 | Curb: 3 | Total Fixed Objects: 59 | |
| Bicycle: 0 | Delineator Post: 0 | Total Other Objects: 3 | |

| Lighting Conditions | |
|----------------------|--|
| Daylight: 332 | |
| Dawn or Dusk: 17 | |
| Dark - Lighted: 74 | |
| Dark - Unlighted: 16 | |
| Unknown: 2 | |
| Total: 441 | |

| Weather Conditions | | |
|---------------------|------------|--|
| None: 387 | Dust: 0 | |
| Rain: 19 | Wind: 0 | |
| Snow/Sleet/Hail: 32 | Unknown: 1 | |
| Fog: 2 | | |
| Total: 441 | | |

| Road Description | |
|-------------------------|--|
| At Intersection: 68 | |
| At Driveway Access: 0 | |
| Intersection Related: 9 | |
| Non Intersection: 230 | |
| Alley Related: 0 | |
| Roundabout: 0 | |
| Ramp: 134 | |
| Parking Lot: 0 | |
| Unknown: 0 | |
| Total: 441 | |

| Road Conditions | |
|--------------------------------|--|
| Dry: 363 | |
| Wet: 30 | |
| Muddy: 0 | |
| Snowy: 8 | |
| Icy: 23 | |
| Slushy: 8 | |
| Foreign Material: 1 | |
| Dry w/Icy Road Treatment: 2 | |
| Wet w/Icy Road Treatment: 2 | |
| Snowy w/Icy Road Treatment: 0 | |
| Icy w/Icy Road Treatment: 1 | |
| Slushy w/Icy Road Treatment: 2 | |
| Unknown: 1 | |
| Total: 441 | |

| Mainline/Ramps/Frontage Rds | | | |
|-----------------------------|-------|--|--|
| Mainline: 225 | | | |
| Crossroad (Ramp A): 4 | | | |
| Frontage Rd: 0 | | | |
| Ramps | | | |
| B: 1 | H: 0 | | |
| C: 20 | I: 36 | | |
| D: 51 | J: 3 | | |
| E: 14 | K: 0 | | |
| F: 10 | T: 0 | | |
| G: 0 | | | |
| Intsx Frontage/Ramps | | | |
| M: 0 | N: 59 | | |
| O: 18 | P: 0 | | |
| HOV Lanes: 0 | | | |
| Uknwn: 0 | | | |
| Total: 441 | | | |

| Accident Rates | |
|----------------------|------------------|
| PDO: 0.65 MVMT | Total: 0.72 MVMT |
| Injury: 0.07 MVMT | |
| Fatal: 0.00 100 MVMT | |

ADT: 119,656 Length: 4.66 Coris File: tcoris2010.dbf



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

Job #: 20130416101307

Highway: 225A Begin: 0.00 End: 4.66 From:07/01/2009 To:06/30/2012

I-225 - Southbound

| Vehicle Types | Veh 1 | Veh 2 | Veh 3 | Direction | Veh 1 | Veh 2 | Veh 3 |
|-------------------------------------|---------------|------------|------------|---------------|------------|------------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): | 11 | 6 | 0 | North: | 19 | 18 | 2 |
| School Bus (All School Busses): | 1 | 0 | 0 | Northeast: | 0 | 0 | 0 |
| Non-School Bus (> 8) in Commerce: | 0 | 1 | 1 | East: | 3 | 0 | 0 |
| Transit Bus: | 1 | 0 | 0 | Southeast: | 0 | 0 | 0 |
| Passenger Car/Van: | 277 | 219 | 33 | South: | 279 | 232 | 30 |
| Passenger Car/Van w/Trailer: | 1 | 0 | 0 | Southwest: | 75 | 66 | 11 |
| Pickup Truck/Utility Van: | 40 | 46 | 7 | West: | 47 | 51 | 6 |
| Pickup Truck/Utility Van w/Trailer: | 2 | 2 | 0 | Northwest: | 18 | 12 | 0 |
| SUV: | 84 | 98 | 8 | Unknown: | 0 | 0 | 0 |
| SUV w/Trailer: | 0 | 0 | 0 | Total: | 441 | 379 | 49 |
| Motor Home: | 0 | 0 | 0 | | | | |
| Motorcycle: | 7 | 3 | 0 | | | | |
| Bicycle: | 0 | 0 | 0 | | | | |
| Motorized Bicycle: | 0 | 0 | 0 | | | | |
| Farm Equipment: | 0 | 0 | 0 | | | | |
| Hit and Run - Unknown: | 16 | 3 | 0 | | | | |
| Light Rail: | 0 | 0 | 0 | | | | |
| Other: | 1 | 1 | 0 | | | | |
| Unknown: | 0 | 0 | 0 | | | | |
| Commercial Vehicle | Total: | 441 | 379 | 49 | | | |

| Contributing Factor | Veh 1 | Veh 2 | Veh 3 | Vehicle Movement | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|-----------|--------------------------|------------|------------|-----------|
| No Apparent Contributing Factor: | 235 | 375 | 49 | Going Straight: | 215 | 147 | 13 |
| Asleep at the Wheel: | 1 | 0 | 0 | Slowing: | 40 | 58 | 7 |
| Driver Fatigue: | 1 | 0 | 0 | Stopped in Traffic: | 1 | 140 | 23 |
| Illness/Medical: | 2 | 0 | 0 | Making Right Turn: | 19 | 5 | 1 |
| Driver Inexperience: | 39 | 0 | 0 | Making Left Turn: | 25 | 12 | 3 |
| Agressive Driving: | 34 | 0 | 0 | Making U-Turn: | 2 | 0 | 0 |
| Driver Unfamiliar with Area: | 12 | 0 | 0 | Passing: | 4 | 3 | 1 |
| Driver Emotionally Upset: | 0 | 0 | 0 | Backing: | 1 | 0 | 0 |
| Evading Law Enforcement Officer: | 0 | 0 | 0 | Enter/Leave Parked Pos: | 2 | 0 | 0 |
| Physical Disability: | 0 | 0 | 0 | Parked: | 0 | 3 | 0 |
| DUI, DWAI, DUID: | 11 | 1 | 0 | Changing Lanes: | 79 | 4 | 0 |
| Distracted/Passenger: | 2 | 0 | 0 | Avoiding Object in Road: | 4 | 5 | 1 |
| Distracted/Cell Phone: | 4 | 0 | 0 | Weaving: | 6 | 0 | 0 |
| Distracted/Radio: | 2 | 0 | 0 | Spun Out of Control: | 39 | 1 | 0 |
| Distracted/Other: | 58 | 0 | 0 | Drove Wrong Way: | 0 | 0 | 0 |
| Other Factor: | 40 | 3 | 0 | Other: | 4 | 1 | 0 |
| Unknown: | 0 | 0 | 0 | Unknown: | 0 | 0 | 0 |
| Total: | 441 | 379 | 49 | Total: | 441 | 379 | 49 |

| Driver Condition (Alcohol) | Veh 1 | Veh 2 | Veh 3 | Driver Condition (Drugs) | Veh 1 | Veh 2 | Veh 3 |
|----------------------------|------------|------------|-----------|--------------------------|------------|------------|-----------|
| No Alcohol Suspected: | 390 | 375 | 49 | No Drugs Suspected: | 400 | 376 | 48 |
| Alcohol Suspected: | 13 | 1 | 0 | Drugs Suspected: | 0 | 0 | 1 |
| Unknown Alcohol: | 38 | 3 | 0 | Unknown Drugs: | 41 | 3 | 0 |
| Alcohol Sub-Total: | 441 | 379 | 49 | Drugs Sub-Total: | 441 | 379 | 49 |

ADT: 119,656 Length: 4.66 Coris File: tcoris2010.dbf



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

Job #: 20130416101756

Highway: 25A **Begin:** 198.85 **End:** 202.14 **From:** 07/01/2009 **To:** 06/30/2012

I-25 - Both Directions

| Severity | Multi-Vehicle | Location |
|--------------------------|--------------------|--|
| PDO: 587 | One Vehicle: 100 | On Road: 549 Off in Median: 1 |
| INJ: 65 73 :Injured | Two Vehicles: 443 | Off Road Left: 50 Private Property: 0 |
| FAT: 0 0 :Killed | Three or More: 109 | Off Road Right: 52 Unknown: 0 |
| Total: 652 | Unknown: 0 | Off Road at Tee: 0 |
| | Total: 652 | Total: 652 |

| Accident Type | | | |
|---------------------------------|-------------------------------|---------------------------------|--|
| Overturning: 6 | Road Maintenance Equipment: 1 | Fence: 0 | |
| Other Non Collision: 5 | Domestic Animal: 0 | Tree: 1 | |
| School Age Peds: 0 | Wild Animal: 1 | Large Rocks or Boulder: 0 | |
| Ped on Toy Motorized Vehicle: 0 | Light/Utility Pole: 0 | Railroad Crossing Equipment: 0 | |
| Other Pedestrians: 0 | Traffic Signal Pole: 0 | Barricade: 1 | |
| Head On: 0 | Sign: 0 | Wall/Building: 1 | |
| Rear End: 363 | Guard Rail: 9 | Crash Cushion/Traffic Barrel: 9 | |
| Broadside: 1 | Cable Rail: 0 | Mailbox: 0 | |
| Approach Turn: 3 | Concrete Highway Barrier: 79 | Other Fixed Object: 0 | |
| Overtaking Turn: 0 | Bridge Structure: 1 | Involving Other Object: 3 | |
| Sideswipe (Same): 153 | Vehicle Debris/Cargo: 12 | Unknown: 0 | |
| Sideswipe (Opposite): 0 | Culvert/Headwall: 1 | Total: 652 | |
| Parked Motor Vehicle: 0 | Embankment: 2 | Total Fixed Objects: 104 | |
| Railway Vehicle: 0 | Curb: 0 | Total Other Objects: 15 | |
| Bicycle: 0 | Delineator Post: 0 | | |

| Lighting Conditions | |
|----------------------|--|
| Daylight: 456 | |
| Dawn or Dusk: 32 | |
| Dark - Lighted: 138 | |
| Dark - Unlighted: 25 | |
| Unknown: 1 | |
| Total: 652 | |

| Weather Conditions | | |
|---------------------|------------|--|
| None: 521 | Dust: 0 | |
| Rain: 26 | Wind: 1 | |
| Snow/Sleet/Hail: 98 | Unknown: 1 | |
| Fog: 5 | | |
| Total: 652 | | |

| Road Description | |
|-------------------------|--|
| At Intersection: 7 | |
| At Driveway Access: 0 | |
| Intersection Related: 0 | |
| Non Intersection: 563 | |
| Alley Related: 0 | |
| Roundabout: 0 | |
| Ramp: 82 | |
| Parking Lot: 0 | |
| Unknown: 0 | |
| Total: 652 | |

| Road Conditions | |
|--------------------------------|--|
| Dry: 478 | |
| Wet: 48 | |
| Muddy: 0 | |
| Snowy: 29 | |
| Icy: 53 | |
| Slushy: 14 | |
| Foreign Material: 0 | |
| Dry w/Icy Road Treatment: 2 | |
| Wet w/Icy Road Treatment: 3 | |
| Snowy w/Icy Road Treatment: 12 | |
| Icy w/Icy Road Treatment: 4 | |
| Slushy w/Icy Road Treatment: 7 | |
| Unknown: 2 | |
| Total: 652 | |

| Mainline/Ramps/Frontage Rds | |
|-----------------------------|------|
| Mainline: 563 | |
| Crossroad (Ramp A): 0 | |
| Frontage Rd: 0 | |
| Ramps | |
| B: 17 | H: 0 |
| C: 30 | I: 0 |
| D: 16 | J: 0 |
| E: 17 | K: 0 |
| F: 2 | T: 0 |
| G: 0 | |
| Intsx Frontage/Ramps | |
| M: 0 | N: 6 |
| O: 1 | P: 0 |
| HOV Lanes: 0 | |
| Uknwn: 0 | |
| Total: 652 | |

| Accident Rates | |
|----------------------|------------------|
| PDO: 0.74 MVMT | Total: 0.83 MVMT |
| Injury: 0.08 MVMT | |
| Fatal: 0.00 100 MVMT | |

ADT: 218,519 Length: 3.29 Coris File: tcoris2010.dbf



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

Highway: 25A Begin:198.85 End:202.14 From:07/01/2009 To:06/30/2012

I-25 - Both Directions

| Vehicle Types | Veh 1 | Veh 2 | Veh 3 | Direction | Veh 1 | Veh 2 | Veh 3 |
|-------------------------------------|---------------|------------|------------|---------------|------------|------------|------------|
| Vehicle/Vehicle Combo (> 10k Lbs): | 13 | 13 | 3 | North: | 406 | 351 | 75 |
| School Bus (All School Busses): | 2 | 1 | 0 | Northeast: | 1 | 1 | 0 |
| Non-School Bus (> 8) in Commerce: | 0 | 2 | 0 | East: | 7 | 7 | 3 |
| Transit Bus: | 0 | 2 | 0 | Southeast: | 4 | 4 | 1 |
| Passenger Car/Van: | 356 | 321 | 64 | South: | 218 | 176 | 30 |
| Passenger Car/Van w/Trailer: | 1 | 0 | 0 | Southwest: | 1 | 1 | 0 |
| Pickup Truck/Utility Van: | 73 | 58 | 11 | West: | 8 | 6 | 0 |
| Pickup Truck/Utility Van w/Trailer: | 4 | 0 | 2 | Northwest: | 7 | 6 | 0 |
| SUV: | 149 | 153 | 26 | Unknown: | 0 | 0 | 0 |
| SUV w/Trailer: | 1 | 0 | 0 | Total: | 652 | 552 | 109 |
| Motor Home: | 0 | 0 | 0 | | | | |
| Motorcycle: | 5 | 0 | 0 | | | | |
| Bicycle: | 0 | 0 | 0 | | | | |
| Motorized Bicycle: | 0 | 0 | 0 | | | | |
| Farm Equipment: | 0 | 0 | 0 | | | | |
| Hit and Run - Unknown: | 48 | 1 | 3 | | | | |
| Light Rail: | 0 | 0 | 0 | | | | |
| Other: | 0 | 1 | 0 | | | | |
| Unknown: | 0 | 0 | 0 | | | | |
| Commercial Vehicle | Total: | 652 | 552 | 109 | | | |

| Contributing Factor | Veh 1 | Veh 2 | Veh 3 | Vehicle Movement | Veh 1 | Veh 2 | Veh 3 |
|----------------------------------|------------|------------|------------|--------------------------|------------|------------|------------|
| No Apparent Contributing Factor: | 377 | 540 | 107 | Going Straight: | 329 | 221 | 33 |
| Asleep at the Wheel: | 5 | 1 | 0 | Slowing: | 47 | 132 | 22 |
| Driver Fatigue: | 3 | 0 | 0 | Stopped in Traffic: | 2 | 167 | 51 |
| Illness/Medical: | 7 | 1 | 0 | Making Right Turn: | 3 | 2 | 1 |
| Driver Inexperience: | 50 | 0 | 2 | Making Left Turn: | 3 | 1 | 0 |
| Agressive Driving: | 64 | 6 | 0 | Making U-Turn: | 0 | 0 | 0 |
| Driver Unfamiliar with Area: | 14 | 1 | 0 | Passing: | 6 | 0 | 0 |
| Driver Emotionally Upset: | 0 | 0 | 0 | Backing: | 2 | 0 | 0 |
| Evading Law Enforcement Officer: | 0 | 0 | 0 | Enter/Leave Parked Pos: | 0 | 1 | 0 |
| Physical Disability: | 3 | 0 | 0 | Parked: | 0 | 2 | 1 |
| DUI, DWAI, DUID: | 17 | 0 | 0 | Changing Lanes: | 114 | 9 | 0 |
| Distracted/Passenger: | 6 | 0 | 0 | Avoiding Object in Road: | 8 | 8 | 0 |
| Distracted/Cell Phone: | 9 | 0 | 0 | Weaving: | 8 | 0 | 0 |
| Distracted/Radio: | 4 | 0 | 0 | Spun Out of Control: | 118 | 4 | 0 |
| Distracted/Other: | 42 | 0 | 0 | Drove Wrong Way: | 2 | 1 | 0 |
| Other Factor: | 51 | 3 | 0 | Other: | 10 | 3 | 1 |
| Unknown: | 0 | 0 | 0 | Unknown: | 0 | 1 | 0 |
| Total: | 652 | 552 | 109 | Total: | 652 | 552 | 109 |

| Driver Condition (Alcohol) | Veh 1 | Veh 2 | Veh 3 | Driver Condition (Drugs) | Veh 1 | Veh 2 | Veh 3 |
|----------------------------|------------|------------|------------|--------------------------|------------|------------|------------|
| No Alcohol Suspected: | 558 | 543 | 104 | No Drugs Suspected: | 569 | 543 | 104 |
| Alcohol Suspected: | 19 | 0 | 0 | Drugs Suspected: | 3 | 0 | 0 |
| Unknown Alcohol: | 75 | 9 | 5 | Unknown Drugs: | 80 | 9 | 5 |
| Alcohol Sub-Total: | 652 | 552 | 109 | Drugs Sub-Total: | 652 | 552 | 109 |

ADT: 218,519

Length: 3.29

Coris File: tcoris2010.dbf



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

Job #: 20130416102804

Highway: 225A **Begin:** 0.00 **End:** 0.39 **From:**07/01/2009 **To:**06/30/2012

I-25 Interchange (on I-225)

| Severity | Number of Vehicles | Location |
|-----------------------|--------------------|------------------|
| PDO: 17 | One Vehicle: 3 | On Road: 14 |
| INJ: 0 0:Injured | Two Vehicles: 12 | Off Road: 3 |
| FAT: 0 0:Killed | Three or More: 2 | Unknown: 0 |
| Total: 17 | Unknown: 0 | Total: 17 |
| | Total: 17 | |

| Accident Type | | |
|------------------------|-------------------------|--------------------|
| Overturing: 0 | Sideswipe (Same): 8 | Bicycles: 0 |
| Other Non Collision: 0 | Sideswipe (Opposite): 0 | Domestic Animal: 0 |
| Pedestrians: 0 | Approach Turn: 0 | Wild Animal: 0 |
| Broadside: 0 | Overtaking Turn: 0 | Fixed Objects: 3 |
| Head On: 0 | Parked Motor Vehicle: 0 | Other Objects: 0 |
| Rear End: 6 | Railway Vehicle: 0 | Unknown: 0 |
| | | Total: 17 |

| Lighting Conditions | Mainline/Ramps/Frontage Rds | Weather Conditions |
|---------------------|-----------------------------|--------------------|
| Daylight: 13 | Mainline: 16 | None: 14 |
| Dawn or Dusk: 1 | Ramps: 1 | Rain: 1 |
| Dark - Lighted: 1 | Frontage Roads: 0 | Snow/Sleet/Hail: 2 |
| Dark - Unlighted: 2 | Intsx Frontage/Ramps: 0 | Fog: 0 |
| Unknown: 0 | HOV Lanes: 0 | Dust: 0 |
| Total: 17 | Unknown: 0 | Wind: 0 |
| | Total: 17 | Unknown: 0 |
| | | Total: 17 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|---------------------------------------|------------------|-----------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): 0 | 0 | 0 | 0 |
| School Bus (All School Busses): 0 | 0 | 0 | 0 |
| Non-School Bus (> 8) in Commerce: 0 | 0 | 0 | 0 |
| Transit Bus: 0 | 0 | 0 | 0 |
| Passenger Car/Van: 11 | 9 | 1 | |
| Passenger Car/Van w/Trailer: 0 | 0 | 0 | |
| Pickup Truck/Utility Van: 4 | 1 | 0 | |
| Pickup Truck/Utility Van w/Trailer: 0 | 0 | 0 | |
| SUV: 2 | 4 | 1 | |
| SUV w/Trailer: 0 | 0 | 0 | |
| Motor Home: 0 | 0 | 0 | |
| Motorcycle: 0 | 0 | 0 | |
| Bicycle: 0 | 0 | 0 | |
| Motorized Bicycle: 0 | 0 | 0 | |
| Farm Equipment: 0 | 0 | 0 | |
| Hit and Run - Unknown: 0 | 0 | 0 | |
| Light Rail: 0 | 0 | 0 | |
| Other: 0 | 0 | 0 | |
| Unknown: 0 | 0 | 0 | |
| Commercial Vehicle | Total: 17 | 14 | 2 |

| Road Conditions | |
|------------------------|--|
| Dry: 12 | |
| Wet: 2 | |
| Muddy: 0 | |
| Snowy: 0 | |
| Icy: 1 | |
| Slushy: 1 | |
| Foreign Material: 0 | |
| With Road Treatment: 1 | |
| Unknown: 0 | |
| Total: 17 | |

| Accident Rates | |
|----------------|---------------------|
| PDO: 0.12* | * MVMT |
| INJ: 0.00* | ** 100 MVMT |
| FAT: 0.00** | Total: 0.12* |

ADT: 125,000 **Length:** 1.00 **Coris File:** tcoris2010.dbf



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

Job #: 20130416103008

Highway: 225A **Begin:** 0.40 **End:** 1.06 **From:**07/01/2009 **To:**06/30/2012

DTC Blvd.

| Severity | Number of Vehicles | Location |
|-----------------------|--------------------|------------------|
| PDO: 30 | One Vehicle: 4 | On Road: 28 |
| INJ: 2 2:Injured | Two Vehicles: 22 | Off Road: 4 |
| FAT: 0 0:Killed | Three or More: 6 | Unknown: 0 |
| Total: 32 | Total: 32 | Total: 32 |

| Accident Type | | |
|------------------------|-------------------------|--------------------|
| Overturning: 0 | Sideswipe (Same): 5 | Bicycles: 0 |
| Other Non Collision: 0 | Sideswipe (Opposite): 0 | Domestic Animal: 0 |
| Pedestrians: 0 | Approach Turn: 0 | Wild Animal: 0 |
| Broadside: 0 | Overtaking Turn: 0 | Fixed Objects: 4 |
| Head On: 0 | Parked Motor Vehicle: 0 | Other Objects: 0 |
| Rear End: 23 | Railway Vehicle: 0 | Unknown: 0 |
| | | Total: 32 |

| Lighting Conditions | Mainline/Ramps/Frontage Rds | Weather Conditions |
|---------------------|-----------------------------|--------------------|
| Daylight: 24 | Mainline: 31 | None: 27 |
| Dawn or Dusk: 2 | Ramps: 1 | Rain: 3 |
| Dark - Lighted: 5 | Frontage Roads: 0 | Snow/Sleet/Hail: 2 |
| Dark - Unlighted: 1 | Intsx Frontage/Ramps: 0 | Fog: 0 |
| Unknown: 0 | HOV Lanes: 0 | Dust: 0 |
| Total: 32 | Unknown: 0 | Wind: 0 |
| | Total: 32 | Unknown: 0 |
| | | Total: 32 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|-------------------------------------|------------------|-----------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): | 1 | 0 | 0 |
| School Bus (All School Busses): | 0 | 0 | 0 |
| Non-School Bus (> 8) in Commerce: | 0 | 0 | 1 |
| Transit Bus: | 0 | 0 | 0 |
| Passenger Car/Van: | 18 | 12 | 4 |
| Passenger Car/Van w/Trailer: | 0 | 0 | 0 |
| Pickup Truck/Utility Van: | 1 | 4 | 1 |
| Pickup Truck/Utility Van w/Trailer: | 0 | 0 | 0 |
| SUV: | 8 | 11 | 0 |
| SUV w/Trailer: | 0 | 0 | 0 |
| Motor Home: | 0 | 0 | 0 |
| Motorcycle: | 1 | 0 | 0 |
| Bicycle: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 3 | 1 | 0 |
| Light Rail: | 0 | 0 | 0 |
| Other: | 0 | 0 | 0 |
| Unknown: | 0 | 0 | 0 |
| Commercial Vehicle | Total: 32 | 28 | 6 |

| Road Conditions | |
|----------------------|-----------|
| Dry: | 25 |
| Wet: | 3 |
| Muddy: | 0 |
| Snowy: | 0 |
| Icy: | 3 |
| Slushy: | 0 |
| Foreign Material: | 1 |
| With Road Treatment: | 0 |
| Unknown: | 0 |
| Total: | 32 |

| Accident Rates | |
|----------------|------------------------|
| PDO: | 0.23* * MVMT |
| INJ: | 0.02* ** 100 MVMT |
| FAT: | 0.00** |
| Total: | 0.25* |



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

Job #: 20130416103132

Highway: 225A **Begin:** 1.07 **End:** 2.64 **From:**07/01/2009 **To:**06/30/2012

Yosemite Street

| Severity | Number of Vehicles | Location |
|-----------------------|--------------------|------------------|
| PDO: 79 | One Vehicle: 3 | On Road: 80 |
| INJ: 6 8:Injured | Two Vehicles: 61 | Off Road: 5 |
| FAT: 0 0:Killed | Three or More: 21 | Unknown: 0 |
| Total: 85 | Unknown: 0 | Total: 85 |
| | Total: 85 | |

| Accident Type | | |
|------------------------|-------------------------|--------------------|
| Overturning: 0 | Sideswipe (Same): 14 | Bicycles: 0 |
| Other Non Collision: 0 | Sideswipe (Opposite): 0 | Domestic Animal: 0 |
| Pedestrians: 0 | Approach Turn: 0 | Wild Animal: 0 |
| Broadside: 0 | Overtaking Turn: 0 | Fixed Objects: 5 |
| Head On: 0 | Parked Motor Vehicle: 0 | Other Objects: 1 |
| Rear End: 65 | Railway Vehicle: 0 | Unknown: 0 |
| | | Total: 85 |

| Lighting Conditions | Mainline/Ramps/Frontage Rds | Weather Conditions |
|---------------------|-----------------------------|--------------------|
| Daylight: 73 | Mainline: 85 | None: 80 |
| Dawn or Dusk: 1 | Ramps: 0 | Rain: 4 |
| Dark - Lighted: 9 | Frontage Roads: 0 | Snow/Sleet/Hail: 1 |
| Dark - Unlighted: 2 | Intsx Frontage/Ramps: 0 | Fog: 0 |
| Unknown: 0 | HOV Lanes: 0 | Dust: 0 |
| Total: 85 | Unknown: 0 | Wind: 0 |
| | Total: 85 | Unknown: 0 |
| | | Total: 85 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|---------------------------------------|-----------|-----------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): 2 | 2 | 0 | 0 |
| School Bus (All School Busses): 0 | 0 | 0 | 0 |
| Non-School Bus (> 8) in Commerce: 0 | 0 | 0 | 0 |
| Transit Bus: 0 | 0 | 0 | 0 |
| Passenger Car/Van: 56 | 41 | 14 | |
| Passenger Car/Van w/Trailer: 0 | 0 | 0 | |
| Pickup Truck/Utility Van: 7 | 14 | 6 | |
| Pickup Truck/Utility Van w/Trailer: 1 | 0 | 0 | |
| SUV: 13 | 23 | 1 | |
| SUV w/Trailer: 0 | 0 | 0 | |
| Motor Home: 0 | 0 | 0 | |
| Motorcycle: 2 | 1 | 0 | |
| Bicycle: 0 | 0 | 0 | |
| Motorized Bicycle: 0 | 0 | 0 | |
| Farm Equipment: 0 | 0 | 0 | |
| Hit and Run - Unknown: 4 | 1 | 0 | |
| Light Rail: 0 | 0 | 0 | |
| Other: 0 | 0 | 0 | |
| Unknown: 0 | 0 | 0 | |
| Commercial Vehicle Total: 85 | 82 | 21 | |

| Road Conditions | |
|------------------------|--|
| Dry: 78 | |
| Wet: 4 | |
| Muddy: 0 | |
| Snowy: 1 | |
| Icy: 1 | |
| Slushy: 1 | |
| Foreign Material: 0 | |
| With Road Treatment: 0 | |
| Unknown: 0 | |
| Total: 85 | |

| Accident Rates | |
|----------------|---------------------|
| PDO: 0.38* | * MVMT |
| INJ: 0.03* | ** 100 MVMT |
| FAT: 0.00** | Total: 0.41* |

ADT: 121,208 **Length:** 1.57 **Coris File:** tcoris2010.dbf



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

Job #: 20130416103234

Highway: 225A **Begin:** 2.65 **End:** 4.66 **From:**07/01/2009 **To:**06/30/2012

Parker Road

| Severity | Number of Vehicles | Location |
|-------------------------|--------------------|------------------|
| PDO: 84 | One Vehicle: 19 | On Road: 78 |
| INJ: 12 14:Injured | Two Vehicles: 69 | Off Road: 18 |
| FAT: 0 0:Killed | Three or More: 8 | Unknown: 0 |
| Total: 96 | Total: 96 | Total: 96 |

| Accident Type | | |
|------------------------|-------------------------|--------------------|
| Overtuning: 3 | Sideswipe (Same): 28 | Bicycles: 0 |
| Other Non Collision: 0 | Sideswipe (Opposite): 0 | Domestic Animal: 0 |
| Pedestrians: 1 | Approach Turn: 1 | Wild Animal: 0 |
| Broadside: 0 | Overtaking Turn: 1 | Fixed Objects: 16 |
| Head On: 0 | Parked Motor Vehicle: 3 | Other Objects: 1 |
| Rear End: 42 | Railway Vehicle: 0 | Unknown: 0 |
| | | Total: 96 |

| Lighting Conditions | Mainline/Ramps/Frontage Rds | Weather Conditions |
|---------------------|-----------------------------|---------------------|
| Daylight: 72 | Mainline: 93 | None: 84 |
| Dawn or Dusk: 2 | Ramps: 3 | Rain: 0 |
| Dark - Lighted: 15 | Frontage Roads: 0 | Snow/Sleet/Hail: 11 |
| Dark - Unlighted: 7 | Intsx Frontage/Ramps: 0 | Fog: 1 |
| Unknown: 0 | HOV Lanes: 0 | Dust: 0 |
| Total: 96 | Unknown: 0 | Wind: 0 |
| | Total: 96 | Unknown: 0 |
| | | Total: 96 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|---------------------------------------|------------------|-----------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): 5 | 5 | 2 | 0 |
| School Bus (All School Busses): 0 | 0 | 0 | 0 |
| Non-School Bus (> 8) in Commerce: 0 | 0 | 1 | 0 |
| Transit Bus: 1 | 1 | 0 | 0 |
| Passenger Car/Van: 56 | 56 | 46 | 4 |
| Passenger Car/Van w/Trailer: 0 | 0 | 0 | 0 |
| Pickup Truck/Utility Van: 8 | 8 | 9 | 0 |
| Pickup Truck/Utility Van w/Trailer: 0 | 0 | 0 | 0 |
| SUV: 21 | 21 | 17 | 4 |
| SUV w/Trailer: 0 | 0 | 0 | 0 |
| Motor Home: 0 | 0 | 0 | 0 |
| Motorcycle: 2 | 2 | 1 | 0 |
| Bicycle: 0 | 0 | 0 | 0 |
| Motorized Bicycle: 0 | 0 | 0 | 0 |
| Farm Equipment: 0 | 0 | 0 | 0 |
| Hit and Run - Unknown: 2 | 2 | 1 | 0 |
| Light Rail: 0 | 0 | 0 | 0 |
| Other: 1 | 1 | 0 | 0 |
| Unknown: 0 | 0 | 0 | 0 |
| Commercial Vehicle | Total: 96 | 77 | 8 |

| Road Conditions | |
|------------------------|-----------|
| Dry: 72 | 72 |
| Wet: 4 | 4 |
| Muddy: 0 | 0 |
| Snowy: 3 | 3 |
| Icy: 12 | 12 |
| Slushy: 3 | 3 |
| Foreign Material: 0 | 0 |
| With Road Treatment: 2 | 2 |
| Unknown: 0 | 0 |
| Total: 96 | 96 |

| Accident Rates | |
|----------------|---------------------|
| PDO: 0.32* | * MVMT |
| INJ: 0.05* | ** 100 MVMT |
| FAT: 0.00** | Total: 0.37* |

ADT: 117,783 **Length:** 2.00 **Coris File:** tcoris2010.dbf



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

Job #: 20130416103619

Highway: 25A **Begin:** 198.85 **End:** 199.76 **From:** 07/01/2009 **To:** 06/30/2012

Belleview

| Severity | Number of Vehicles | Location |
|--------------------------|--------------------|-------------------|
| PDO: 177 | One Vehicle: 30 | On Road: 165 |
| INJ: 18 22: Injured | Two Vehicles: 135 | Off Road: 30 |
| FAT: 0 0: Killed | Three or More: 30 | Unknown: 0 |
| Total: 195 | Total: 195 | Total: 195 |

| Accident Type | | |
|------------------------|-------------------------|--------------------|
| Overturning: 1 | Sideswipe (Same): 43 | Bicycles: 0 |
| Other Non Collision: 4 | Sideswipe (Opposite): 0 | Domestic Animal: 0 |
| Pedestrians: 0 | Approach Turn: 0 | Wild Animal: 0 |
| Broadside: 0 | Overtaking Turn: 0 | Fixed Objects: 31 |
| Head On: 0 | Parked Motor Vehicle: 0 | Other Objects: 6 |
| Rear End: 110 | Railway Vehicle: 0 | Unknown: 0 |
| | | Total: 195 |

| Lighting Conditions | Mainline/Ramps/Frontage Rds | Weather Conditions |
|---------------------|-----------------------------|---------------------|
| Daylight: 127 | Mainline: 195 | None: 158 |
| Dawn or Dusk: 11 | Ramps: 0 | Rain: 5 |
| Dark - Lighted: 51 | Frontage Roads: 0 | Snow/Sleet/Hail: 28 |
| Dark - Unlighted: 5 | Intsx Frontage/Ramps: 0 | Fog: 2 |
| Unknown: 1 | HOV Lanes: 0 | Dust: 0 |
| Total: 195 | Total: 195 | Wind: 1 |
| | | Unknown: 1 |
| | | Total: 195 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|-------------------------------------|-------------------|------------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): | 3 | 2 | 2 |
| School Bus (All School Busses): | 1 | 0 | 0 |
| Non-School Bus (> 8) in Commerce: | 0 | 2 | 0 |
| Transit Bus: | 0 | 0 | 0 |
| Passenger Car/Van: | 104 | 96 | 18 |
| Passenger Car/Van w/Trailer: | 1 | 0 | 0 |
| Pickup Truck/Utility Van: | 22 | 16 | 2 |
| Pickup Truck/Utility Van w/Trailer: | 3 | 0 | 1 |
| SUV: | 50 | 49 | 7 |
| SUV w/Trailer: | 0 | 0 | 0 |
| Motor Home: | 0 | 0 | 0 |
| Motorcycle: | 3 | 0 | 0 |
| Bicycle: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 8 | 0 | 0 |
| Light Rail: | 0 | 0 | 0 |
| Other: | 0 | 0 | 0 |
| Unknown: | 0 | 0 | 0 |
| Commercial Vehicle | Total: 195 | 165 | 30 |

| Road Conditions | |
|----------------------|------------|
| Dry: | 151 |
| Wet: | 8 |
| Muddy: | 0 |
| Snowy: | 11 |
| Icy: | 14 |
| Slushy: | 4 |
| Foreign Material: | 0 |
| With Road Treatment: | 6 |
| Unknown: | 1 |
| Total: | 195 |

| Accident Rates | |
|----------------|---------------------|
| PDO: 0.73* | * MVMT |
| INJ: 0.07* | ** 100 MVMT |
| FAT: 0.00** | Total: 0.81* |

ADT: 220,575 **Length:** 1.00 **Coris File:** tcoris2010.dbf



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

Job #: 20130416103713

Highway: 25A **Begin:**199.77 **End:**200.86 **From:**07/01/2009 **To:**06/30/2012

I-225 (on I-25)

| Severity | Number of Vehicles | Location |
|-------------------------|--------------------|-------------------|
| PDO: 182 | One Vehicle: 26 | On Road: 169 |
| INJ: 15 15:Injured | Two Vehicles: 135 | Off Road: 28 |
| FAT: 0 0:Killed | Three or More: 36 | Unknown: 0 |
| Total: 197 | Unknown: 0 | Total: 197 |
| | Total: 197 | |

| Accident Type | | |
|------------------------|-------------------------|--------------------|
| Overturning: 2 | Sideswipe (Same): 50 | Bicycles: 0 |
| Other Non Collision: 1 | Sideswipe (Opposite): 0 | Domestic Animal: 0 |
| Pedestrians: 0 | Approach Turn: 0 | Wild Animal: 1 |
| Broadside: 0 | Overtaking Turn: 0 | Fixed Objects: 27 |
| Head On: 0 | Parked Motor Vehicle: 0 | Other Objects: 3 |
| Rear End: 113 | Railway Vehicle: 0 | Unknown: 0 |
| | | Total: 197 |

| Lighting Conditions | Mainline/Ramps/Frontage Rds | Weather Conditions |
|---------------------|-----------------------------|---------------------|
| Daylight: 144 | Mainline: 197 | None: 150 |
| Dawn or Dusk: 12 | Ramps: 0 | Rain: 10 |
| Dark - Lighted: 33 | Frontage Roads: 0 | Snow/Sleet/Hail: 36 |
| Dark - Unlighted: 8 | Intsx Frontage/Ramps: 0 | Fog: 1 |
| Unknown: 0 | HOV Lanes: 0 | Dust: 0 |
| Total: 197 | Unknown: 0 | Wind: 0 |
| | Total: 197 | Unknown: 0 |
| | | Total: 197 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|-------------------------------------|-------------------|------------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): | 5 | 7 | 1 |
| School Bus (All School Busses): | 0 | 0 | 0 |
| Non-School Bus (> 8) in Commerce: | 0 | 0 | 0 |
| Transit Bus: | 0 | 2 | 0 |
| Passenger Car/Van: | 112 | 99 | 21 |
| Passenger Car/Van w/Trailer: | 0 | 0 | 0 |
| Pickup Truck/Utility Van: | 21 | 21 | 4 |
| Pickup Truck/Utility Van w/Trailer: | 0 | 0 | 1 |
| SUV: | 38 | 41 | 6 |
| SUV w/Trailer: | 0 | 0 | 0 |
| Motor Home: | 0 | 0 | 0 |
| Motorcycle: | 1 | 0 | 0 |
| Bicycle: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 20 | 0 | 3 |
| Light Rail: | 0 | 0 | 0 |
| Other: | 0 | 1 | 0 |
| Unknown: | 0 | 0 | 0 |
| Commercial Vehicle | Total: 197 | 171 | 36 |

| Road Conditions | |
|----------------------|------------|
| Dry: | 137 |
| Wet: | 20 |
| Muddy: | 0 |
| Snowy: | 9 |
| Icy: | 15 |
| Slushy: | 4 |
| Foreign Material: | 0 |
| With Road Treatment: | 12 |
| Unknown: | 0 |
| Total: | 197 |

| Accident Rates | | |
|----------------|--------|---------------------|
| PDO: | 0.67* | * MVMT |
| INJ: | 0.06* | ** 100 MVMT |
| FAT: | 0.00** | Total: 0.73* |



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

Job #: 20130416103835

Highway: 25A **Begin:**200.87 **End:**202.14 **From:**07/01/2009 **To:**06/30/2012

Hampden

| Severity | |
|---------------|--------------------|
| PDO: | 150 |
| INJ: | 21 25:Injured |
| FAT: | 0 0:Killed |
| Total: | 171 |

| Number of Vehicles | |
|--------------------|------------|
| One Vehicle: | 32 |
| Two Vehicles: | 107 |
| Three or More: | 32 |
| Unknown: | 0 |
| Total: | 171 |

| Location | |
|---------------|------------|
| On Road: | 139 |
| Off Road: | 32 |
| Unknown: | 0 |
| Total: | 171 |

| Accident Type | | |
|----------------------|----|-------------------------|
| Overturning: | 3 | Sideswipe (Same): 42 |
| Other Non Collision: | 0 | Sideswipe (Opposite): 0 |
| Pedestrians: | 0 | Approach Turn: 0 |
| Broadside: | 0 | Overtaking Turn: 0 |
| Head On: | 0 | Parked Motor Vehicle: 0 |
| Rear End: | 87 | Railway Vehicle: 0 |
| | | Bicycles: 0 |
| | | Domestic Animal: 0 |
| | | Wild Animal: 0 |
| | | Fixed Objects: 32 |
| | | Other Objects: 6 |
| | | Unknown: 0 |
| | | Total: 171 |

| Lighting Conditions | |
|---------------------|------------|
| Daylight: | 115 |
| Dawn or Dusk: | 8 |
| Dark - Lighted: | 42 |
| Dark - Unlighted: | 6 |
| Unknown: | 0 |
| Total: | 171 |

| Mainline/Ramps/Frontage Rds | |
|-----------------------------|------------|
| Mainline: | 171 |
| Ramps: | 0 |
| Frontage Roads: | 0 |
| Intsx Frontage/Ramps: | 0 |
| HOV Lanes: | 0 |
| Unknown: | 0 |
| Total: | 171 |

| Weather Conditions | |
|--------------------|------------|
| None: | 131 |
| Rain: | 9 |
| Snow/Sleet/Hail: | 29 |
| Fog: | 2 |
| Dust: | 0 |
| Wind: | 0 |
| Unknown: | 0 |
| Total: | 171 |

| Vehicle Types | Vehicle 1 | Vehicle 2 | Vehicle 3 |
|-------------------------------------|-------------------|------------|-----------|
| Vehicle/Vehicle Combo (> 10k Lbs): | 3 | 3 | 0 |
| School Bus (All School Busses): | 0 | 1 | 0 |
| Non-School Bus (> 8) in Commerce: | 0 | 0 | 0 |
| Transit Bus: | 0 | 0 | 0 |
| Passenger Car/Van: | 93 | 77 | 17 |
| Passenger Car/Van w/Trailer: | 0 | 0 | 0 |
| Pickup Truck/Utility Van: | 18 | 15 | 5 |
| Pickup Truck/Utility Van w/Trailer: | 1 | 0 | 0 |
| SUV: | 40 | 43 | 10 |
| SUV w/Trailer: | 1 | 0 | 0 |
| Motor Home: | 0 | 0 | 0 |
| Motorcycle: | 1 | 0 | 0 |
| Bicycle: | 0 | 0 | 0 |
| Motorized Bicycle: | 0 | 0 | 0 |
| Farm Equipment: | 0 | 0 | 0 |
| Hit and Run - Unknown: | 14 | 0 | 0 |
| Light Rail: | 0 | 0 | 0 |
| Other: | 0 | 0 | 0 |
| Unknown: | 0 | 0 | 0 |
| Commercial Vehicle | Total: 171 | 139 | 32 |

| Road Conditions | |
|----------------------|------------|
| Dry: | 117 |
| Wet: | 13 |
| Muddy: | 0 |
| Snowy: | 8 |
| Icy: | 20 |
| Slushy: | 6 |
| Foreign Material: | 0 |
| With Road Treatment: | 6 |
| Unknown: | 1 |
| Total: | 171 |

| Accident Rates | | |
|----------------|---------|----------------------|
| PDO: | 0.51 * | * MVMT |
| INJ: | 0.07 * | ** 100 MVMT |
| FAT: | 0.00 ** | Total: 0.58 * |

ADT: 213,570 **Length:** 1.25 **Coris File:** tcoris2010.dbf

APPROACH TURN ACCIDENTS

Definition:

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

Event Sequence Diagrams ^[2]:

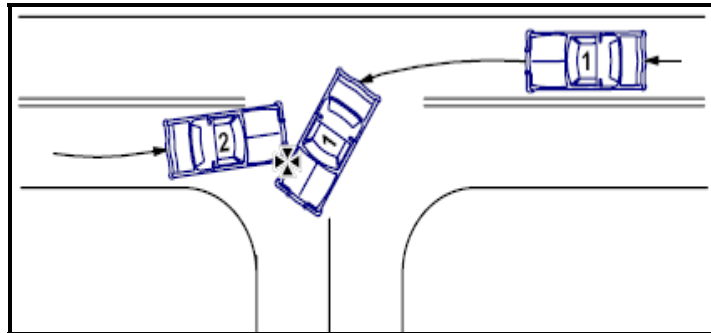


Figure FR-5: Front to Side

Probable Causes:

Approach turn accidents at signalized intersections are typically attributable to:

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

BROADSIDE ACCIDENTS

Definition ^[1]:

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

Event Sequence Diagrams ^[2]:

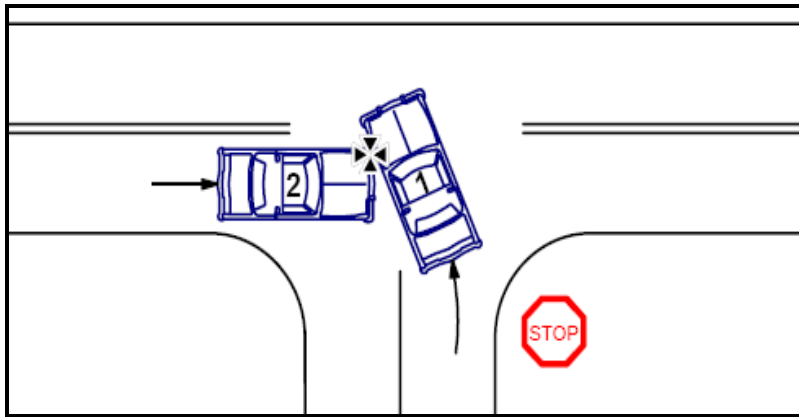


Figure FR-12A: Front to Side

Probable Causes:

Broadside accidents at signalized intersections are typically attributable to:

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

HEAD-ON COLLISION ACCIDENTS

Definition ^[1]:

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

Event Sequence Diagrams ^[2]:

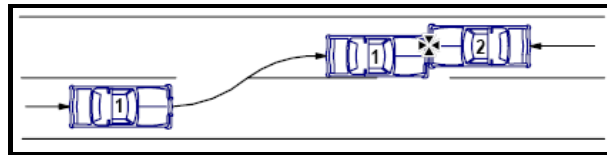


Figure FR-6A: Front to Front

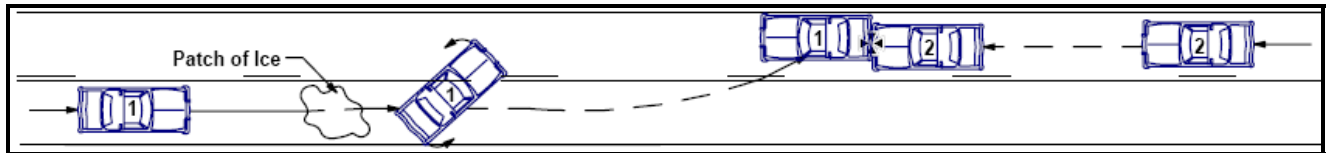


Figure FR-6B: Front to Rear

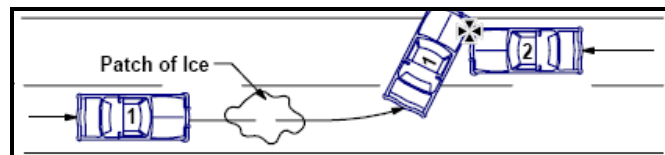


Figure FR-6C: Front to Side

Probable Causes:

Head-on collision accidents are typically attributable to:

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

OVERTAKING ACCIDENTS

Definition ^[3]:

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

Event Sequence Diagrams ^[2]:

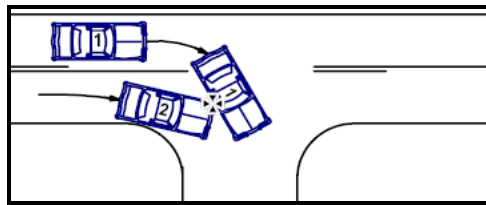


Figure FR-8A: Front to Side

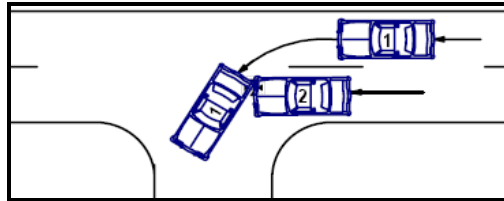


Figure FR-8B: Front to Side

Probable Causes:

Overtaking accidents at signalized intersections are typically attributable to:

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

OVERTURNING ACCIDENTS

Definition ^[1]:

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

Event Sequence Diagrams ^[2]:

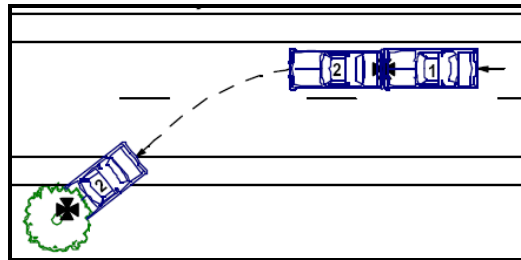


Figure FR-7A: On Roadway

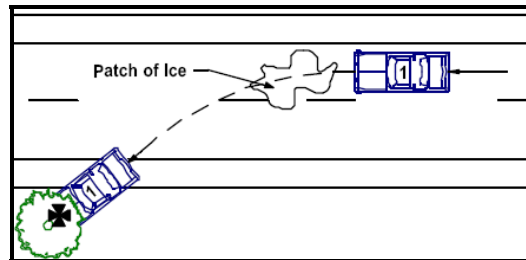


Figure FR-7A: Ran off left side

Probable Causes:

Overturning accidents are typically attributable to:

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

SIDESWIPE ACCIDENTS (OPPOSITE DIRECTION)

Definition ^[1]:

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

Event Sequence Diagrams ^[2]:

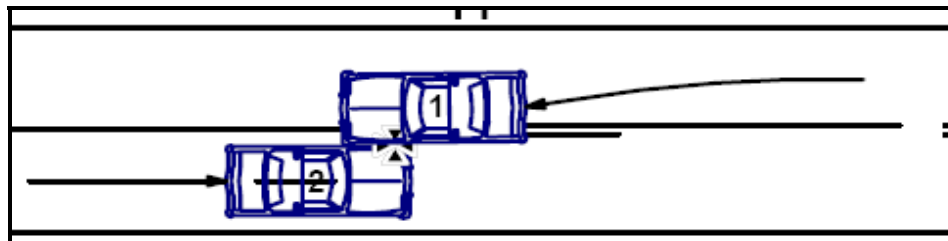


Figure FR-11A: Side to Side – Opposite Direction

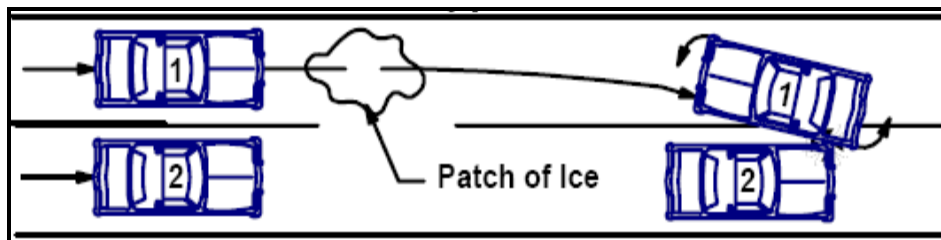


Figure FR-11B: Side to Side – Opposite Direction

Probable Causes:

Side swipe accidents are typically attributable to:

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

SIDESWIPE ACCIDENTS (SAME DIRECTION)

Definition ^[1]:

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

Event Sequence Diagrams ^[2]:

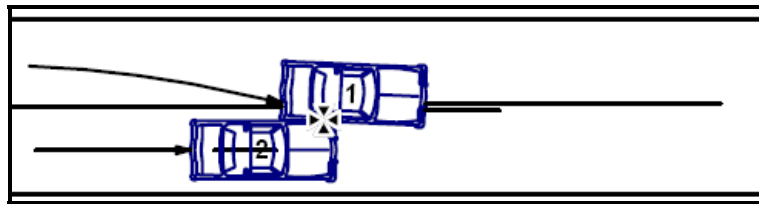


Figure FR-10A: Side to Side – Same Direction

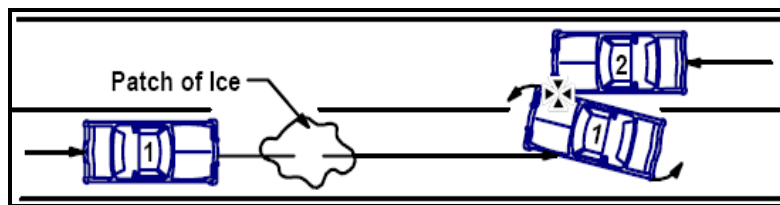


Figure FR-10B: Side to Side – Same Direction

Probable Causes:

Side swipe accidents are typically attributable to:

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

REAR END ACCIDENTS

Definition ^[1]:

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

Event Sequence Diagrams ^[2]:

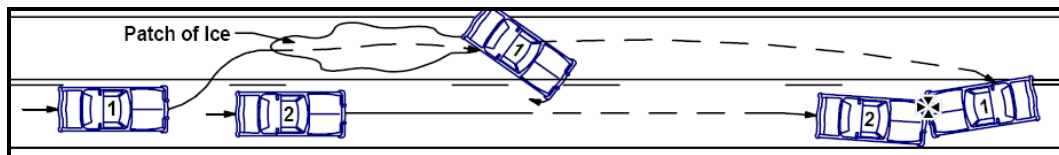


Figure FR-9A: Front to Front

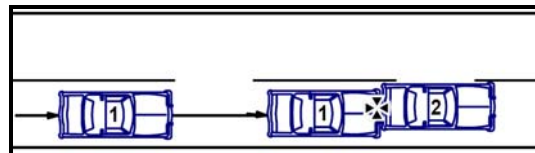


Figure FR-9B: Front to Rear

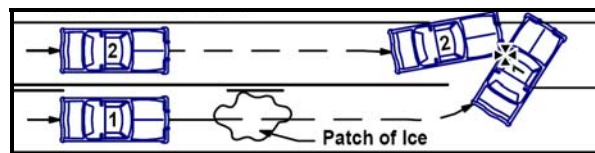


Figure FR-9C: Front to Side

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

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

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

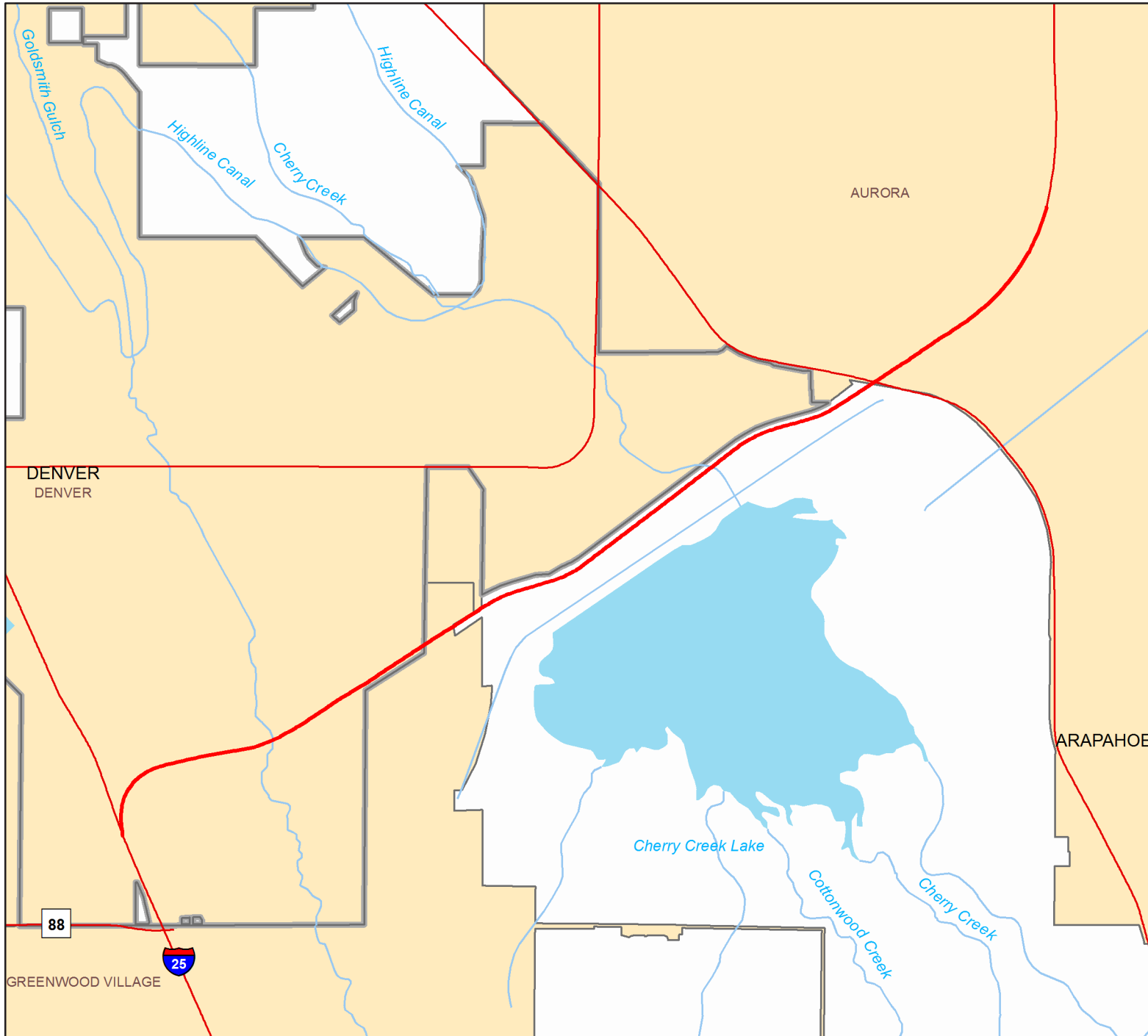
- 1) Drivers unaware of intersection
- 2) Slippery road surface
- 3) Large turning volume

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



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

Route 225A From 0 To 5

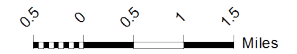


Legend

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

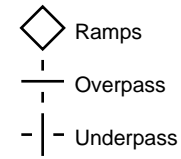
Created:

8/28/2013 2:01:44 PM



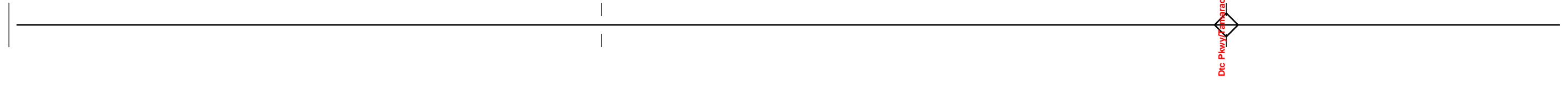
The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 225A
From 0 To 1



0

1



CLASSIFICATION

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

GEOMETRICS

| | | | |
|----------------------------------|--------------------------------------|--------------------------------------|----|
| Is Divided (Yes=1, No = 0) | 1 | | |
| Median Type | 21 Depressed | 55 HOV Reversible | |
| Median Width | 99 | 38 | |
| Operation | 2 Two-Way | | |
| Primary Inside Shoulder Type | 3 Portland | | |
| Primary Inside Shoulder Width | 8 | 6 | 10 |
| Primary Outside Shoulder | 3 Portland | | |
| Primary Outside Shoulder Width | 8 | 10 | 12 |
| Primary Surface Type | 3 JPCP - Jointed Plain Concrete | 2 AC - Asphalt Concrete (Bituminous) | |
| Secondary Inside Shoulder Width | 12 | 6 | 10 |
| Secondary Outside Shoulder Width | 12 | | |
| Secondary Surface Type | 2 AC - Asphalt Concrete (Bituminous) | | |

SAFETY




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

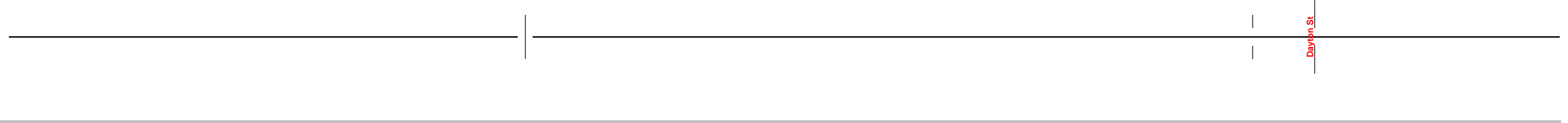
TRAFFIC

| | | |
|------|--------|--------|
| AADT | 127000 | 117000 |
|------|--------|--------|

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

Route 225A
From 1 To 2

-  Ramps
-  Overpass
-  Underpass



CLASSIFICATION

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

GEOMETRICS

| | | | | | |
|----------------------------------|--------------------------------------|----|----|--------------|----|
| Is Divided (Yes=1, No = 0) | 1 | | | | |
| Median Type | 55 HOV Reversible | | | | |
| Median Width | 33 | 39 | 43 | 55 | 53 |
| Operation | 2 Two-Way | | | | |
| Primary Inside Shoulder Type | 3 Portland | | | 2 Bituminous | |
| Primary Inside Shoulder Width | 10 | 11 | 12 | 14 | 12 |
| Primary Outside Shoulder | 3 Portland | | | 2 Bituminous | |
| Primary Outside Shoulder Width | 12 | 14 | 12 | 9 | 12 |
| Primary Surface Type | 2 AC - Asphalt Concrete (Bituminous) | | | | |
| Secondary Inside Shoulder Width | 10 | 12 | | 14 | 12 |
| Secondary Outside Shoulder Width | 12 | 9 | 12 | 14 | 12 |
| Secondary Surface Type | 2 AC - Asphalt Concrete (Bituminous) | | | | |

SAFETY

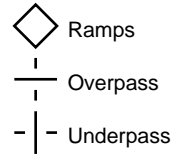
| | |
|-------------|----|
| Speed Limit | 55 |
|-------------|----|

TRAFFIC

| | | |
|------|--------|--------|
| AADT | 117000 | 131000 |
|------|--------|--------|

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

Route 225A
From 2 To 3



CLASSIFICATION

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

GEOMETRICS

| | |
|----------------------------------|--------------------------------------|
| Is Divided (Yes=1, No = 0) | 1 |
| Median Type | 55 HOV Reversible |
| Median Width | 35 |
| Operation | 2 Two-Way |
| Primary Inside Shoulder Type | 2 Bituminous |
| Primary Inside Shoulder Width | 11 |
| Primary Outside Shoulder | 2 Bituminous |
| Primary Outside Shoulder Width | 13 |
| Primary Surface Type | 2 AC - Asphalt Concrete (Bituminous) |
| Secondary Inside Shoulder Width | 11 |
| Secondary Outside Shoulder Width | 13 |
| Secondary Surface Type | 2 AC - Asphalt Concrete (Bituminous) |

SAFETY

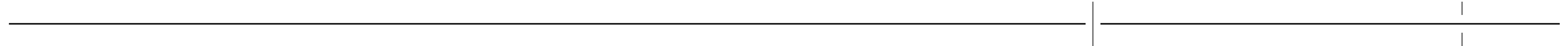
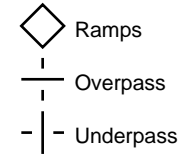
| | |
|-------------|----|
| Speed Limit | 55 |
|-------------|----|

TRAFFIC

| | |
|------|--------|
| AADT | 131000 |
|------|--------|

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

Route 225A
From 3 To 4



CLASSIFICATION

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

GEOMETRICS

| | | | |
|----------------------------------|--------------------------------------|----|---------------------------------|
| Is Divided (Yes=1, No = 0) | 1 | | |
| Median Type | 55 HOV Reversible | | |
| Median Width | 35 | 33 | |
| Operation | 2 Two-Way | | |
| Primary Inside Shoulder Type | 2 Bituminous | | |
| Primary Inside Shoulder Width | 11 | 22 | 14 12 |
| Primary Outside Shoulder | 2 Bituminous | | |
| Primary Outside Shoulder Width | 17 | 11 | 10 |
| Primary Surface Type | 2 AC - Asphalt Concrete (Bituminous) | | 3 JPCP - Jointed Plain Concrete |
| Secondary Inside Shoulder Width | 11 | 20 | 13 10 |
| Secondary Outside Shoulder Width | 13 | 10 | 12 13 |
| Secondary Surface Type | 2 AC - Asphalt Concrete (Bituminous) | | 3 JPCP - Jointed Plain Concrete |

SAFETY

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

TRAFFIC

| | | |
|------|--------|--------|
| AADT | 131000 | 107000 |
|------|--------|--------|

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

Route 225A
From 4 To 5

 Ramps

 Overpass

 Underpass

CLASSIFICATION

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

GEOMETRICS

| | | |
|----------------------------------|--------------------------------------|--------------|
| Is Divided (Yes=1, No = 0) | 1 | |
| Median Type | 55 HOV Reversible | 21 Depressed |
| Median Width | 33 | 51 |
| Operation | 2 Two-Way | |
| Primary Inside Shoulder Type | 2 Bituminous | |
| Primary Inside Shoulder Width | 12 | 2 |
| Primary Outside Shoulder | 2 Bituminous | |
| Primary Outside Shoulder Width | 10 | 13 |
| Primary Surface Type | 2 AC - Asphalt Concrete (Bituminous) | |
| Secondary Inside Shoulder Width | 12 | 2 |
| Secondary Outside Shoulder Width | 21 | 13 |
| Secondary Surface Type | 2 AC - Asphalt Concrete (Bituminous) | |

SAFETY

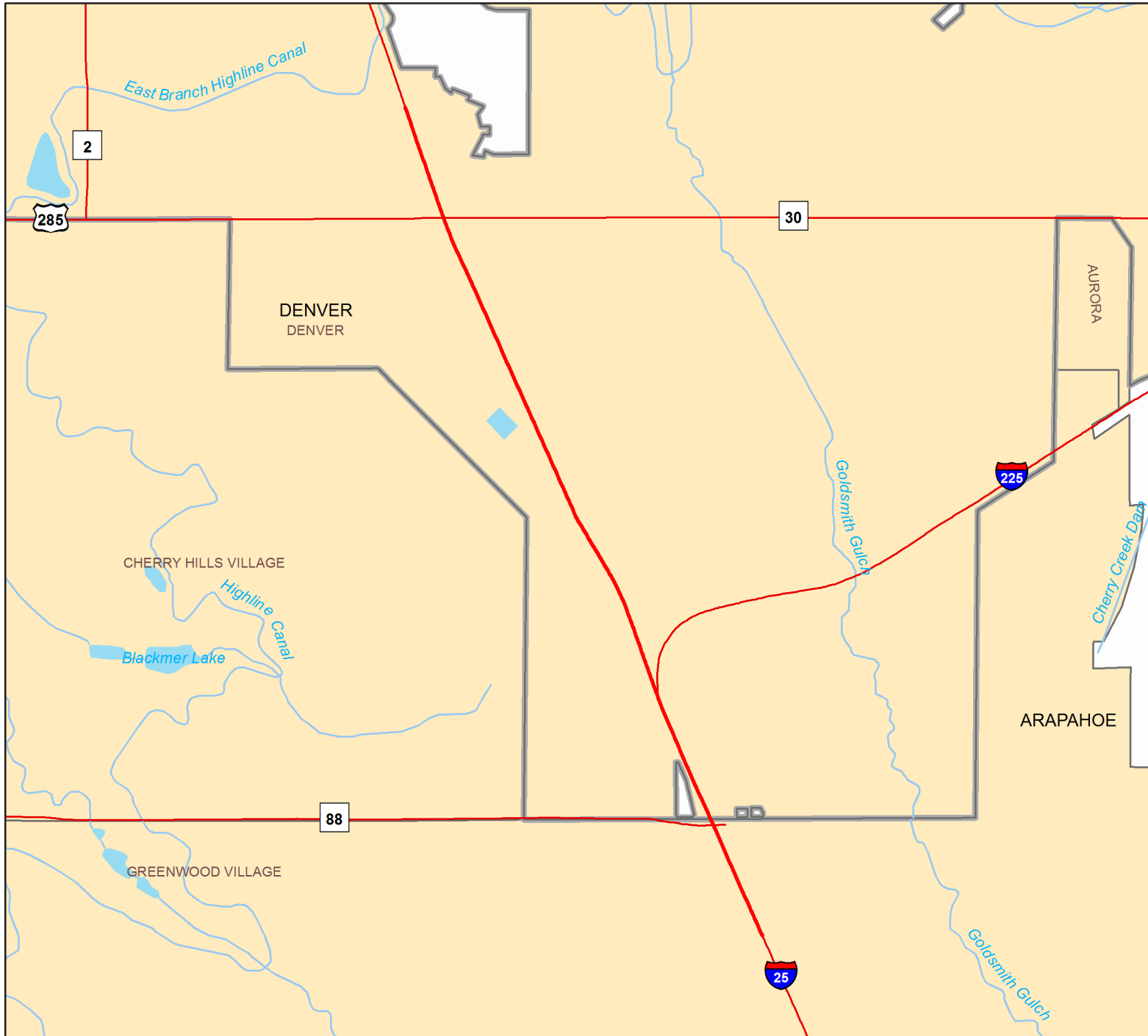
| | |
|-------------|----|
| Speed Limit | 55 |
|-------------|----|

TRAFFIC

| | |
|------|--------|
| AADT | 107000 |
|------|--------|

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

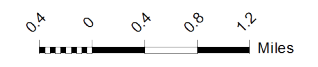
Route 025A From 199 To 202



Legend




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

Created:
8/28/2013 1:58:26 PM



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

Route 025A
From 199 To 200

-  Ramps
-  Overpass
-  Underpass

E Union Ave

E Union Ave

CLASSIFICATION

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

GEOMETRICS

| | |
|----------------------------------|---|
| Is Divided (Yes=1, No = 0) | 1 |
| Median Type | 14 Level |
| Median Width | 5 |
| Operation | 2 Two-Way |
| Primary Inside Shoulder Type | 3 Portland |
| Primary Inside Shoulder Width | 9 |
| Primary Outside Shoulder | 3 Portland |
| Primary Outside Shoulder Width | 10 |
| Primary Surface Type | 2 AC - Asphalt Concrete (Bituminous) 3 JPCP - Jointed Plain Concrete |
| Secondary Inside Shoulder Width | 9 |
| Secondary Outside Shoulder Width | 10 |
| Secondary Surface Type | 2 AC - Asphalt Concrete (Bituminous) 3 JPCP - Jointed Plain Concrete |

SAFETY




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

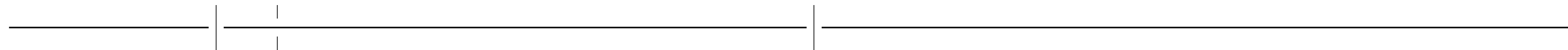
TRAFFIC

| | | |
|------|--------|--------|
| AADT | 238000 | 226000 |
|------|--------|--------|

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

Route 025A
From 200 To 201

-  Ramps
-  Overpass
-  Underpass



CLASSIFICATION

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

GEOMETRICS

| | | | |
|----------------------------------|---------------------------------|----|----|
| Is Divided (Yes=1, No = 0) | 1 | | |
| Median Type | 14 Level | | |
| Median Width | 5 | | |
| Operation | 2 Two-Way | | |
| Primary Inside Shoulder Type | 3 Portland | | |
| Primary Inside Shoulder Width | 9 | | |
| Primary Outside Shoulder | 3 Portland | | |
| Primary Outside Shoulder Width | 8 | 30 | 9 |
| Primary Surface Type | 3 JPCP - Jointed Plain Concrete | | |
| Secondary Inside Shoulder Width | 9 | | |
| Secondary Outside Shoulder Width | 10 | 8 | 10 |
| Secondary Surface Type | 3 JPCP - Jointed Plain Concrete | | |

SAFETY

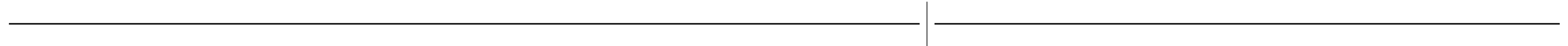
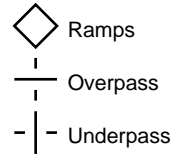
| | |
|-------------|----|
| Speed Limit | 55 |
|-------------|----|

TRAFFIC

| | | |
|------|--------|--------|
| AADT | 226000 | 225000 |
|------|--------|--------|

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

Route 025A
From 201 To 202



CLASSIFICATION

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

GEOMETRICS

| | | |
|----------------------------------|---------------------------------|--------------------------------------|
| Is Divided (Yes=1, No = 0) | 1 | |
| Median Type | 14 Level | |
| Median Width | 5 | |
| Operation | 2 Two-Way | |
| Primary Inside Shoulder Type | 3 Portland | |
| Primary Inside Shoulder Width | 9 | |
| Primary Outside Shoulder | 3 Portland | |
| Primary Outside Shoulder Width | 9 | |
| Primary Surface Type | 3 JPCP - Jointed Plain Concrete | 2 AC - Asphalt Concrete (Bituminous) |
| Secondary Inside Shoulder Width | 9 | |
| Secondary Outside Shoulder Width | 10 | 9 20 |
| Secondary Surface Type | 3 JPCP - Jointed Plain Concrete | 2 AC - Asphalt Concrete (Bituminous) |

SAFETY

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

TRAFFIC

| | | |
|------|--------|--------|
| AADT | 225000 | 206000 |
|------|--------|--------|

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

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|----|------|--------|------------|------|----------|----------|----------|------------------|----------|--------------------------------|----------------|
| 1 | 025A | 198.85 | 4/13/2010 | 1307 | PDO | 10021140 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 2 | 025A | 198.87 | 10/10/2009 | 0728 | PDO | 09055258 | ON | NON-INTERSECTION | 2 | ICY | DARK-UNLIGHTED |
| 3 | 025A | 198.87 | 11/9/2011 | 1042 | PDO | 11063341 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 4 | 025A | 198.91 | 2/4/2011 | 1749 | PDO | 11008257 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 5 | 025A | 198.91 | 5/20/2011 | 1628 | PDO | 11027123 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 6 | 025A | 198.92 | 8/29/2009 | 0429 | PDO | 09046534 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 7 | 025A | 198.94 | 10/16/2009 | 1640 | PDO | 09057242 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 8 | 025A | 198.95 | 4/16/2010 | 1834 | PDO | 10023286 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 9 | 025A | 198.95 | 5/31/2012 | 1659 | PDO | 12030161 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 10 | 025A | 198.96 | 4/16/2010 | 1822 | PDO | 10021143 | ON | NON-INTERSECTION | 2 | UNKNOWN | DAYLIGHT |
| 11 | 025A | 198.96 | 3/10/2011 | 1510 | PDO | 11013699 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 12 | 025A | 198.96 | 12/20/2011 | 1331 | PDO | 11071655 | ON | NON-INTERSECTION | 2 | DRY | UNKNOWN |
| 13 | 025A | 198.96 | 1/8/2010 | 1722 | PDO | 10000208 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 14 | 025A | 198.96 | 2/16/2011 | 0902 | PDO | 11011273 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 15 | 025A | 198.97 | 4/24/2012 | 2340 | PDO | 12021210 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 16 | 025A | 198.97 | 6/19/2012 | 1737 | PDO | 12032731 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 17 | 025A | 198.98 | 10/16/2009 | 1621 | PDO | 09060646 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 18 | 025A | 198.98 | 10/16/2009 | 1621 | PDO | 09060648 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 19 | 025A | 198.98 | 6/27/2010 | 1050 | PDO | 10034699 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 20 | 025A | 198.98 | 6/7/2011 | 0827 | PDO | 11032538 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 21 | 025A | 199 | 9/2/2009 | 1709 | PDO | 09051228 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 22 | 025A | 199 | 12/14/2011 | 2125 | PDO | 11071657 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 23 | 025A | 199 | 6/22/2012 | 1340 | PDO | 12033753 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 24 | 025A | 199.01 | 3/1/2010 | 0754 | PDO | 10012517 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 25 | 025A | 199.01 | 12/5/2010 | 2234 | PDO | 10074793 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 26 | 025A | 199.01 | 3/24/2010 | 0016 | PDO | 10014547 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DARK-LIGHTED |
| 27 | 025A | 199.02 | 6/11/2010 | 1730 | INJ | 10031918 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 28 | 025A | 199.03 | 8/26/2011 | 1824 | PDO | 11047002 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 29 | 025A | 199.04 | 1/20/2011 | 1538 | PDO | 11003704 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 30 | 025A | 199.05 | 3/31/2011 | 1643 | PDO | 11020737 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 31 | 025A | 199.05 | 5/3/2011 | 1719 | PDO | 11025000 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 32 | 025A | 199.05 | 8/21/2011 | 1253 | PDO | 11045461 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 33 | 025A | 199.05 | 9/30/2011 | 1634 | PDO | 11054966 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 34 | 025A | 199.05 | 10/5/2011 | 2302 | PDO | 11055863 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 35 | 025A | 199.05 | 1/5/2011 | 1126 | INJ | 11001080 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 36 | 025A | 199.05 | 4/10/2012 | 1720 | INJ | 12017007 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 37 | 025A | 199.06 | 1/13/2012 | 1845 | PDO | 12001723 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 38 | 025A | 199.06 | 1/26/2012 | 1748 | PDO | 12004890 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 39 | 025A | 199.1 | 7/23/2010 | 1545 | PDO | 10039947 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 40 | 025A | 199.1 | 11/15/2011 | 1709 | PDO | 11066648 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 41 | 025A | 199.1 | 5/1/2012 | 1319 | INJ | 12024811 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 42 | 025A | 199.12 | 2/2/2010 | 1740 | PDO | 10005044 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 43 | 025A | 199.12 | 9/12/2010 | 1149 | PDO | 10057560 | OFF LEFT | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 44 | 025A | 199.12 | 1/31/2011 | 2251 | PDO | 11005039 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 45 | 025A | 199.12 | 10/14/2011 | 1050 | PDO | 11059089 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 46 | 025A | 199.12 | 10/28/2011 | 1825 | PDO | 11061453 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 47 | 025A | 199.12 | 1/13/2010 | 1750 | PDO | 10001105 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 48 | 025A | 199.12 | 7/1/2010 | 0835 | PDO | 10034701 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 49 | 025A | 199.12 | 4/5/2011 | 1606 | PDO | 11017705 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 50 | 025A | 199.12 | 5/18/2011 | 1307 | PDO | 11027115 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 51 | 025A | 199.13 | 10/27/2011 | 1317 | PDO | 11060167 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 52 | 025A | 199.19 | 8/7/2010 | 1637 | INJ | 10047487 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 53 | 025A | 199.2 | 4/12/2012 | 0726 | PDO | 12018909 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 54 | 025A | 199.2 | 5/27/2012 | 1315 | INJ | 12030160 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 55 | 025A | 199.21 | 6/27/2011 | 1607 | PDO | 11035977 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 56 | 025A | 199.21 | 1/10/2011 | 0937 | PDO | 11001091 | OFF LEFT | NON-INTERSECTION | 1 | SNOWY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|----|-----------------|----------------------------|-------------|------------------------------------|----------------------|---------|
| 1 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 2 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 030 |
| 3 | NONE | CONCRETE HIGHWAY BARRIER | N | SUV | OTHER FACTOR | 065 |
| 4 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN W/TRAILER | NONE APPARENT | 015 |
| 5 | NONE | REAR END | S | SUV | NONE APPARENT | 030 |
| 6 | NONE | SIDESWIPE (SAME DIRECTION) | N | VEH COMBO (10,001 LBS AND OVER) | DRIVER FATIGUE | 065 |
| 7 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 8 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 025 |
| 9 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 10 | UNKNOWN | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 11 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | ILLNESS/MEDICAL | 065 |
| 12 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | ASLEEP AT THE WHEEL | 075 |
| 13 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 14 | NONE | REAR END | S | SUV | NONE APPARENT | 040 |
| 15 | NONE | REAR END | N | SUV | DUI, DWAI, DUID | 045 |
| 16 | NONE | REAR END | S | SUV | NONE APPARENT | 015 |
| 17 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 030 |
| 18 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 010 |
| 19 | NONE | OTHER NON-COLLISION | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 065 |
| 20 | NONE | REAR END | S | SUV | DRIVER INEXPERIENCE | 010 |
| 21 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 22 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 23 | NONE | VEHICLE DEBRIS OR CARGO | S | HIT & RUN - UNKNOWN | OTHER FACTOR | 065 |
| 24 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 025 |
| 25 | NONE | REAR END | N | PASSENGER CAR/VAN | DUI, DWAI, DUID | 080 |
| 26 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 27 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 030 |
| 28 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/PASSENGER | 050 |
| 29 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 30 | NONE | VEHICLE DEBRIS OR CARGO | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 065 |
| 31 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 32 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 065 |
| 33 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 34 | NONE | REAR END | N | SUV | NONE APPARENT | 030 |
| 35 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 36 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 055 |
| 37 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 25 |
| 38 | NONE | REAR END | N | SUV | DISTRACTED/RADIO | 15 |
| 39 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 40 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 41 | NONE | SIDESWIPE (SAME DIRECTION) | N | MOTORCYCLE | DISTRACTED/OTHER | 070 |
| 42 | NONE | REAR END | N | SUV | NONE APPARENT | 030 |
| 43 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 44 | NONE | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | 045 |
| 45 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | UK |
| 46 | NONE | REAR END | N | SUV | NONE APPARENT | 050 |
| 47 | NONE | REAR END | S | SUV | NONE APPARENT | 065 |
| 48 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 035 |
| 49 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 045 |
| 50 | RAIN | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 51 | NONE | REAR END | N | SUV | NONE APPARENT | 065 |
| 52 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 53 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 040 |
| 54 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 065 |
| 55 | NONE | CONCRETE HIGHWAY BARRIER | N | SUV | DISTRACTED/OTHER | 050 |
| 56 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | DRIVER INEXPERIENCE | 045 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|----------------------|----------|---------------------------------|----------------|
| 57 | 025A | 199.23 | 12/27/2010 | 1743 | PDO | 10074795 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 58 | 025A | 199.23 | 4/9/2010 | 1544 | PDO | 10021034 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 59 | 025A | 199.23 | 7/16/2010 | 1734 | PDO | 10038688 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 60 | 025A | 199.24 | 2/23/2011 | 1739 | PDO | 11011306 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 61 | 025A | 199.24 | 6/8/2011 | 1803 | PDO | 11029673 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 62 | 025A | 199.25 | 6/26/2012 | 1753 | PDO | 12032741 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 63 | 025A | 199.25 | 11/1/2011 | 1811 | PDO | 11061454 | ON | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 64 | 025A | 199.25 | 5/9/2012 | 1754 | PDO | 12024812 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 65 | 025A | 199.27 | 5/17/2012 | 1752 | PDO | 12024825 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 66 | 025A | 199.27 | 6/26/2012 | 1643 | PDO | 12033757 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 67 | 025A | 199.29 | 10/1/2011 | 1900 | PDO | 11055855 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 68 | 025A | 199.29 | 10/5/2011 | 2254 | PDO | 11055864 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 69 | 025A | 199.29 | 8/26/2009 | 1454 | PDO | 09046998 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 70 | 025A | 199.3 | 12/2/2009 | 0540 | PDO | 09069868 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DARK-UNLIGHTED |
| 71 | 025A | 199.3 | 6/10/2010 | 1401 | PDO | 10031913 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 72 | 025A | 199.31 | 4/19/2010 | 1826 | INJ | 10027204 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 73 | 025A | 199.31 | 8/17/2010 | 1335 | PDO | 10047206 | ON | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 74 | 025A | 199.31 | 10/29/2010 | 1836 | PDO | 10065006 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 75 | 025A | 199.33 | 9/1/2011 | 0655 | PDO | 11048721 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 76 | 025A | 199.34 | 10/10/2009 | 0534 | PDO | 09055262 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 77 | 025A | 199.34 | 10/10/2009 | 0613 | PDO | 09055263 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 78 | 025A | 199.34 | 5/8/2011 | 1922 | INJ | 11030419 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 79 | 025A | 199.34 | 10/10/2009 | 0756 | PDO | 09055254 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 80 | 025A | 199.34 | 10/10/2009 | 0748 | PDO | 09055257 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 81 | 025A | 199.35 | 11/16/2009 | 0755 | PDO | 09063677 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 82 | 025A | 199.35 | 1/16/2012 | 1401 | PDO | 12001726 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 83 | 025A | 199.36 | 5/16/2012 | 1633 | PDO | 12024080 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 84 | 025A | 199.37 | 8/19/2009 | 0807 | INJ | 09044096 | ON | NON-INTERSECTION | 5 | DRY | DAYLIGHT |
| 85 | 025A | 199.37 | 10/10/2009 | 0541 | PDO | 09055250 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 86 | 025A | 199.37 | 11/15/2009 | 1205 | PDO | 09063676 | ON | NON-INTERSECTION | 2 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 87 | 025A | 199.37 | 12/7/2009 | 0720 | PDO | 09069875 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 88 | 025A | 199.38 | 7/10/2009 | 1554 | PDO | 09036611 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 89 | 025A | 199.38 | 7/30/2009 | 1820 | PDO | 09044087 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 90 | 025A | 199.38 | 11/1/2010 | 0922 | PDO | 10061890 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 91 | 025A | 199.38 | 10/20/2011 | 1235 | PDO | 11059097 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 92 | 025A | 199.38 | 10/27/2011 | 1604 | PDO | 11060155 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 93 | 025A | 199.38 | 12/6/2011 | 1357 | INJ | 11066673 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 94 | 025A | 199.38 | 8/20/2011 | 0909 | PDO | 11047553 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 95 | 025A | 199.38 | 1/29/2012 | 0522 | PDO | 12004892 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 96 | 025A | 199.38 | 6/6/2011 | 1324 | PDO | 11032537 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 97 | 025A | 199.39 | 10/15/2009 | 1243 | PDO | 09057237 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 98 | 025A | 199.4 | 1/22/2012 | 0106 | PDO | 12002669 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 99 | 025A | 199.4 | 6/12/2012 | 1820 | PDO | 12033755 | ON | INTERSECTION RELATED | 3 | DRY | DAYLIGHT |
| 100 | 025A | 199.4 | 10/22/2009 | 1737 | PDO | 09057445 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 101 | 025A | 199.4 | 12/22/2009 | 1815 | PDO | 09070817 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 102 | 025A | 199.4 | 4/7/2010 | 0541 | PDO | 10017873 | OFF LEFT | NON-INTERSECTION | 1 | SLUSHY | DARK-LIGHTED |
| 103 | 025A | 199.4 | 6/18/2010 | 0138 | PDO | 10033252 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 104 | 025A | 199.4 | 12/17/2010 | 1815 | PDO | 10071161 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 105 | 025A | 199.4 | 12/31/2010 | 1645 | PDO | 10071717 | OFF LEFT | NON-INTERSECTION | 2 | SNOWY | DARK-LIGHTED |
| 106 | 025A | 199.4 | 1/3/2011 | 1906 | PDO | 11001074 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 107 | 025A | 199.4 | 1/7/2011 | 2224 | PDO | 11001088 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 108 | 025A | 199.4 | 8/4/2011 | 1855 | PDO | 11040618 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 109 | 025A | 199.4 | 6/7/2012 | 1737 | INJ | 12049820 | ON | NON-INTERSECTION | 5 | DRY | DAYLIGHT |
| 110 | 025A | 199.4 | 11/24/2009 | 0738 | PDO | 09066260 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 111 | 025A | 199.4 | 3/11/2010 | 0900 | PDO | 10014671 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 112 | 025A | 199.4 | 3/20/2010 | 1131 | PDO | 10015364 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|------------------------------------|--------------------------|---------|
| 57 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 58 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |
| 59 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 60 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 61 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 62 | WIND | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 040 |
| 63 | NONE | REAR END | S | SUV | NONE APPARENT | 055 |
| 64 | NONE | REAR END | S | PASSENGER CAR/VAN W/TRAILER | NONE APPARENT | 030 |
| 65 | NONE | REAR END | N | SUV | OTHER FACTOR | 015 |
| 66 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER FATIGUE | 040 |
| 67 | NONE | REAR END | N | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | 060 |
| 68 | NONE | REAR END | N | SUV | DISTRACTED/OTHER | 040 |
| 69 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 050 |
| 70 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | 050 |
| 71 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 015 |
| 72 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 065 |
| 73 | NONE | INVOLVING OTHER OBJECT | N | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 74 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | AGRESSIVE DRIVING | 040 |
| 75 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | 015 |
| 76 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 77 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 78 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | ILLNESS/MEDICAL | 060 |
| 79 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | 055 |
| 80 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 020 |
| 81 | NONE | REAR END | N | SUV | DISTRACTED/OTHER | 025 |
| 82 | NONE | VEHICLE DEBRIS OR CARGO | S | PICKUP TRUCK/UTILITY VAN W/TRAILER | NONE APPARENT | 60 |
| 83 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | DRIVER UNFAMILIAR W/AREA | UK |
| 84 | NONE | REAR END | N | SUV | NONE APPARENT | 045 |
| 85 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | SUV | OTHER FACTOR | 040 |
| 86 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 87 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | SUV | OTHER FACTOR | 050 |
| 88 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 89 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 000 |
| 90 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 015 |
| 91 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 92 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 93 | NONE | REAR END | N | SUV | NONE APPARENT | 065 |
| 94 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 065 |
| 95 | NONE | VEHICLE DEBRIS OR CARGO | S | PASSENGER CAR/VAN | NONE APPARENT | 65 |
| 96 | NONE | REAR END | W | PASSENGER CAR/VAN | DISTRACTED/OTHER | 020 |
| 97 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 98 | NONE | APPROACH TURN | E | PASSENGER CAR/VAN | NONE APPARENT | 20 |
| 99 | NONE | REAR END | E | SUV | NONE APPARENT | 010 |
| 100 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 101 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 102 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 103 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 099 |
| 104 | NONE | REAR END | N | SUV | ASLEEP AT THE WHEEL | 020 |
| 105 | SNOW/SLEET/HAIL | GUARD RAIL | N | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 106 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 107 | NONE | CONCRETE HIGHWAY BARRIER | N | PICKUP TRUCK/UTILITY VAN | DISTRACTED/CELL PHONE | 065 |
| 108 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 109 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | UK |
| 110 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 025 |
| 111 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | DISTRACTED/OTHER | 065 |
| 112 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | UK |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|--------------------------------|----------------|
| 113 | 025A | 199.4 | 5/11/2010 | 1257 | PDO | 10024674 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 114 | 025A | 199.4 | 12/23/2010 | 2140 | PDO | 10071403 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 115 | 025A | 199.4 | 12/18/2011 | 0135 | INJ | 11075187 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 116 | 025A | 199.4 | 1/11/2012 | 0613 | PDO | 12001393 | ON | AT INTERSECTION | 2 | SNOWY | DARK-LIGHTED |
| 117 | 025A | 199.4 | 2/3/2012 | 1010 | PDO | 12004898 | ON | NON-INTERSECTION | 2 | SNOWY | DAYLIGHT |
| 118 | 025A | 199.4 | 2/8/2012 | 1600 | PDO | 12007642 | OFF RIGHT | AT INTERSECTION | 1 | WET | DAYLIGHT |
| 119 | 025A | 199.4 | 6/13/2012 | 0625 | PDO | 12035052 | OFF RIGHT | AT INTERSECTION | 1 | DRY | DAWN OR DUSK |
| 120 | 025A | 199.4 | 6/22/2012 | 1351 | PDO | 12032739 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 121 | 025A | 199.4 | 9/18/2009 | 1200 | PDO | 09051234 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 122 | 025A | 199.4 | 3/11/2010 | 1700 | PDO | 10012526 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 123 | 025A | 199.4 | 12/14/2011 | 1858 | PDO | 11068621 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 124 | 025A | 199.4 | 1/10/2012 | 1743 | PDO | 12001061 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 125 | 025A | 199.4 | 1/27/2012 | 1558 | PDO | 12004891 | ON | AT INTERSECTION | 3 | DRY | DAYLIGHT |
| 126 | 025A | 199.4 | 5/31/2012 | 1253 | PDO | 12030159 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 127 | 025A | 199.41 | 9/3/2009 | 1724 | PDO | 09046798 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 128 | 025A | 199.41 | 12/11/2009 | 1705 | PDO | 09075901 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 129 | 025A | 199.41 | 2/19/2010 | 0513 | PDO | 10008498 | ON | NON-INTERSECTION | 2 | SLUSHY | DARK-LIGHTED |
| 130 | 025A | 199.41 | 3/11/2010 | 1715 | PDO | 10012118 | ON | RAMP | 3 | DRY | DAWN OR DUSK |
| 131 | 025A | 199.41 | 8/20/2010 | 2215 | PDO | 10043898 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 132 | 025A | 199.41 | 4/6/2012 | 1033 | PDO | 12035297 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 133 | 025A | 199.41 | 7/13/2009 | 1342 | PDO | 09036949 | ON | RAMP | 2 | WET | DAYLIGHT |
| 134 | 025A | 199.41 | 10/28/2009 | 1524 | PDO | 09075101 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 135 | 025A | 199.42 | 12/21/2011 | 2330 | PDO | 11071841 | ON | NON-INTERSECTION | 2 | SNOWY | DARK-LIGHTED |
| 136 | 025A | 199.42 | 6/14/2012 | 0200 | PDO | 12036826 | OFF RIGHT | RAMP | 1 | DRY | DARK-LIGHTED |
| 137 | 025A | 199.42 | 10/29/2009 | 1708 | PDO | 09075116 | ON | NON-INTERSECTION | 3 | SNOWY | DAWN OR DUSK |
| 138 | 025A | 199.42 | 4/7/2010 | 0355 | PDO | 10017510 | OFF RIGHT | NON-INTERSECTION | 2 | SLUSHY | DARK-UNLIGHTED |
| 139 | 025A | 199.42 | 5/2/2010 | 1703 | PDO | 10022653 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |
| 140 | 025A | 199.42 | 12/15/2011 | 1656 | PDO | 11073660 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 141 | 025A | 199.43 | 11/17/2011 | 1452 | PDO | 11063829 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 142 | 025A | 199.44 | 9/24/2010 | 1610 | PDO | 10053699 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 143 | 025A | 199.44 | 11/23/2011 | 2020 | PDO | 11068923 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 144 | 025A | 199.45 | 6/14/2011 | 1810 | INJ | 11031250 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 145 | 025A | 199.45 | 4/25/2012 | 0640 | PDO | 12022057 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 146 | 025A | 199.46 | 2/7/2010 | 2042 | PDO | 10005999 | ON | NON-INTERSECTION | 3 | SNOWY | DARK-LIGHTED |
| 147 | 025A | 199.46 | 10/26/2011 | 1827 | INJ | 11060713 | OFF LEFT | RAMP | 3 | WET W/VIS ICY ROAD TREATMENT | DARK-LIGHTED |
| 148 | 025A | 199.48 | 4/1/2011 | 1756 | PDO | 11017445 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 149 | 025A | 199.49 | 12/6/2009 | 1345 | PDO | 09075832 | ON | NON-INTERSECTION | 2 | SNOWY | DAYLIGHT |
| 150 | 025A | 199.49 | 12/25/2009 | 1756 | PDO | 09070108 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 151 | 025A | 199.49 | 2/21/2010 | 1620 | INJ | 10008356 | OFF RIGHT | RAMP | 1 | ICY | DAYLIGHT |
| 152 | 025A | 199.49 | 3/5/2010 | 1815 | PDO | 10010417 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 153 | 025A | 199.49 | 12/8/2011 | 1330 | PDO | 11072504 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 154 | 025A | 199.5 | 6/10/2011 | 1325 | INJ | 11031104 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 155 | 025A | 199.5 | 12/15/2009 | 0855 | INJ | 09068358 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 156 | 025A | 199.5 | 1/7/2010 | 0830 | PDO | 10000073 | ON | NON-INTERSECTION | 3 | ICY | DAYLIGHT |
| 157 | 025A | 199.5 | 2/5/2010 | 0805 | PDO | 10004676 | ON | RAMP | 2 | DRY | DARK-UNLIGHTED |
| 158 | 025A | 199.5 | 12/1/2010 | 0740 | INJ | 10070009 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 159 | 025A | 199.51 | 12/5/2011 | 0553 | PDO | 11069198 | OFF LEFT | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DAWN OR DUSK |
| 160 | 025A | 199.51 | 6/25/2010 | 1743 | PDO | 10032573 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 161 | 025A | 199.52 | 10/8/2009 | 0942 | PDO | 09053614 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 162 | 025A | 199.53 | 2/6/2011 | 1309 | PDO | 11006498 | OFF LEFT | NON-INTERSECTION | 1 | SLUSHY | DAYLIGHT |
| 163 | 025A | 199.56 | 9/29/2009 | 1723 | PDO | 09052509 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 164 | 025A | 199.56 | 8/21/2010 | 1700 | PDO | 10047217 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 165 | 025A | 199.59 | 8/26/2011 | 1301 | PDO | 11044840 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 166 | 025A | 199.59 | 6/30/2012 | 0113 | PDO | 12040113 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 167 | 025A | 199.6 | 6/20/2011 | 0507 | PDO | 11031847 | OFF LEFT | NON-INTERSECTION | 1 | WET | DARK-UNLIGHTED |
| 168 | 025A | 199.61 | 4/1/2010 | 1721 | PDO | 10016764 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|---------------------------------|--------------------------|---------|
| 113 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 114 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | UK |
| 115 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DUI, DWAI, DUID | 000 |
| 116 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 117 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | OTHER FACTOR | 45 |
| 118 | NONE | EMBANKMENT | S | PASSENGER CAR/VAN | ILLNESS/MEDICAL | 025 |
| 119 | NONE | TRAFFIC SIGNAL POLE | S | HIT & RUN - UNKNOWN | OTHER FACTOR | 030 |
| 120 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 010 |
| 121 | NONE | REAR END | W | SUV | NONE APPARENT | 005 |
| 122 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 123 | NONE | REAR END | W | SUV | OTHER FACTOR | 040 |
| 124 | NONE | APPROACH TURN | W | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 20 |
| 125 | NONE | BROADSIDE | W | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 35 |
| 126 | NONE | APPROACH TURN | W | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 127 | NONE | REAR END | N | SUV | NONE APPARENT | 015 |
| 128 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 129 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 065 |
| 130 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 131 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | DUI, DWAI, DUID | 065 |
| 132 | NONE | REAR END | NW | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 133 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 134 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 135 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 136 | NONE | GUARD RAIL | N | PASSENGER CAR/VAN | DUI, DWAI, DUID | UK |
| 137 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 035 |
| 138 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | OTHER FACTOR | 050 |
| 139 | NONE | BRIDGE STRUCTURE | S | PASSENGER CAR/VAN | DUI, DWAI, DUID | 065 |
| 140 | RAIN | REAR END | S | SUV | NONE APPARENT | 065 |
| 141 | NONE | REAR END | N | SUV | NONE APPARENT | 025 |
| 142 | NONE | GUARD RAIL | N | SUV | NONE APPARENT | 030 |
| 143 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 144 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 020 |
| 145 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 070 |
| 146 | SNOW/SLEET/HAIL | OTHER NON-COLLISION | N | SUV | NONE APPARENT | 040 |
| 147 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | OTHER FACTOR | 025 |
| 148 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | 000 |
| 149 | FOG | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | UK |
| 150 | NONE | REAR END | N | SUV | AGRESSIVE DRIVING | 015 |
| 151 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | OTHER FACTOR | 025 |
| 152 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 030 |
| 153 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 154 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 155 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 156 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 157 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 158 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 055 |
| 159 | NONE | CONCRETE HIGHWAY BARRIER | E | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 040 |
| 160 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 161 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | VEH COMBO (10,001 LBS AND OVER) | OTHER FACTOR | 015 |
| 162 | NONE | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | UK |
| 163 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 164 | NONE | OTHER NON-COLLISION | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 165 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 166 | NONE | OVERTURNING | S | MOTORCYCLE | AGRESSIVE DRIVING | 065 |
| 167 | RAIN | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 065 |
| 168 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|--------------------------------|----------------|
| 169 | 025A | 199.62 | 7/30/2010 | 1330 | INJ | 10044480 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 170 | 025A | 199.63 | 8/10/2009 | 1525 | PDO | 09041980 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 171 | 025A | 199.63 | 10/23/2009 | 1643 | PDO | 09075054 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 172 | 025A | 199.63 | 11/17/2009 | 1615 | PDO | 09075620 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 173 | 025A | 199.63 | 1/7/2010 | 0910 | PDO | 10005497 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 174 | 025A | 199.63 | 6/6/2010 | 0804 | PDO | 10028443 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 175 | 025A | 199.63 | 12/17/2010 | 1844 | PDO | 10071159 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 176 | 025A | 199.63 | 1/7/2011 | 2140 | PDO | 11001946 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 177 | 025A | 199.63 | 1/26/2011 | 0755 | PDO | 11007029 | ON | NON-INTERSECTION | 2 | DRY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 178 | 025A | 199.63 | 10/2/2011 | 1445 | PDO | 11054157 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 179 | 025A | 199.63 | 2/3/2012 | 0130 | PDO | 12006059 | ON | NON-INTERSECTION | 2 | SNOWY | DARK-LIGHTED |
| 180 | 025A | 199.63 | 3/5/2012 | 0758 | PDO | 12011361 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 181 | 025A | 199.63 | 4/11/2012 | 1223 | PDO | 12019730 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 182 | 025A | 199.64 | 10/10/2009 | 0846 | INJ | 09053412 | OFF LEFT | NON-INTERSECTION | 3 | ICY | DAYLIGHT |
| 183 | 025A | 199.64 | 10/23/2009 | 1643 | PDO | 09075052 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 184 | 025A | 199.65 | 2/19/2010 | 0231 | PDO | 10007916 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DARK-LIGHTED |
| 185 | 025A | 199.65 | 5/20/2010 | 1721 | PDO | 10026545 | ON | RAMP | 3 | DRY | DAYLIGHT |
| 186 | 025A | 199.65 | 4/5/2012 | 1811 | PDO | 12016914 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 187 | 025A | 199.65 | 2/7/2010 | 1838 | PDO | 10005980 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DARK-LIGHTED |
| 188 | 025A | 199.65 | 10/5/2011 | 0750 | PDO | 11054264 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 189 | 025A | 199.65 | 2/16/2012 | 1830 | PDO | 12009733 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 190 | 025A | 199.66 | 11/3/2009 | 0735 | PDO | 09060080 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 191 | 025A | 199.67 | 11/11/2010 | 1732 | PDO | 10065996 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 192 | 025A | 199.68 | 10/26/2010 | 2233 | PDO | 10063918 | ON | RAMP | 2 | DRY | DARK-UNLIGHTED |
| 193 | 025A | 199.69 | 6/24/2010 | 1657 | PDO | 10032543 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 194 | 025A | 199.69 | 2/4/2012 | 1348 | PDO | 12006172 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 195 | 025A | 199.7 | 10/7/2009 | 1647 | PDO | 09053497 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 196 | 025A | 199.7 | 1/25/2010 | 0825 | PDO | 10003440 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 197 | 025A | 199.7 | 5/18/2010 | 1629 | PDO | 10026382 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 198 | 025A | 199.7 | 11/14/2011 | 2130 | INJ | 11063353 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 199 | 025A | 199.7 | 2/3/2012 | 0809 | PDO | 12004897 | ON | NON-INTERSECTION | 2 | SNOWY | DAYLIGHT |
| 200 | 025A | 199.7 | 9/28/2011 | 0748 | PDO | 11052749 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 201 | 025A | 199.71 | 1/20/2011 | 0740 | PDO | 11002789 | ON | NON-INTERSECTION | 3 | ICY | DAYLIGHT |
| 202 | 025A | 199.75 | 11/18/2009 | 1007 | PDO | 09062908 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 203 | 025A | 199.75 | 9/1/2011 | 1653 | PDO | 11046194 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 204 | 025A | 199.75 | 1/3/2012 | 0736 | PDO | 12000884 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 205 | 025A | 199.75 | 1/19/2012 | 0548 | PDO | 12002856 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 206 | 025A | 199.76 | 8/9/2009 | 1640 | PDO | 09041094 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 207 | 025A | 199.76 | 9/1/2009 | 1525 | PDO | 09046760 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 208 | 025A | 199.76 | 11/5/2009 | 0730 | PDO | 09059589 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 209 | 025A | 199.76 | 11/13/2009 | 1620 | PDO | 09061646 | ON | NON-INTERSECTION | 3 | WET | DAWN OR DUSK |
| 210 | 025A | 199.76 | 4/15/2010 | 0800 | PDO | 10018744 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 211 | 025A | 199.76 | 5/6/2010 | 1756 | PDO | 10023143 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 212 | 025A | 199.76 | 8/27/2010 | 0740 | PDO | 10044917 | OFF LEFT | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 213 | 025A | 199.76 | 2/10/2011 | 1630 | PDO | 11006016 | ON | NON-INTERSECTION | 2 | WET | DAWN OR DUSK |
| 214 | 025A | 199.76 | 4/20/2011 | 0730 | PDO | 11020425 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 215 | 025A | 199.76 | 8/5/2011 | 1816 | PDO | 11042671 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 216 | 025A | 199.76 | 12/1/2011 | 0549 | PDO | 11074314 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DARK-LIGHTED |
| 217 | 025A | 199.76 | 12/14/2011 | 0725 | PDO | 11073591 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 218 | 025A | 199.76 | 2/10/2012 | 1916 | PDO | 12006247 | ON | NON-INTERSECTION | 5 | DRY | DARK-LIGHTED |
| 219 | 025A | 199.76 | 3/13/2012 | 0723 | PDO | 12013516 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 220 | 025A | 199.76 | 5/23/2012 | 2048 | PDO | 12039318 | OFF LEFT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |
| 221 | 025A | 199.76 | 10/5/2009 | 0635 | PDO | 09071571 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 222 | 025A | 199.76 | 3/26/2010 | 1719 | PDO | 10016018 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 223 | 025A | 199.76 | 6/29/2010 | 0800 | PDO | 10033729 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 224 | 025A | 199.76 | 9/2/2010 | 1721 | INJ | 10046467 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|------------------------------|-------------|------------------------------------|--------------------------|---------|
| 169 | NONE | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 170 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 000 |
| 171 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 010 |
| 172 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | OTHER FACTOR | 050 |
| 173 | SNOW/SLEET/HAIL | REAR END | N | SCHOOL BUS (ALL SCHOOL BUSES) | NONE APPARENT | 010 |
| 174 | NONE | OTHER NON-COLLISION | N | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 175 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 055 |
| 176 | NONE | BARRICADE | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 080 |
| 177 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 178 | NONE | CRASH CUSHION/TRAFFIC BARREL | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 050 |
| 179 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | SUV | OTHER FACTOR | 35 |
| 180 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | DRIVER UNFAMILIAR W/AREA | 60 |
| 181 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | DRIVER UNFAMILIAR W/AREA | 050 |
| 182 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 183 | NONE | REAR END | N | SUV | AGRESSIVE DRIVING | 010 |
| 184 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 185 | NONE | REAR END | N | VEH COMBO (10,001 LBS AND OVER) | OTHER FACTOR | 010 |
| 186 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 187 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | 045 |
| 188 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | OTHER FACTOR | 060 |
| 189 | NONE | REAR END | SE | SUV | NONE APPARENT | 45 |
| 190 | NONE | REAR END | N | SUV | DISTRACTED/OTHER | UK |
| 191 | NONE | REAR END | N | SUV | NONE APPARENT | 060 |
| 192 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 193 | NONE | REAR END | N | SUV | OTHER FACTOR | 030 |
| 194 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 195 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 010 |
| 196 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 197 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 060 |
| 198 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 050 |
| 199 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 35 |
| 200 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 201 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 202 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 203 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 204 | NONE | REAR END | N | SUV | OTHER FACTOR | 45 |
| 205 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 206 | NONE | REAR END | N | MOTORCYCLE | DRIVER INEXPERIENCE | 055 |
| 207 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 208 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 005 |
| 209 | RAIN | REAR END | N | SUV | NONE APPARENT | 030 |
| 210 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | UK |
| 211 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 212 | NONE | CONCRETE HIGHWAY BARRIER | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 065 |
| 213 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 214 | NONE | REAR END | N | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 025 |
| 215 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | 035 |
| 216 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 217 | NONE | REAR END | N | PASSENGER CAR/VAN | ASLEEP AT THE WHEEL | 055 |
| 218 | NONE | REAR END | N | SUV | AGRESSIVE DRIVING | 60 |
| 219 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 65 |
| 220 | RAIN | CONCRETE HIGHWAY BARRIER | N | SUV | AGRESSIVE DRIVING | 055 |
| 221 | FOG | INVOLVING OTHER OBJECT | S | SUV | AGRESSIVE DRIVING | 000 |
| 222 | SNOW/SLEET/HAIL | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 223 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN W/TRAILER | DRIVER INEXPERIENCE | 015 |
| 224 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | ILLNESS/MEDICAL | UK |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|---------------------------------|----------------|
| 225 | 025A | 199.76 | 2/9/2011 | 0610 | PDO | 11006197 | ON | NON-INTERSECTION | 2 | ICY | DAWN OR DUSK |
| 226 | 025A | 199.76 | 8/16/2011 | 0755 | PDO | 11044131 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 227 | 025A | 199.76 | 5/1/2012 | 1814 | PDO | 12030911 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 228 | 025A | 199.77 | 2/26/2010 | 1700 | PDO | 10013460 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 229 | 025A | 199.78 | 8/9/2011 | 1544 | PDO | 11042420 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 230 | 025A | 199.78 | 10/6/2011 | 0950 | PDO | 11054352 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 231 | 025A | 199.78 | 12/2/2009 | 0559 | PDO | 09065853 | OFF RIGHT | NON-INTERSECTION | 3 | ICY | DAWN OR DUSK |
| 232 | 025A | 199.8 | 12/7/2009 | 0820 | PDO | 09065794 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 233 | 025A | 199.8 | 2/1/2010 | 0845 | INJ | 10004553 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 234 | 025A | 199.8 | 8/24/2011 | 0635 | PDO | 11044610 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 235 | 025A | 199.8 | 12/3/2011 | 0717 | PDO | 11069156 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 236 | 025A | 199.8 | 2/4/2012 | 0852 | PDO | 12006140 | OFF LEFT | NON-INTERSECTION | 1 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 237 | 025A | 199.82 | 1/9/2011 | 0832 | PDO | 11001971 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 238 | 025A | 199.83 | 8/12/2009 | 1145 | PDO | 09042044 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 239 | 025A | 199.84 | 4/23/2011 | 2235 | PDO | 11026473 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 240 | 025A | 199.84 | 10/5/2011 | 0851 | PDO | 11054269 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 241 | 025A | 199.85 | 7/25/2011 | 1816 | PDO | 11040188 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 242 | 025A | 199.85 | 12/31/2010 | 1411 | PDO | 10071706 | ON | NON-INTERSECTION | 3 | ICY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 243 | 025A | 199.85 | 6/6/2012 | 1457 | PDO | 12035774 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 244 | 025A | 199.86 | 8/5/2011 | 0935 | PDO | 11042955 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 245 | 025A | 199.87 | 8/9/2009 | 1427 | PDO | 09041907 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 246 | 025A | 199.87 | 9/25/2009 | 1130 | PDO | 09052451 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 247 | 025A | 199.87 | 8/31/2011 | 1215 | PDO | 11049938 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 248 | 025A | 199.87 | 5/11/2010 | 2325 | PDO | 10024867 | OFF LEFT | NON-INTERSECTION | 1 | SLUSHY | DARK-UNLIGHTED |
| 249 | 025A | 199.88 | 10/28/2009 | 0135 | PDO | 09058580 | OFF RIGHT | NON-INTERSECTION | 1 | WET | DARK-UNLIGHTED |
| 250 | 025A | 199.88 | 2/18/2010 | 1917 | PDO | 10008160 | ON | NON-INTERSECTION | 3 | ICY | DARK-LIGHTED |
| 251 | 025A | 199.88 | 5/28/2010 | 1624 | PDO | 10028216 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 252 | 025A | 199.88 | 8/31/2010 | 0805 | PDO | 10046341 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 253 | 025A | 199.88 | 12/6/2010 | 2111 | PDO | 10070910 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 254 | 025A | 199.88 | 4/14/2011 | 2316 | PDO | 11020221 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 255 | 025A | 199.88 | 5/5/2011 | 0658 | PDO | 11022900 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 256 | 025A | 199.88 | 8/15/2011 | 1809 | PDO | 11043611 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 257 | 025A | 199.88 | 10/5/2011 | 1401 | PDO | 11054303 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 258 | 025A | 199.88 | 2/7/2010 | 1934 | INJ | 10005669 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 259 | 025A | 199.89 | 11/8/2009 | 0431 | PDO | 09059448 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 260 | 025A | 199.9 | 9/15/2009 | 0740 | PDO | 09049044 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 261 | 025A | 199.9 | 4/22/2010 | 0730 | PDO | 10020364 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 262 | 025A | 199.9 | 12/27/2010 | 1722 | PDO | 10071491 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 263 | 025A | 199.9 | 2/6/2011 | 0628 | PDO | 11006481 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DARK-LIGHTED |
| 264 | 025A | 199.9 | 10/4/2010 | 0810 | PDO | 10052815 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 265 | 025A | 199.94 | 2/23/2012 | 0835 | PDO | 12010119 | ON | RAMP | 2 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 266 | 025A | 199.98 | 1/29/2010 | 1909 | PDO | 10004624 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 267 | 025A | 199.98 | 6/22/2010 | 1700 | PDO | 10035740 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 268 | 025A | 199.99 | 11/10/2010 | 0718 | INJ | 10066512 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 269 | 025A | 200 | 12/31/2009 | 1527 | PDO | 09071346 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 270 | 025A | 200 | 9/28/2010 | 0720 | PDO | 10050889 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 271 | 025A | 200 | 10/19/2010 | 1750 | PDO | 10063523 | ON | NON-INTERSECTION | 3 | DRY | DAWN OR DUSK |
| 272 | 025A | 200 | 5/26/2011 | 1745 | PDO | 11026722 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 273 | 025A | 200 | 1/24/2011 | 0700 | PDO | 11002380 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 274 | 025A | 200 | 4/22/2011 | 1630 | PDO | 11020547 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 275 | 025A | 200.01 | 10/10/2009 | 0823 | INJ | 09053411 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 276 | 025A | 200.01 | 8/9/2011 | 1545 | INJ | 11042419 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 277 | 025A | 200.03 | 6/10/2010 | 1705 | PDO | 10030521 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 278 | 025A | 200.03 | 2/4/2011 | 0654 | PDO | 11006729 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DAWN OR DUSK |
| 279 | 025A | 200.04 | 6/10/2010 | 1632 | PDO | 10030520 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 280 | 025A | 200.04 | 2/17/2011 | 0830 | PDO | 11007852 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|------------------------------|-------------|---------------------------------|----------------------|---------|
| 225 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 030 |
| 226 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 045 |
| 227 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/PASSENGER | 025 |
| 228 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 229 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | OTHER FACTOR | 040 |
| 230 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 231 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | UK |
| 232 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 233 | NONE | REAR END | N | SUV | AGRESSIVE DRIVING | UK |
| 234 | NONE | REAR END | S | PASSENGER CAR/VAN | OTHER FACTOR | 055 |
| 235 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | SUV | DRIVER INEXPERIENCE | 035 |
| 236 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | OTHER FACTOR | 45 |
| 237 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | OTHER FACTOR | 040 |
| 238 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 239 | RAIN | REAR END | N | SUV | NONE APPARENT | 060 |
| 240 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 030 |
| 241 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 242 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 060 |
| 243 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 244 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 040 |
| 245 | NONE | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | NONE APPARENT | 055 |
| 246 | NONE | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 247 | NONE | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | NONE APPARENT | 055 |
| 248 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 060 |
| 249 | SNOW/SLEET/HAIL | CRASH CUSHION/TRAFFIC BARREL | N | SUV | DUI, DWAI, DUID | 055 |
| 250 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 045 |
| 251 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 252 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 253 | NONE | SIDESWIPE (SAME DIRECTION) | N | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 065 |
| 254 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 065 |
| 255 | NONE | GUARD RAIL | N | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 256 | NONE | REAR END | N | SUV | NONE APPARENT | 020 |
| 257 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 035 |
| 258 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | DRIVER INEXPERIENCE | 065 |
| 259 | NONE | WILD ANIMAL | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 260 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 261 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 262 | NONE | REAR END | N | SUV | ASLEEP AT THE WHEEL | 050 |
| 263 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 264 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 265 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | SUV | DISTRACTED/OTHER | 35 |
| 266 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 010 |
| 267 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 268 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 045 |
| 269 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 040 |
| 270 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 271 | NONE | REAR END | N | SUV | NONE APPARENT | 060 |
| 272 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 273 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 274 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 025 |
| 275 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 035 |
| 276 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 277 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | OTHER FACTOR | 045 |
| 278 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 279 | NONE | REAR END | N | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | 035 |
| 280 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|---------------------------------|----------------|
| 281 | 025A | 200.04 | 6/9/2011 | 1052 | PDO | 11031051 | ON | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 282 | 025A | 200.04 | 6/17/2011 | 1542 | PDO | 11031351 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 283 | 025A | 200.04 | 7/29/2011 | 1716 | PDO | 11040369 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 284 | 025A | 200.04 | 3/22/2012 | 1333 | PDO | 12030764 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 285 | 025A | 200.04 | 3/24/2010 | 1000 | PDO | 10015472 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 286 | 025A | 200.05 | 10/10/2009 | 0454 | PDO | 09054253 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 287 | 025A | 200.07 | 2/18/2010 | 1613 | PDO | 10006861 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 288 | 025A | 200.07 | 11/5/2010 | 1733 | PDO | 10068193 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 289 | 025A | 200.07 | 12/5/2011 | 0713 | INJ | 11069214 | ON | RAMP | 2 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 290 | 025A | 200.09 | 4/12/2010 | 0735 | PDO | 10018623 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 291 | 025A | 200.09 | 5/27/2010 | 1601 | PDO | 10028188 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 292 | 025A | 200.09 | 4/25/2011 | 2149 | PDO | 11022569 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 293 | 025A | 200.09 | 4/11/2012 | 1850 | PDO | 12019751 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 294 | 025A | 200.09 | 7/5/2010 | 2248 | PDO | 10035218 | OFF LEFT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |
| 295 | 025A | 200.1 | 10/29/2010 | 1731 | PDO | 10064066 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 296 | 025A | 200.11 | 5/25/2010 | 1800 | PDO | 10027647 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 297 | 025A | 200.11 | 5/21/2012 | 1624 | PDO | 12042252 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 298 | 025A | 200.12 | 8/31/2010 | 0038 | PDO | 10053603 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 299 | 025A | 200.13 | 4/1/2010 | 1742 | PDO | 10016216 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 300 | 025A | 200.13 | 5/28/2010 | 1449 | PDO | 10028222 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 301 | 025A | 200.13 | 6/9/2010 | 1841 | PDO | 10030493 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 302 | 025A | 200.13 | 7/30/2010 | 1935 | PDO | 10040645 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 303 | 025A | 200.13 | 8/27/2010 | 0800 | PDO | 10044921 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 304 | 025A | 200.13 | 3/16/2011 | 1751 | PDO | 11017007 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 305 | 025A | 200.13 | 5/20/2011 | 1839 | PDO | 11024570 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 306 | 025A | 200.13 | 6/30/2011 | 2123 | PDO | 11035357 | OFF RIGHT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |
| 307 | 025A | 200.13 | 10/27/2011 | 1552 | PDO | 11067533 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 308 | 025A | 200.13 | 1/18/2012 | 0712 | PDO | 12003897 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 309 | 025A | 200.13 | 1/25/2012 | 0729 | PDO | 12003965 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 310 | 025A | 200.13 | 4/20/2012 | 1631 | PDO | 12030805 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 311 | 025A | 200.13 | 8/10/2009 | 1747 | PDO | 09042190 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 312 | 025A | 200.13 | 8/28/2009 | 0708 | PDO | 09058579 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 313 | 025A | 200.13 | 10/29/2009 | 1409 | PDO | 09075114 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 314 | 025A | 200.13 | 12/8/2009 | 1230 | PDO | 09075855 | ON | NON-INTERSECTION | 2 | ICY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 315 | 025A | 200.13 | 2/7/2010 | 1948 | PDO | 10005917 | OFF LEFT | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 316 | 025A | 200.13 | 10/4/2010 | 1111 | PDO | 10052813 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 317 | 025A | 200.13 | 4/22/2011 | 1549 | PDO | 11020544 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 318 | 025A | 200.13 | 1/5/2012 | 0853 | PDO | 12003148 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 319 | 025A | 200.13 | 1/11/2012 | 0935 | PDO | 12003831 | ON | NON-INTERSECTION | 2 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 320 | 025A | 200.14 | 3/20/2010 | 1741 | PDO | 10013828 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 321 | 025A | 200.15 | 9/18/2009 | 1650 | PDO | 09048889 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 322 | 025A | 200.15 | 4/2/2011 | 0005 | PDO | 11017436 | ON | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 323 | 025A | 200.15 | 4/25/2011 | 1301 | PDO | 11022548 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 324 | 025A | 200.15 | 3/16/2010 | 1121 | PDO | 10013588 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 325 | 025A | 200.19 | 6/5/2012 | 1830 | PDO | 12035772 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 326 | 025A | 200.19 | 3/7/2010 | 1852 | PDO | 10015335 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 327 | 025A | 200.22 | 6/24/2012 | 2050 | PDO | 12033476 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 328 | 025A | 200.26 | 10/14/2009 | 2148 | INJ | 09055661 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 329 | 025A | 200.29 | 1/9/2011 | 0725 | PDO | 11002424 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 330 | 025A | 200.3 | 1/9/2011 | 1555 | PDO | 11002392 | ON | NON-INTERSECTION | 2 | SNOWY | DAWN OR DUSK |
| 331 | 025A | 200.3 | 2/8/2012 | 1542 | PDO | 12008721 | OFF RIGHT | NON-INTERSECTION | 1 | WET | DAYLIGHT |
| 332 | 025A | 200.3 | 3/17/2010 | 1325 | INJ | 10015947 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |
| 333 | 025A | 200.31 | 2/29/2012 | 1649 | INJ | 12010478 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 334 | 025A | 200.33 | 5/21/2010 | 1626 | PDO | 10027560 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 335 | 025A | 200.33 | 6/11/2011 | 2231 | PDO | 11030287 | ON | NON-INTERSECTION | 4 | DRY | DARK-UNLIGHTED |
| 336 | 025A | 200.35 | 9/3/2009 | 1858 | PDO | 09049769 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|------------------------------|-------------|---------------------------------|-----------------------|---------|
| 281 | NONE | OVERTURNING | N | SUV | NONE APPARENT | 065 |
| 282 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 283 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 035 |
| 284 | NONE | REAR END | N | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | UK |
| 285 | NONE | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | 048 |
| 286 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | OTHER FACTOR | UK |
| 287 | SNOW/SLEET/HAIL | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 288 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 289 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 045 |
| 290 | NONE | REAR END | N | SUV | NONE APPARENT | 040 |
| 291 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 292 | RAIN | REAR END | N | HIT & RUN - UNKNOWN | DISTRACTED/OTHER | 050 |
| 293 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 294 | RAIN | CONCRETE HIGHWAY BARRIER | S | SUV | DRIVER INEXPERIENCE | 055 |
| 295 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 296 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 010 |
| 297 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 298 | NONE | INVOLVING OTHER OBJECT | N | PASSENGER CAR/VAN | DUI, DWAI, DUID | 070 |
| 299 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 055 |
| 300 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 010 |
| 301 | NONE | REAR END | N | SUV | AGRESSIVE DRIVING | 020 |
| 302 | RAIN | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 303 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/RADIO | 050 |
| 304 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 065 |
| 305 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 306 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 307 | NONE | VEHICLE DEBRIS OR CARGO | N | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 035 |
| 308 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 45 |
| 309 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 35 |
| 310 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 030 |
| 311 | NONE | REAR END | S | SUV | NONE APPARENT | UK |
| 312 | NONE | REAR END | S | PASSENGER CAR/VAN | ASLEEP AT THE WHEEL | UK |
| 313 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 314 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |
| 315 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | UK |
| 316 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | AGRESSIVE DRIVING | 000 |
| 317 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | PHYSICAL DISABILITY | 065 |
| 318 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 35 |
| 319 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | SUV | DRIVER INEXPERIENCE | 55 |
| 320 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 321 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 322 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 323 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 324 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 000 |
| 325 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 326 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 327 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 055 |
| 328 | NONE | CULVERT/HEADWALL | N | PASSENGER CAR/VAN | DISTRACTED/PASSENGER | 070 |
| 329 | SNOW/SLEET/HAIL | REAR END | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 025 |
| 330 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 331 | NONE | OVERTURNING | NW | SUV | DRIVER INEXPERIENCE | 55 |
| 332 | NONE | CRASH CUSHION/TRAFFIC BARREL | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 333 | NONE | REAR END | N | SUV | DISTRACTED/OTHER | 40 |
| 334 | NONE | REAR END | N | SUV | DISTRACTED/CELL PHONE | 040 |
| 335 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 336 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|--------------------------------|----------------|
| 337 | 025A | 200.35 | 2/14/2010 | 1133 | PDO | 10005869 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 338 | 025A | 200.35 | 2/14/2010 | 1153 | PDO | 10006200 | OFF RIGHT | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 339 | 025A | 200.35 | 3/14/2010 | 0535 | INJ | 10013528 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 340 | 025A | 200.35 | 5/26/2010 | 1604 | PDO | 10028154 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 341 | 025A | 200.35 | 7/6/2010 | 1830 | PDO | 10048769 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 342 | 025A | 200.35 | 11/4/2010 | 1701 | PDO | 10068135 | ON | NON-INTERSECTION | 3 | DRY | DAWN OR DUSK |
| 343 | 025A | 200.35 | 8/8/2011 | 1610 | PDO | 11042156 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 344 | 025A | 200.35 | 1/12/2012 | 0639 | INJ | 12001445 | ON | NON-INTERSECTION | 3 | DRY | DAWN OR DUSK |
| 345 | 025A | 200.35 | 6/25/2012 | 0747 | PDO | 12035414 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 346 | 025A | 200.36 | 10/7/2009 | 1629 | PDO | 09074674 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 347 | 025A | 200.37 | 8/5/2009 | 2038 | INJ | 09041019 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 348 | 025A | 200.38 | 6/9/2011 | 1537 | PDO | 11031066 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 349 | 025A | 200.38 | 8/11/2011 | 1610 | PDO | 11043669 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 350 | 025A | 200.39 | 7/27/2010 | 1711 | PDO | 10053844 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 351 | 025A | 200.39 | 9/16/2010 | 0745 | PDO | 10048338 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 352 | 025A | 200.39 | 5/3/2012 | 1610 | PDO | 12031047 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 353 | 025A | 200.4 | 12/24/2009 | 0920 | PDO | 09070502 | OFF RIGHT | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 354 | 025A | 200.41 | 7/9/2009 | 0715 | PDO | 09035771 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 355 | 025A | 200.41 | 7/31/2009 | 1200 | PDO | 09038843 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 356 | 025A | 200.45 | 12/1/2010 | 1835 | PDO | 10070045 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 357 | 025A | 200.46 | 10/8/2011 | 1252 | PDO | 11055535 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 358 | 025A | 200.46 | 2/14/2010 | 1335 | PDO | 10006801 | ON | NON-INTERSECTION | 2 | SLUSHY | DAYLIGHT |
| 359 | 025A | 200.48 | 9/13/2011 | 0807 | PDO | 11049994 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 360 | 025A | 200.49 | 2/14/2010 | 1109 | PDO | 10006824 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 361 | 025A | 200.49 | 2/14/2010 | 1109 | PDO | 10006817 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 362 | 025A | 200.49 | 1/6/2011 | 1747 | PDO | 11002444 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 363 | 025A | 200.49 | 9/16/2011 | 0730 | PDO | 11050608 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 364 | 025A | 200.5 | 1/2/2010 | 1353 | PDO | 10003816 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 365 | 025A | 200.5 | 5/23/2012 | 1659 | PDO | 12039310 | ON | NON-INTERSECTION | 3 | WET | DAYLIGHT |
| 366 | 025A | 200.5 | 12/31/2009 | 2225 | PDO | 09071513 | ON | RAMP | 2 | DRY | DARK-UNLIGHTED |
| 367 | 025A | 200.5 | 3/20/2010 | 1017 | PDO | 10013807 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 368 | 025A | 200.51 | 7/30/2009 | 1715 | PDO | 09038822 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 369 | 025A | 200.51 | 8/12/2009 | 0955 | PDO | 09042033 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 370 | 025A | 200.51 | 12/24/2009 | 1240 | PDO | 09076207 | ON | NON-INTERSECTION | 3 | SLUSHY | DAYLIGHT |
| 371 | 025A | 200.51 | 12/24/2009 | 1225 | PDO | 09071246 | ON | NON-INTERSECTION | 2 | WET W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 372 | 025A | 200.51 | 2/1/2010 | 2237 | PDO | 10007944 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 373 | 025A | 200.51 | 3/23/2010 | 2140 | PDO | 10015458 | OFF LEFT | NON-INTERSECTION | 1 | SNOWY | DARK-LIGHTED |
| 374 | 025A | 200.51 | 4/26/2010 | 1720 | PDO | 10022024 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 375 | 025A | 200.51 | 8/4/2010 | 1639 | PDO | 10040821 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 376 | 025A | 200.51 | 8/28/2010 | 1754 | PDO | 10060759 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 377 | 025A | 200.51 | 2/25/2011 | 0730 | PDO | 11010878 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 378 | 025A | 200.51 | 4/20/2011 | 1810 | PDO | 11020466 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 379 | 025A | 200.51 | 4/27/2011 | 1755 | PDO | 11022650 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 380 | 025A | 200.51 | 6/7/2011 | 1324 | PDO | 11029063 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 381 | 025A | 200.51 | 8/16/2011 | 0725 | PDO | 11044129 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 382 | 025A | 200.51 | 11/10/2011 | 1720 | PDO | 11075721 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 383 | 025A | 200.51 | 1/11/2012 | 0620 | PDO | 12021493 | ON | NON-INTERSECTION | 5 | SNOWY | DAYLIGHT |
| 384 | 025A | 200.51 | 1/18/2012 | 1729 | PDO | 12007799 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 385 | 025A | 200.51 | 6/7/2012 | 0733 | PDO | 12029692 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 386 | 025A | 200.51 | 10/5/2009 | 0650 | PDO | 09053145 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 387 | 025A | 200.51 | 10/28/2009 | 0546 | PDO | 09058646 | ON | NON-INTERSECTION | 2 | SNOWY | DARK-UNLIGHTED |
| 388 | 025A | 200.51 | 2/14/2010 | 1131 | PDO | 10006799 | ON | NON-INTERSECTION | 3 | SLUSHY | DAYLIGHT |
| 389 | 025A | 200.51 | 8/20/2010 | 0800 | PDO | 10043575 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 390 | 025A | 200.51 | 10/8/2010 | 0900 | PDO | 10054333 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 391 | 025A | 200.51 | 2/1/2011 | 0811 | PDO | 11006376 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 392 | 025A | 200.51 | 5/16/2011 | 0925 | PDO | 11024406 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|---------------------------------|--------------------------|---------|
| 337 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 338 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 339 | NONE | OTHER NON-COLLISION | N | PASSENGER CAR/VAN | DRIVER FATIGUE | 055 |
| 340 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 045 |
| 341 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 342 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 055 |
| 343 | NONE | REAR END | N | SUV | OTHER FACTOR | 050 |
| 344 | NONE | REAR END | N | SUV | NONE APPARENT | 50 |
| 345 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 346 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 347 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 065 |
| 348 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 349 | NONE | REAR END | S | SUV | AGRESSIVE DRIVING | 010 |
| 350 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 020 |
| 351 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 040 |
| 352 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 353 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 354 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 004 |
| 355 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 356 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 357 | RAIN | SIDESWIPE (SAME DIRECTION) | N | SUV | DRIVER INEXPERIENCE | 000 |
| 358 | SNOW/SLEET/HAIL | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 359 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 360 | SNOW/SLEET/HAIL | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 361 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 362 | NONE | REAR END | N | HIT & RUN - UNKNOWN | OTHER FACTOR | UK |
| 363 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 364 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 020 |
| 365 | RAIN | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 045 |
| 366 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 000 |
| 367 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 368 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 045 |
| 369 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 035 |
| 370 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 040 |
| 371 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | OTHER FACTOR | 053 |
| 372 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 373 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | 036 |
| 374 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 375 | RAIN | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 376 | NONE | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | UK |
| 377 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 030 |
| 378 | RAIN | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 035 |
| 379 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 380 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 381 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | UK |
| 382 | NONE | REAR END | N | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 040 |
| 383 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | UK |
| 384 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 35 |
| 385 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 060 |
| 386 | NONE | REAR END | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 004 |
| 387 | SNOW/SLEET/HAIL | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 388 | SNOW/SLEET/HAIL | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 389 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 390 | NONE | VEHICLE DEBRIS OR CARGO | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 065 |
| 391 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | OTHER FACTOR | 040 |
| 392 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|---------------------------------|----------------|
| 393 | 025A | 200.51 | 2/24/2012 | 1721 | PDO | 12010273 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 394 | 025A | 200.51 | 5/19/2012 | 0810 | PDO | 12025666 | OFF LEFT | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 395 | 025A | 200.52 | 2/23/2012 | 0500 | PDO | 12011162 | ON | NON-INTERSECTION | 2 | SNOWY | DARK-UNLIGHTED |
| 396 | 025A | 200.53 | 8/4/2011 | 2050 | PDO | 11042907 | ON | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 397 | 025A | 200.53 | 12/13/2011 | 1748 | PDO | 11073575 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 398 | 025A | 200.53 | 10/17/2010 | 0450 | PDO | 10063390 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 399 | 025A | 200.53 | 2/14/2010 | 1100 | PDO | 10008140 | ON | NON-INTERSECTION | 4 | SNOWY | DAYLIGHT |
| 400 | 025A | 200.55 | 2/7/2010 | 0913 | PDO | 10004729 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DAYLIGHT |
| 401 | 025A | 200.55 | 3/21/2011 | 1711 | PDO | 11017034 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 402 | 025A | 200.57 | 8/6/2009 | 1821 | PDO | 09041056 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 403 | 025A | 200.58 | 5/9/2012 | 1800 | INJ | 12031154 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 404 | 025A | 200.59 | 1/15/2010 | 1615 | PDO | 10001562 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 405 | 025A | 200.59 | 5/31/2011 | 1819 | PDO | 11028245 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 406 | 025A | 200.59 | 2/3/2012 | 1304 | PDO | 12015930 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DAYLIGHT |
| 407 | 025A | 200.6 | 2/10/2010 | 0745 | PDO | 10005879 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 408 | 025A | 200.6 | 8/25/2009 | 0740 | PDO | 09045442 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 409 | 025A | 200.6 | 11/3/2009 | 2350 | INJ | 09060093 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DARK-UNLIGHTED |
| 410 | 025A | 200.6 | 12/6/2009 | 0654 | PDO | 09065989 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DAYLIGHT |
| 411 | 025A | 200.6 | 8/1/2010 | 1720 | PDO | 10044554 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 412 | 025A | 200.6 | 4/16/2012 | 1530 | PDO | 12021662 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 413 | 025A | 200.61 | 3/3/2010 | 0735 | PDO | 10010874 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 414 | 025A | 200.61 | 4/25/2011 | 2147 | INJ | 11022570 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 415 | 025A | 200.61 | 7/13/2009 | 1240 | INJ | 09036956 | OFF LEFT | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 416 | 025A | 200.61 | 3/24/2010 | 1025 | INJ | 10015473 | ON | NON-INTERSECTION | 3 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 417 | 025A | 200.61 | 8/17/2010 | 0108 | PDO | 10043735 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 418 | 025A | 200.62 | 2/10/2011 | 2007 | PDO | 11005936 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 419 | 025A | 200.63 | 10/12/2009 | 1550 | PDO | 09074910 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 420 | 025A | 200.65 | 11/1/2010 | 1840 | INJ | 10067761 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 421 | 025A | 200.66 | 2/10/2011 | 0900 | PDO | 11006000 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 422 | 025A | 200.66 | 10/30/2009 | 0935 | PDO | 09058725 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 423 | 025A | 200.66 | 10/30/2009 | 0935 | PDO | 09058727 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 424 | 025A | 200.68 | 9/9/2010 | 1115 | PDO | 10048805 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 425 | 025A | 200.7 | 5/31/2011 | 1705 | PDO | 11028235 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 426 | 025A | 200.73 | 5/26/2010 | 1510 | PDO | 10028149 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 427 | 025A | 200.75 | 3/23/2012 | 1607 | PDO | 12014493 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 428 | 025A | 200.76 | 4/25/2011 | 2150 | PDO | 11022566 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 429 | 025A | 200.79 | 12/21/2011 | 2015 | PDO | 11071791 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 430 | 025A | 200.84 | 2/9/2012 | 0925 | PDO | 12006208 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 431 | 025A | 200.9 | 12/6/2009 | 1959 | PDO | 09066029 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 432 | 025A | 200.9 | 7/22/2010 | 1338 | PDO | 10037833 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 433 | 025A | 201.09 | 7/2/2009 | 1530 | PDO | 09035465 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 434 | 025A | 201.09 | 8/13/2009 | 1753 | PDO | 09042094 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 435 | 025A | 201.09 | 10/1/2009 | 1715 | PDO | 09052597 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 436 | 025A | 201.09 | 12/6/2009 | 0554 | PDO | 09065986 | OFF LEFT | NON-INTERSECTION | 1 | SNOWY | DARK-LIGHTED |
| 437 | 025A | 201.09 | 2/18/2010 | 1910 | PDO | 10006853 | ON | NON-INTERSECTION | 2 | SNOWY W/VIS ICY ROAD TREATMENT | DARK-LIGHTED |
| 438 | 025A | 201.09 | 3/12/2010 | 1715 | PDO | 10012150 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 439 | 025A | 201.09 | 5/11/2010 | 0723 | PDO | 10024664 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 440 | 025A | 201.09 | 11/18/2010 | 1754 | PDO | 10066358 | ON | NON-INTERSECTION | 3 | DRY | DAWN OR DUSK |
| 441 | 025A | 201.09 | 12/28/2010 | 2020 | PDO | 10071545 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 442 | 025A | 201.09 | 7/31/2011 | 1829 | INJ | 11040483 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 443 | 025A | 201.09 | 10/28/2011 | 1649 | PDO | 11061798 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 444 | 025A | 201.09 | 12/22/2011 | 1949 | INJ | 11071905 | ON | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 445 | 025A | 201.09 | 3/9/2012 | 2145 | PDO | 12018504 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 446 | 025A | 201.09 | 6/30/2010 | 0650 | PDO | 10035148 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 447 | 025A | 201.09 | 7/14/2010 | 1030 | PDO | 10036347 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 448 | 025A | 201.19 | 1/7/2010 | 0625 | PDO | 10000079 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|---------------------------------|---------------------|---------|
| 393 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 30 |
| 394 | RAIN | CONCRETE HIGHWAY BARRIER | S | SUV | AGRESSIVE DRIVING | 065 |
| 395 | SNOW/SLEET/HAIL | REAR END | N | SUV | NONE APPARENT | UK |
| 396 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 397 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 035 |
| 398 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 065 |
| 399 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | SE | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 400 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 401 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 402 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 403 | NONE | REAR END | N | MOTORCYCLE | DISTRACTED/RADIO | 045 |
| 404 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 405 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 406 | FOG | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | 40 |
| 407 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 408 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 000 |
| 409 | NONE | CONCRETE HIGHWAY BARRIER | S | SUV | DUI, DWAI, DUID | 065 |
| 410 | SNOW/SLEET/HAIL | TREE | S | SUV | NONE APPARENT | 065 |
| 411 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 412 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 060 |
| 413 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 414 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 415 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | UK |
| 416 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 417 | NONE | REAR END | S | PASSENGER CAR/VAN | DUI, DWAI, DUID | 070 |
| 418 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 419 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | OTHER FACTOR | 060 |
| 420 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | OTHER FACTOR | 040 |
| 421 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 055 |
| 422 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | UK |
| 423 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | UK |
| 424 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |
| 425 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 426 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 055 |
| 427 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 15 |
| 428 | RAIN | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 429 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 020 |
| 430 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/RADIO | 40 |
| 431 | SNOW/SLEET/HAIL | WALL/BUILDING | S | SUV | NONE APPARENT | 045 |
| 432 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 060 |
| 433 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 434 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 060 |
| 435 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 436 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 045 |
| 437 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | OTHER FACTOR | 055 |
| 438 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 439 | NONE | REAR END | N | SUV | OTHER FACTOR | 045 |
| 440 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 050 |
| 441 | NONE | VEHICLE DEBRIS OR CARGO | N | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 442 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 060 |
| 443 | NONE | REAR END | N | SUV | DRIVER INEXPERIENCE | 030 |
| 444 | NONE | OVERTURNING | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 050 |
| 445 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 050 |
| 446 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 447 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | OTHER FACTOR | 070 |
| 448 | RAIN | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 040 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|------------------------------|--------------|
| 449 | 025A | 201.19 | 4/14/2010 | 0820 | PDO | 10018707 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 450 | 025A | 201.21 | 7/29/2010 | 1826 | PDO | 10039098 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 451 | 025A | 201.25 | 9/14/2010 | 0850 | INJ | 10048440 | ON | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 452 | 025A | 201.25 | 4/11/2011 | 0955 | PDO | 11020070 | ON | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 453 | 025A | 201.29 | 3/30/2010 | 0750 | PDO | 10016074 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 454 | 025A | 201.29 | 5/10/2011 | 2350 | PDO | 11024108 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 455 | 025A | 201.3 | 3/20/2010 | 1048 | INJ | 10013809 | ON | NON-INTERSECTION | 3 | SNOWY | DAYLIGHT |
| 456 | 025A | 201.3 | 3/16/2010 | 1415 | PDO | 10013853 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 457 | 025A | 201.34 | 1/8/2010 | 0900 | PDO | 10000045 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 458 | 025A | 201.34 | 2/18/2010 | 2256 | PDO | 10006854 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 459 | 025A | 201.34 | 9/16/2011 | 0739 | PDO | 11050611 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 460 | 025A | 201.34 | 9/16/2011 | 0900 | PDO | 11050171 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 461 | 025A | 201.34 | 2/1/2010 | 1437 | PDO | 10004764 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 462 | 025A | 201.34 | 6/30/2011 | 2056 | PDO | 11035354 | OFF RIGHT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |
| 463 | 025A | 201.34 | 4/5/2012 | 1544 | PDO | 12016906 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 464 | 025A | 201.35 | 10/29/2009 | 2246 | PDO | 09058574 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DARK-LIGHTED |
| 465 | 025A | 201.35 | 11/20/2009 | 1913 | INJ | 09063007 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 466 | 025A | 201.35 | 3/26/2010 | 1715 | PDO | 10016028 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 467 | 025A | 201.35 | 6/9/2010 | 1319 | INJ | 10030476 | OFF RIGHT | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 468 | 025A | 201.35 | 7/23/2010 | 1953 | INJ | 10039188 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 469 | 025A | 201.35 | 9/7/2010 | 1800 | PDO | 10053592 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 470 | 025A | 201.36 | 8/17/2009 | 1816 | INJ | 09043353 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 471 | 025A | 201.36 | 12/21/2009 | 1827 | PDO | 09076150 | OFF LEFT | RAMP | 2 | DRY | DARK-LIGHTED |
| 472 | 025A | 201.39 | 2/1/2011 | 0925 | PDO | 11005743 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 473 | 025A | 201.39 | 2/4/2011 | 0641 | INJ | 11006732 | OFF LEFT | NON-INTERSECTION | 2 | ICY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 474 | 025A | 201.39 | 11/15/2009 | 2142 | PDO | 09062813 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 475 | 025A | 201.4 | 12/6/2009 | 2226 | PDO | 09066034 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DARK-LIGHTED |
| 476 | 025A | 201.42 | 4/12/2011 | 1631 | PDO | 11022453 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 477 | 025A | 201.44 | 11/15/2009 | 0820 | PDO | 09062791 | OFF RIGHT | NON-INTERSECTION | 2 | SLUSHY | DAYLIGHT |
| 478 | 025A | 201.44 | 7/9/2010 | 1554 | PDO | 10040599 | ON | RAMP | 3 | DRY | DAYLIGHT |
| 479 | 025A | 201.44 | 11/9/2010 | 1702 | PDO | 10066482 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 480 | 025A | 201.45 | 10/14/2010 | 1735 | PDO | 10063255 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 481 | 025A | 201.45 | 6/24/2012 | 1820 | INJ | 12035826 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 482 | 025A | 201.46 | 5/29/2011 | 1502 | PDO | 11028325 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 483 | 025A | 201.47 | 12/6/2011 | 1337 | PDO | 11069288 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 484 | 025A | 201.48 | 11/25/2011 | 1625 | PDO | 11066101 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 485 | 025A | 201.49 | 10/7/2009 | 1630 | PDO | 09074675 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 486 | 025A | 201.49 | 11/3/2009 | 0430 | INJ | 09065838 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 487 | 025A | 201.49 | 12/2/2009 | 0740 | PDO | 09065857 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 488 | 025A | 201.49 | 6/8/2010 | 1738 | PDO | 10031316 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 489 | 025A | 201.49 | 8/8/2010 | 0153 | PDO | 10052654 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 490 | 025A | 201.49 | 2/9/2011 | 0531 | PDO | 11006195 | OFF LEFT | NON-INTERSECTION | 3 | ICY | DARK-LIGHTED |
| 491 | 025A | 201.5 | 12/18/2009 | 1658 | INJ | 09070006 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 492 | 025A | 201.5 | 2/18/2010 | 2252 | PDO | 10008168 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 493 | 025A | 201.5 | 4/6/2010 | 0650 | PDO | 10016255 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 494 | 025A | 201.5 | 7/19/2010 | 1445 | PDO | 10040613 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 495 | 025A | 201.5 | 4/13/2011 | 0905 | PDO | 11020149 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 496 | 025A | 201.5 | 12/22/2011 | 1119 | PDO | 11071866 | ON | NON-INTERSECTION | 2 | SLUSHY | DAYLIGHT |
| 497 | 025A | 201.5 | 4/6/2012 | 2145 | PDO | 12019195 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 498 | 025A | 201.51 | 2/10/2012 | 1758 | PDO | 12007996 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 499 | 025A | 201.53 | 12/6/2009 | 0000 | PDO | 09066011 | ON | NON-INTERSECTION | 3 | SNOWY | DAYLIGHT |
| 500 | 025A | 201.53 | 2/25/2010 | 1720 | PDO | 10010431 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 501 | 025A | 201.53 | 5/4/2010 | 1840 | PDO | 10023397 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 502 | 025A | 201.53 | 5/20/2010 | 1855 | PDO | 10026470 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 503 | 025A | 201.53 | 4/8/2011 | 0730 | PDO | 11019985 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 504 | 025A | 201.53 | 1/2/2012 | 1526 | INJ | 12000870 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|------------------------------|-------------|------------------------------------|--------------------------|---------|
| 449 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 450 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 451 | NONE | OVERTURNING | N | MOTORCYCLE | NONE APPARENT | 045 |
| 452 | NONE | OVERTURNING | N | SUV | OTHER FACTOR | 065 |
| 453 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 454 | RAIN | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 070 |
| 455 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | 060 |
| 456 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 055 |
| 457 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 458 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 040 |
| 459 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 035 |
| 460 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 461 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | UK |
| 462 | RAIN | GUARD RAIL | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 463 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 464 | SNOW/SLEET/HAIL | GUARD RAIL | N | SUV | NONE APPARENT | 050 |
| 465 | NONE | GUARD RAIL | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 030 |
| 466 | NONE | REAR END | N | SUV | PHYSICAL DISABILITY | 050 |
| 467 | NONE | CRASH CUSHION/TRAFFIC BARREL | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 468 | NONE | CRASH CUSHION/TRAFFIC BARREL | N | PASSENGER CAR/VAN | DUI, DWAI, DUID | UK |
| 469 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 470 | NONE | CRASH CUSHION/TRAFFIC BARREL | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 471 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | PHYSICAL DISABILITY | 060 |
| 472 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | UK |
| 473 | SNOW/SLEET/HAIL | CRASH CUSHION/TRAFFIC BARREL | N | SUV | AGRESSIVE DRIVING | UK |
| 474 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | 050 |
| 475 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 045 |
| 476 | NONE | VEHICLE DEBRIS OR CARGO | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 477 | SNOW/SLEET/HAIL | GUARD RAIL | N | SUV | AGRESSIVE DRIVING | 030 |
| 478 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 035 |
| 479 | RAIN | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 480 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 481 | NONE | CONCRETE HIGHWAY BARRIER | N | SUV | AGRESSIVE DRIVING | 077 |
| 482 | NONE | VEHICLE DEBRIS OR CARGO | N | SUV W/TRAILER | NONE APPARENT | UK |
| 483 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 484 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 050 |
| 485 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 486 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 487 | SNOW/SLEET/HAIL | REAR END | N | SUV | NONE APPARENT | UK |
| 488 | NONE | REAR END | N | PASSENGER CAR/VAN | DUI, DWAI, DUID | UK |
| 489 | RAIN | SIDESWIPE (SAME DIRECTION) | N | SUV | DISTRACTED/OTHER | 065 |
| 490 | NONE | CONCRETE HIGHWAY BARRIER | S | PICKUP TRUCK/UTILITY VAN W/TRAILER | NONE APPARENT | UK |
| 491 | NONE | REAR END | N | SUV | DISTRACTED/OTHER | 002 |
| 492 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 045 |
| 493 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 494 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 495 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | 040 |
| 496 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | 040 |
| 497 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 498 | NONE | REAR END | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 40 |
| 499 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 055 |
| 500 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | UK |
| 501 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 035 |
| 502 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 020 |
| 503 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |
| 504 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 60 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|---------------------|------------------|----------|------------------------------|----------------|
| 505 | 025A | 201.53 | 3/24/2010 | 0555 | PDO | 10015946 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DAWN OR DUSK |
| 506 | 025A | 201.55 | 4/17/2011 | 0649 | PDO | 11020320 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 507 | 025A | 201.55 | 1/12/2012 | 1840 | PDO | 12001486 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 508 | 025A | 201.55 | 5/21/2010 | 2113 | PDO | 10035037 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 509 | 025A | 201.55 | 1/31/2011 | 0943 | PDO | 11010369 | ON | RAMP | 2 | ICY | DAYLIGHT |
| 510 | 025A | 201.55 | 3/8/2011 | 1545 | PDO | 11033068 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 511 | 025A | 201.55 | 4/8/2011 | 0727 | PDO | 11019929 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 512 | 025A | 201.55 | 5/30/2012 | 1333 | PDO | 12029366 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 513 | 025A | 201.56 | 2/14/2010 | 1315 | PDO | 10006800 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 514 | 025A | 201.56 | 9/22/2010 | 1115 | INJ | 10053374 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 515 | 025A | 201.56 | 2/11/2011 | 1205 | PDO | 11005887 | ON | RAMP | 2 | DRY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 516 | 025A | 201.56 | 4/20/2011 | 0939 | PDO | 11020427 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 517 | 025A | 201.56 | 11/23/2011 | 1729 | PDO | 11068919 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 518 | 025A | 201.56 | 8/14/2010 | 0003 | PDO | 10043545 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 519 | 025A | 201.57 | 4/30/2012 | 0648 | PDO | 12022548 | ON | RAMP | 4 | DRY | DAYLIGHT |
| 520 | 025A | 201.57 | 8/21/2009 | 1733 | PDO | 09043533 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 521 | 025A | 201.57 | 10/5/2009 | 0633 | PDO | 09053084 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 522 | 025A | 201.57 | 9/20/2010 | 1406 | PDO | 10053859 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 523 | 025A | 201.57 | 2/9/2011 | 1140 | PDO | 11006132 | ON | RAMP | 2 | WET | DAYLIGHT |
| 524 | 025A | 201.57 | 5/12/2011 | 1412 | PDO | 11024180 | ON | RAMP | 2 | WET | DAYLIGHT |
| 525 | 025A | 201.57 | 6/14/2011 | 0830 | PDO | 11031218 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 526 | 025A | 201.57 | 7/4/2009 | 0205 | PDO | 09035540 | OFF LEFT | NON-INTERSECTION | 1 | WET | DARK-UNLIGHTED |
| 527 | 025A | 201.57 | 12/8/2009 | 1205 | PDO | 09067278 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 528 | 025A | 201.57 | 12/21/2009 | 1425 | PDO | 09070645 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 529 | 025A | 201.57 | 4/14/2010 | 0645 | PDO | 10020280 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 530 | 025A | 201.57 | 6/14/2011 | 1050 | PDO | 11031222 | OFF DIVIDED HIGHWAY | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 531 | 025A | 201.57 | 9/6/2011 | 2130 | PDO | 11049216 | ON | NON-INTERSECTION | 2 | WET | DARK-UNLIGHTED |
| 532 | 025A | 201.58 | 11/4/2010 | 0704 | PDO | 10068091 | ON | RAMP | 4 | DRY | DAYLIGHT |
| 533 | 025A | 201.58 | 12/7/2010 | 0708 | PDO | 10070914 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 534 | 025A | 201.58 | 11/21/2011 | 0741 | PDO | 11067601 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 535 | 025A | 201.58 | 6/26/2012 | 0747 | PDO | 12035155 | ON | RAMP | 3 | DRY | DAYLIGHT |
| 536 | 025A | 201.58 | 8/22/2009 | 0215 | PDO | 09043550 | ON | RAMP | 1 | DRY | DARK-UNLIGHTED |
| 537 | 025A | 201.58 | 11/15/2009 | 0858 | PDO | 09061613 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 538 | 025A | 201.58 | 1/6/2010 | 2140 | PDO | 10000086 | ON | NON-INTERSECTION | 3 | ICY | DARK-UNLIGHTED |
| 539 | 025A | 201.58 | 5/14/2010 | 2150 | PDO | 10025012 | ON | RAMP | 2 | WET | DARK-UNLIGHTED |
| 540 | 025A | 201.58 | 10/21/2010 | 1835 | PDO | 10063636 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 541 | 025A | 201.58 | 4/25/2011 | 2150 | PDO | 11022573 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 542 | 025A | 201.58 | 6/25/2011 | 1020 | PDO | 11049019 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 543 | 025A | 201.58 | 8/9/2011 | 1257 | PDO | 11042789 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 544 | 025A | 201.58 | 9/9/2011 | 1530 | INJ | 11065901 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 545 | 025A | 201.58 | 9/14/2011 | 2349 | INJ | 11049923 | ON | NON-INTERSECTION | 1 | WET | DARK-UNLIGHTED |
| 546 | 025A | 201.58 | 10/24/2011 | 1540 | PDO | 11059075 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 547 | 025A | 201.58 | 2/8/2012 | 0855 | PDO | 12006185 | ON | RAMP | 3 | WET | DAYLIGHT |
| 548 | 025A | 201.58 | 8/9/2009 | 0606 | INJ | 09046558 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |
| 549 | 025A | 201.58 | 8/14/2009 | 1145 | PDO | 09042124 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 550 | 025A | 201.58 | 8/21/2009 | 0731 | INJ | 09045408 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 551 | 025A | 201.58 | 12/8/2009 | 1600 | PDO | 09067300 | ON | RAMP | 2 | ICY | DAYLIGHT |
| 552 | 025A | 201.58 | 4/14/2010 | 1447 | PDO | 10018721 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 553 | 025A | 201.58 | 1/9/2011 | 1224 | PDO | 11026449 | ON | NON-INTERSECTION | 2 | WET W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 554 | 025A | 201.58 | 2/21/2011 | 1500 | PDO | 11010746 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 555 | 025A | 201.58 | 3/13/2010 | 1028 | PDO | 10012155 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 556 | 025A | 201.59 | 8/7/2009 | 1605 | PDO | 09041191 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 557 | 025A | 201.59 | 8/16/2009 | 1448 | PDO | 09043317 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 558 | 025A | 201.59 | 11/15/2009 | 0820 | PDO | 09061615 | ON | NON-INTERSECTION | 2 | SNOWY | DAYLIGHT |
| 559 | 025A | 201.59 | 3/9/2010 | 0859 | PDO | 10012025 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 560 | 025A | 201.59 | 4/16/2010 | 1720 | PDO | 10019139 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|------------------------------|-------------|--------------------------|-----------------------|---------|
| 505 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 506 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | 055 |
| 507 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 508 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 509 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | 045 |
| 510 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 511 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | UK |
| 512 | NONE | REAR END | SE | PICKUP TRUCK/UTILITY VAN | DISTRACTED/CELL PHONE | 020 |
| 513 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 050 |
| 514 | NONE | REAR END | N | SUV | NONE APPARENT | 035 |
| 515 | NONE | REAR END | N | SUV | DISTRACTED/PASSENGER | 010 |
| 516 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | 030 |
| 517 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 518 | NONE | SIDESWIPE (SAME DIRECTION) | W | PICKUP TRUCK/UTILITY VAN | DUI, DWAI, DUID | 065 |
| 519 | NONE | REAR END | E | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 520 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 521 | FOG | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 522 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 523 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 524 | RAIN | REAR END | N | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | UK |
| 525 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | 005 |
| 526 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | UK |
| 527 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | AGRESSIVE DRIVING | UK |
| 528 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 529 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | UK |
| 530 | NONE | VEHICLE DEBRIS OR CARGO | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 531 | RAIN | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 532 | NONE | REAR END | E | SUV | DRIVER INEXPERIENCE | 040 |
| 533 | NONE | REAR END | E | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 015 |
| 534 | NONE | REAR END | E | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 535 | NONE | REAR END | E | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 030 |
| 536 | NONE | CRASH CUSHION/TRAFFIC BARREL | N | PICKUP TRUCK/UTILITY VAN | DUI, DWAI, DUID | UK |
| 537 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 538 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 539 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 025 |
| 540 | NONE | REAR END | N | SUV | OTHER FACTOR | UK |
| 541 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 045 |
| 542 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 030 |
| 543 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 544 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 545 | RAIN | CRASH CUSHION/TRAFFIC BARREL | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 546 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | ILLNESS/MEDICAL | UK |
| 547 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 35 |
| 548 | NONE | EMBANKMENT | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 035 |
| 549 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | UK |
| 550 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 551 | NONE | REAR END | S | SUV | NONE APPARENT | 015 |
| 552 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 553 | SNOW/SLEET/HAIL | ROAD MAINTENANCE EQUIPMENT | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 554 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 020 |
| 555 | NONE | REAR END | SE | SUV | NONE APPARENT | 025 |
| 556 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 557 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | 060 |
| 558 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | UK |
| 559 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 000 |
| 560 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | 050 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|-------------------------------|--------------|
| 561 | 025A | 201.59 | 5/19/2010 | 0800 | PDO | 10026406 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 562 | 025A | 201.59 | 7/29/2010 | 1819 | PDO | 10048871 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 563 | 025A | 201.59 | 9/1/2010 | 1807 | PDO | 10046419 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 564 | 025A | 201.59 | 9/15/2010 | 1714 | PDO | 10048356 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 565 | 025A | 201.59 | 9/29/2010 | 1418 | INJ | 10054078 | ON | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 566 | 025A | 201.59 | 10/4/2010 | 1640 | INJ | 10054087 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 567 | 025A | 201.59 | 11/8/2010 | 0804 | PDO | 10068299 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 568 | 025A | 201.59 | 12/27/2010 | 1537 | PDO | 10071486 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 569 | 025A | 201.59 | 1/10/2011 | 1210 | PDO | 11002008 | OFF RIGHT | NON-INTERSECTION | 1 | SLUSHY | DAYLIGHT |
| 570 | 025A | 201.59 | 1/27/2011 | 0708 | PDO | 11006969 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 571 | 025A | 201.59 | 2/1/2011 | 1220 | PDO | 11005758 | ON | NON-INTERSECTION | 2 | ICY W/IS ICY ROAD TREATMENT | DAYLIGHT |
| 572 | 025A | 201.59 | 2/8/2011 | 2027 | PDO | 11006187 | ON | NON-INTERSECTION | 2 | ICY | DARK-LIGHTED |
| 573 | 025A | 201.59 | 2/9/2011 | 0729 | PDO | 11006098 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 574 | 025A | 201.59 | 2/9/2011 | 0533 | PDO | 11006207 | ON | NON-INTERSECTION | 3 | ICY | DAWN OR DUSK |
| 575 | 025A | 201.59 | 8/8/2011 | 1758 | PDO | 11042389 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 576 | 025A | 201.59 | 8/15/2011 | 1703 | PDO | 11043156 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 577 | 025A | 201.59 | 12/15/2011 | 1722 | PDO | 11073661 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 578 | 025A | 201.59 | 12/16/2011 | 2252 | PDO | 11075180 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 579 | 025A | 201.59 | 2/7/2012 | 0934 | PDO | 12007926 | ON | NON-INTERSECTION | 2 | SLUSHY | DAYLIGHT |
| 580 | 025A | 201.59 | 2/9/2012 | 0910 | PDO | 12006212 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 581 | 025A | 201.59 | 2/21/2011 | 1324 | PDO | 11010745 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 582 | 025A | 201.59 | 1/17/2010 | 1150 | PDO | 10004531 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 583 | 025A | 201.59 | 3/4/2010 | 1922 | PDO | 10010546 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 584 | 025A | 201.59 | 3/20/2010 | 0245 | PDO | 10013791 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 585 | 025A | 201.59 | 4/21/2010 | 0735 | PDO | 10024025 | ON | NON-INTERSECTION | 2 | UNKNOWN | DAYLIGHT |
| 586 | 025A | 201.59 | 8/14/2010 | 1324 | PDO | 10043905 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 587 | 025A | 201.59 | 12/1/2010 | 0755 | PDO | 10070008 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 588 | 025A | 201.59 | 12/31/2010 | 1629 | PDO | 10071718 | OFF LEFT | NON-INTERSECTION | 1 | SNOWY W/IS ICY ROAD TREATMENT | DAYLIGHT |
| 589 | 025A | 201.59 | 3/23/2011 | 1608 | PDO | 11017069 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 590 | 025A | 201.59 | 6/14/2011 | 1606 | PDO | 11031241 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 591 | 025A | 201.59 | 8/9/2011 | 1740 | PDO | 11042426 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 592 | 025A | 201.59 | 8/29/2011 | 0840 | PDO | 11046696 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 593 | 025A | 201.59 | 10/5/2011 | 0640 | PDO | 11054261 | OFF LEFT | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 594 | 025A | 201.59 | 11/1/2011 | 2240 | PDO | 11072434 | OFF LEFT | NON-INTERSECTION | 1 | SLUSHY | DARK-LIGHTED |
| 595 | 025A | 201.59 | 11/17/2011 | 0755 | PDO | 11068827 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 596 | 025A | 201.59 | 5/2/2012 | 2104 | PDO | 12030977 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 597 | 025A | 201.59 | 5/2/2012 | 2135 | PDO | 12030976 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 598 | 025A | 201.6 | 7/4/2009 | 0101 | PDO | 09035539 | OFF RIGHT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |
| 599 | 025A | 201.6 | 9/25/2009 | 1323 | INJ | 09050994 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 600 | 025A | 201.6 | 10/8/2009 | 0720 | PDO | 09053439 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 601 | 025A | 201.6 | 4/7/2010 | 0840 | PDO | 10019781 | ON | NON-INTERSECTION | 4 | WET | DAYLIGHT |
| 602 | 025A | 201.6 | 12/26/2010 | 1410 | PDO | 10071452 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 603 | 025A | 201.6 | 1/23/2010 | 1049 | PDO | 10001311 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 604 | 025A | 201.6 | 3/12/2010 | 2006 | PDO | 10012149 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 605 | 025A | 201.6 | 3/16/2010 | 1400 | PDO | 10013594 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 606 | 025A | 201.6 | 8/26/2010 | 1548 | PDO | 10044903 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 607 | 025A | 201.6 | 11/17/2010 | 1620 | PDO | 10066289 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 608 | 025A | 201.6 | 8/7/2010 | 1830 | PDO | 10040992 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 609 | 025A | 201.61 | 7/9/2010 | 1600 | PDO | 10044587 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 610 | 025A | 201.61 | 8/20/2010 | 1623 | PDO | 10046265 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 611 | 025A | 201.61 | 2/6/2011 | 1050 | PDO | 11031718 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DAYLIGHT |
| 612 | 025A | 201.61 | 7/27/2010 | 0945 | PDO | 10039027 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 613 | 025A | 201.61 | 9/2/2010 | 0750 | PDO | 10048745 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 614 | 025A | 201.62 | 2/25/2012 | 0917 | PDO | 12010317 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 615 | 025A | 201.62 | 10/17/2011 | 1853 | PDO | 11057943 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 616 | 025A | 201.62 | 6/30/2011 | 2141 | PDO | 11035362 | ON | RAMP | 3 | WET | DARK-LIGHTED |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|---------------------------------|-----------------------|---------|
| 561 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 562 | NONE | SIDESWIPE (SAME DIRECTION) | N | SUV | NONE APPARENT | UK |
| 563 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 010 |
| 564 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | UK |
| 565 | NONE | VEHICLE DEBRIS OR CARGO | N | SUV | NONE APPARENT | 060 |
| 566 | NONE | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | 050 |
| 567 | NONE | REAR END | N | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 568 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 569 | NONE | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 570 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 571 | NONE | REAR END | N | SUV | NONE APPARENT | 005 |
| 572 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | N | SUV | AGRESSIVE DRIVING | UK |
| 573 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 574 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 050 |
| 575 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 025 |
| 576 | NONE | REAR END | N | SUV | OTHER FACTOR | UK |
| 577 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 578 | NONE | REAR END | N | PASSENGER CAR/VAN | DUI, DWAI, DUID | 035 |
| 579 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | UK |
| 580 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 40 |
| 581 | NONE | REAR END | NE | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 582 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | OTHER FACTOR | 000 |
| 583 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 030 |
| 584 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | DUI, DWAI, DUID | UK |
| 585 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 586 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 065 |
| 587 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 588 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | DRIVER INEXPERIENCE | 040 |
| 589 | NONE | VEHICLE DEBRIS OR CARGO | S | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |
| 590 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 010 |
| 591 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 000 |
| 592 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | UK |
| 593 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | OTHER FACTOR | 070 |
| 594 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 595 | NONE | REAR END | S | HIT & RUN - UNKNOWN | NONE APPARENT | 010 |
| 596 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 597 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 598 | RAIN | CONCRETE HIGHWAY BARRIER | N | SUV | DRIVER INEXPERIENCE | 055 |
| 599 | NONE | REAR END | N | SUV | DISTRACTED/OTHER | 020 |
| 600 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 601 | NONE | REAR END | N | SUV | NONE APPARENT | UK |
| 602 | NONE | CONCRETE HIGHWAY BARRIER | N | SUV | ILLNESS/MEDICAL | UK |
| 603 | NONE | REAR END | NW | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 604 | NONE | REAR END | NW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 025 |
| 605 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 606 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 607 | NONE | REAR END | S | SUV | NONE APPARENT | 005 |
| 608 | NONE | REAR END | SW | SUV | NONE APPARENT | UK |
| 609 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 610 | NONE | REAR END | N | HIT & RUN - UNKNOWN | DISTRACTED/OTHER | 010 |
| 611 | FOG | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | 055 |
| 612 | NONE | REAR END | NW | SUV | NONE APPARENT | 005 |
| 613 | NONE | SIDESWIPE (SAME DIRECTION) | NW | HIT & RUN - UNKNOWN | NONE APPARENT | 030 |
| 614 | NONE | REAR END | N | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 10 |
| 615 | NONE | REAR END | NW | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 616 | RAIN | REAR END | S | SUV | DUI, DWAI, DUID | 030 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|--------|------------|------|----------|----------|-----------|------------------|----------|---------------------------------|----------------|
| 617 | 025A | 201.62 | 5/2/2012 | 1955 | PDO | 12030975 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 618 | 025A | 201.62 | 6/24/2012 | 0235 | PDO | 12035824 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 619 | 025A | 201.63 | 3/25/2010 | 0200 | PDO | 10015809 | OFF LEFT | RAMP | 1 | ICY | DARK-UNLIGHTED |
| 620 | 025A | 201.63 | 5/16/2011 | 1807 | PDO | 11024431 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 621 | 025A | 201.63 | 1/13/2012 | 1020 | PDO | 12007790 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 622 | 025A | 201.65 | 2/1/2011 | 1200 | PDO | 11005759 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 623 | 025A | 201.65 | 4/15/2011 | 0730 | PDO | 11020230 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 624 | 025A | 201.65 | 7/14/2011 | 0757 | PDO | 11035641 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 625 | 025A | 201.67 | 8/4/2010 | 1140 | INJ | 10040804 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 626 | 025A | 201.68 | 3/23/2012 | 1641 | PDO | 12014495 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 627 | 025A | 201.68 | 6/5/2012 | 1745 | PDO | 12035770 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 628 | 025A | 201.68 | 1/23/2012 | 1640 | PDO | 12011040 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 629 | 025A | 201.69 | 9/25/2009 | 0337 | PDO | 09050881 | OFF RIGHT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |
| 630 | 025A | 201.69 | 11/15/2009 | 0035 | PDO | 09061623 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DARK-UNLIGHTED |
| 631 | 025A | 201.7 | 2/15/2012 | 1810 | PDO | 12009619 | ON | RAMP | 4 | DRY | DARK-LIGHTED |
| 632 | 025A | 201.73 | 10/28/2009 | 0545 | PDO | 09075082 | ON | NON-INTERSECTION | 2 | SLUSHY W/VIS ICY ROAD TREATMENT | DARK-UNLIGHTED |
| 633 | 025A | 201.74 | 4/22/2012 | 1026 | PDO | 12021826 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 634 | 025A | 201.74 | 4/6/2010 | 1624 | PDO | 10023317 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 635 | 025A | 201.78 | 10/28/2009 | 1000 | PDO | 09058667 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 636 | 025A | 201.78 | 12/6/2010 | 1552 | PDO | 10070891 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 637 | 025A | 201.78 | 9/29/2011 | 1559 | PDO | 11052873 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 638 | 025A | 201.78 | 1/6/2012 | 1745 | PDO | 12003200 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 639 | 025A | 201.78 | 2/10/2012 | 1846 | PDO | 12008000 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 640 | 025A | 201.79 | 12/10/2009 | 1030 | PDO | 09067379 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 641 | 025A | 201.84 | 2/26/2010 | 1624 | PDO | 10012047 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 642 | 025A | 201.84 | 7/19/2011 | 0650 | INJ | 11038296 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 643 | 025A | 201.84 | 1/9/2012 | 0643 | PDO | 12002747 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 644 | 025A | 201.84 | 4/19/2010 | 2100 | PDO | 10020324 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 645 | 025A | 201.84 | 5/28/2010 | 1030 | INJ | 10027655 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 646 | 025A | 201.84 | 11/23/2011 | 1743 | PDO | 11074304 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 647 | 025A | 201.89 | 12/8/2009 | 0930 | PDO | 09067264 | ON | NON-INTERSECTION | 3 | ICY | DAYLIGHT |
| 648 | 025A | 201.89 | 12/18/2009 | 1729 | PDO | 09076143 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 649 | 025A | 201.95 | 5/3/2010 | 2140 | INJ | 10023364 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 650 | 025A | 201.98 | 7/29/2009 | 0720 | PDO | 09038736 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 651 | 025A | 201.99 | 5/13/2010 | 1834 | PDO | 10024945 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 652 | 025A | 202.07 | 6/1/2012 | 1620 | PDO | 12029487 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 653 | 025A | 202.09 | 2/3/2012 | 1230 | PDO | 12006088 | OFF LEFT | NON-INTERSECTION | 1 | SLUSHY | DAYLIGHT |
| 654 | 025A | 202.09 | 11/27/2011 | 1246 | PDO | 11075470 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 655 | 225A | 0 | 4/18/2011 | 0635 | PDO | 11020344 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 656 | 225A | 0 | 2/14/2010 | 0232 | PDO | 10005834 | OFF LEFT | RAMP | 1 | SNOWY | DARK-LIGHTED |
| 657 | 225A | 0 | 3/20/2010 | 0831 | PDO | 10013876 | ON | RAMP | 2 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 658 | 225A | 0 | 4/13/2010 | 1310 | PDO | 10018674 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 659 | 225A | 0 | 4/27/2010 | 0757 | PDO | 10022033 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 660 | 225A | 0 | 8/26/2010 | 1834 | PDO | 10044913 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 661 | 225A | 0 | 8/31/2010 | 0930 | PDO | 10046348 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 662 | 225A | 0 | 12/31/2010 | 1015 | PDO | 10071683 | OFF RIGHT | RAMP | 1 | SLUSHY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 663 | 225A | 0 | 1/27/2011 | 1745 | PDO | 11010362 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 664 | 225A | 0 | 6/10/2011 | 1712 | PDO | 11031124 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 665 | 225A | 0 | 7/19/2011 | 0850 | PDO | 11038302 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 666 | 225A | 0 | 11/15/2011 | 1756 | PDO | 11063175 | ON | RAMP | 3 | DRY | DAWN OR DUSK |
| 667 | 225A | 0 | 1/10/2012 | 0800 | PDO | 12002764 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 668 | 225A | 0 | 3/28/2012 | 1215 | PDO | 12020244 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 669 | 225A | 0 | 5/11/2012 | 1902 | PDO | 12031151 | ON | RAMP | 2 | DRY | DAWN OR DUSK |
| 670 | 225A | 0 | 5/22/2012 | 0621 | PDO | 12039245 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 671 | 225A | 0.01 | 9/18/2010 | 1922 | PDO | 10053534 | OFF LEFT | RAMP | 1 | DRY | DARK-LIGHTED |
| 672 | 225A | 0.01 | 1/8/2011 | 0742 | PDO | 11001959 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|---------------------------------|--------------------------|---------|
| 617 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 050 |
| 618 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | OTHER FACTOR | UK |
| 619 | NONE | GUARD RAIL | N | SUV | DRIVER UNFAMILIAR W/AREA | 030 |
| 620 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 621 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 45 |
| 622 | NONE | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | 050 |
| 623 | NONE | SIDESWIPE (SAME DIRECTION) | N | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 000 |
| 624 | NONE | REAR END | S | SUV | DRIVER UNFAMILIAR W/AREA | UK |
| 625 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 030 |
| 626 | NONE | REAR END | N | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 25 |
| 627 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 628 | NONE | REAR END | S | PASSENGER CAR/VAN | ILLNESS/MEDICAL | 65 |
| 629 | RAIN | CONCRETE HIGHWAY BARRIER | N | SUV | NONE APPARENT | 050 |
| 630 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | 055 |
| 631 | NONE | REAR END | N | SUV | DISTRACTED/CELL PHONE | 25 |
| 632 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | OTHER FACTOR | UK |
| 633 | NONE | SIDESWIPE (SAME DIRECTION) | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 065 |
| 634 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 635 | SNOW/SLEET/HAIL | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 636 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | UK |
| 637 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/PASSENGER | 005 |
| 638 | NONE | REAR END | N | SCHOOL BUS (ALL SCHOOL BUSES) | OTHER FACTOR | 10 |
| 639 | NONE | REAR END | N | SUV | DISTRACTED/OTHER | 35 |
| 640 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | OTHER FACTOR | 004 |
| 641 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 642 | NONE | REAR END | N | PASSENGER CAR/VAN | OTHER FACTOR | 065 |
| 643 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | DISTRACTED/PASSENGER | 80 |
| 644 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 060 |
| 645 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | UK |
| 646 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 647 | SNOW/SLEET/HAIL | REAR END | S | SUV | AGRESSIVE DRIVING | 035 |
| 648 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | UK |
| 649 | NONE | REAR END | S | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 650 | NONE | REAR END | N | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 040 |
| 651 | NONE | REAR END | N | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 652 | NONE | REAR END | N | PASSENGER CAR/VAN | DISTRACTED/OTHER | 055 |
| 653 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | N | PASSENGER CAR/VAN | NONE APPARENT | 40 |
| 654 | NONE | REAR END | S | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | 075 |
| 655 | NONE | SIDESWIPE (SAME DIRECTION) | NW | SUV | NONE APPARENT | 055 |
| 656 | SNOW/SLEET/HAIL | OVERTURNING | S | PICKUP TRUCK/UTILITY VAN | DUI, DWAI, DUID | UK |
| 657 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 658 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 659 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 660 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 661 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 662 | SNOW/SLEET/HAIL | BRIDGE STRUCTURE | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 663 | NONE | REAR END | S | PASSENGER CAR/VAN | OTHER FACTOR | 015 |
| 664 | NONE | REAR END | S | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 665 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 030 |
| 666 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 667 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 45 |
| 668 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | UK |
| 669 | RAIN | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 000 |
| 670 | NONE | GUARD RAIL | S | SUV | DRIVER INEXPERIENCE | 065 |
| 671 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 672 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|------|------------|------|----------|----------|-----------|------------------|----------|------------------------------|----------------|
| 673 | 225A | 0.02 | 1/7/2011 | 1814 | PDO | 11002438 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 674 | 225A | 0.02 | 1/10/2011 | 1417 | PDO | 11002018 | OFF LEFT | NON-INTERSECTION | 1 | SLUSHY | DAYLIGHT |
| 675 | 225A | 0.05 | 1/11/2012 | 1334 | PDO | 12001424 | OFF RIGHT | RAMP | 2 | ICY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 676 | 225A | 0.1 | 4/23/2010 | 0650 | PDO | 10021948 | OFF LEFT | RAMP | 1 | WET | DAYLIGHT |
| 677 | 225A | 0.13 | 8/23/2011 | 1634 | PDO | 11044598 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 678 | 225A | 0.15 | 6/21/2012 | 1340 | PDO | 12031999 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 679 | 225A | 0.2 | 12/6/2010 | 1730 | PDO | 10316515 | ON | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 680 | 225A | 0.24 | 7/10/2011 | 0617 | INJ | 11049055 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |
| 681 | 225A | 0.29 | 4/3/2010 | 1212 | PDO | 10016232 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 682 | 225A | 0.29 | 9/30/2011 | 1901 | PDO | 11062518 | ON | RAMP | 3 | DRY | DAWN OR DUSK |
| 683 | 225A | 0.3 | 11/29/2009 | 1553 | PDO | 09070852 | OFF LEFT | RAMP | 2 | DRY | DAYLIGHT |
| 684 | 225A | 0.3 | 12/9/2009 | 1300 | INJ | 09067337 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 685 | 225A | 0.3 | 1/6/2010 | 1203 | PDO | 10001754 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 686 | 225A | 0.3 | 8/13/2010 | 1330 | PDO | 10043527 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 687 | 225A | 0.3 | 1/25/2011 | 0850 | PDO | 11007000 | ON | NON-INTERSECTION | 2 | DRY W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 688 | 225A | 0.3 | 7/1/2009 | 0533 | PDO | 09035391 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 689 | 225A | 0.3 | 12/6/2009 | 0802 | PDO | 09065993 | OFF LEFT | RAMP | 1 | SNOWY | DAYLIGHT |
| 690 | 225A | 0.31 | 4/19/2011 | 0005 | PDO | 11020379 | OFF LEFT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |
| 691 | 225A | 0.31 | 5/13/2011 | 1418 | PDO | 11024229 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 692 | 225A | 0.32 | 10/22/2011 | 1300 | PDO | 11058829 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 693 | 225A | 0.33 | 1/13/2011 | 0950 | PDO | 11002317 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 694 | 225A | 0.33 | 8/12/2011 | 1625 | PDO | 11043439 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 695 | 225A | 0.33 | 3/15/2012 | 1150 | PDO | 12015986 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 696 | 225A | 0.35 | 10/4/2010 | 0545 | PDO | 10069982 | ON | NON-INTERSECTION | 4 | DRY | DARK-UNLIGHTED |
| 697 | 225A | 0.37 | 6/8/2011 | 0805 | PDO | 11029094 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 698 | 225A | 0.39 | 8/10/2010 | 1729 | PDO | 10041208 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 699 | 225A | 0.4 | 5/21/2010 | 1835 | PDO | 10026512 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 700 | 225A | 0.4 | 11/12/2010 | 1817 | PDO | 10066052 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 701 | 225A | 0.5 | 6/15/2012 | 1732 | PDO | 12029913 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 702 | 225A | 0.56 | 11/12/2009 | 1742 | PDO | 09061489 | ON | RAMP | 3 | DRY | DARK-UNLIGHTED |
| 703 | 225A | 0.58 | 3/4/2010 | 2251 | PDO | 10010456 | ON | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 704 | 225A | 0.59 | 9/1/2009 | 1530 | INJ | 09046759 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 705 | 225A | 0.59 | 12/6/2011 | 0828 | PDO | 11069264 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 706 | 225A | 0.59 | 11/29/2011 | 1838 | PDO | 11069063 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 707 | 225A | 0.59 | 5/31/2012 | 0753 | PDO | 12029406 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 708 | 225A | 0.6 | 9/14/2010 | 0857 | PDO | 10048441 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 709 | 225A | 0.6 | 1/8/2010 | 1505 | PDO | 10003894 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 710 | 225A | 0.61 | 9/3/2010 | 1653 | PDO | 10046912 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 711 | 225A | 0.61 | 5/4/2012 | 0950 | PDO | 12031028 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 712 | 225A | 0.63 | 9/17/2011 | 1453 | PDO | 11050639 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 713 | 225A | 0.65 | 10/12/2011 | 1720 | PDO | 11056660 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 714 | 225A | 0.69 | 4/23/2010 | 1419 | INJ | 10020383 | OFF LEFT | NON-INTERSECTION | 1 | WET | DAYLIGHT |
| 715 | 225A | 0.75 | 10/10/2009 | 0400 | PDO | 09054671 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 716 | 225A | 0.75 | 11/18/2011 | 1829 | PDO | 11068843 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 717 | 225A | 0.75 | 4/1/2010 | 1713 | PDO | 10016763 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 718 | 225A | 0.77 | 1/31/2012 | 0658 | PDO | 12008514 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 719 | 225A | 0.77 | 2/16/2012 | 1731 | PDO | 12009705 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 720 | 225A | 0.79 | 1/26/2012 | 1648 | PDO | 12004031 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 721 | 225A | 0.79 | 5/31/2012 | 0915 | PDO | 12029413 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 722 | 225A | 0.79 | 7/26/2009 | 1117 | PDO | 09037533 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 723 | 225A | 0.79 | 8/27/2009 | 1756 | PDO | 09045571 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 724 | 225A | 0.79 | 10/11/2009 | 0350 | PDO | 09054673 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 725 | 225A | 0.79 | 11/22/2009 | 1615 | PDO | 09063058 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 726 | 225A | 0.79 | 11/25/2009 | 1222 | PDO | 09064567 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 727 | 225A | 0.79 | 12/21/2009 | 1254 | PDO | 09070592 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 728 | 225A | 0.79 | 2/7/2010 | 1015 | PDO | 10004737 | ON | AT INTERSECTION | 2 | WET | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|------------------------------------|--------------------------|---------|
| 673 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 674 | NONE | CONCRETE HIGHWAY BARRIER | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 045 |
| 675 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | SW | SUV | OTHER FACTOR | 055 |
| 676 | RAIN | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | UK |
| 677 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 678 | NONE | WALL/BUILDING | NW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 060 |
| 679 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 050 |
| 680 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 681 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | UK |
| 682 | NONE | SIDESWIPE (SAME DIRECTION) | W | SUV | NONE APPARENT | 000 |
| 683 | NONE | OVERTURNING | S | HIT & RUN - UNKNOWN | OTHER FACTOR | 000 |
| 684 | NONE | FENCE | S | PICKUP TRUCK/UTILITY VAN | ILLNESS/MEDICAL | UK |
| 685 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 686 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | OTHER FACTOR | 060 |
| 687 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 025 |
| 688 | NONE | SIDESWIPE (SAME DIRECTION) | W | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 060 |
| 689 | SNOW/SLEET/HAIL | SIGN | W | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 050 |
| 690 | RAIN | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 691 | NONE | REAR END | S | SUV | NONE APPARENT | 065 |
| 692 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 693 | SNOW/SLEET/HAIL | WALL/BUILDING | S | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 694 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 695 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 45 |
| 696 | NONE | REAR END | S | PASSENGER CAR/VAN | OTHER FACTOR | 050 |
| 697 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 035 |
| 698 | NONE | SIDESWIPE (SAME DIRECTION) | S | PICKUP TRUCK/UTILITY VAN W/TRAILER | NONE APPARENT | 010 |
| 699 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 700 | NONE | REAR END | S | SUV | NONE APPARENT | UK |
| 701 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 702 | NONE | OTHER NON-COLLISION | SE | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 703 | NONE | SIDESWIPE (SAME DIRECTION) | W | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | 000 |
| 704 | NONE | REAR END | S | MOTORCYCLE | AGRESSIVE DRIVING | UK |
| 705 | NONE | REAR END | S | SUV | NONE APPARENT | 045 |
| 706 | NONE | REAR END | W | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 020 |
| 707 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 708 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 015 |
| 709 | NONE | REAR END | W | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 030 |
| 710 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 711 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 712 | RAIN | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 030 |
| 713 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 030 |
| 714 | RAIN | GUARD RAIL | S | PASSENGER CAR/VAN | DISTRACTED/RADIO | 050 |
| 715 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | DRIVER INEXPERIENCE | 055 |
| 716 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | 055 |
| 717 | NONE | SIDESWIPE (SAME DIRECTION) | W | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 718 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 35 |
| 719 | NONE | REAR END | S | SUV | NONE APPARENT | 05 |
| 720 | NONE | REAR END | NW | SUV | NONE APPARENT | UK |
| 721 | NONE | REAR END | NW | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 722 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 002 |
| 723 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 002 |
| 724 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 055 |
| 725 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 030 |
| 726 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 025 |
| 727 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 728 | SNOW/SLEET/HAIL | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 015 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|------|------------|------|----------|----------|-----------|----------------------|----------|------------------------------|--------------|
| 729 | 225A | 0.79 | 2/19/2010 | 1757 | PDO | 10006866 | ON | AT INTERSECTION | 2 | WET | DARK-LIGHTED |
| 730 | 225A | 0.79 | 3/20/2010 | 1857 | PDO | 10013895 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 731 | 225A | 0.79 | 3/26/2010 | 1411 | PDO | 10017314 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 732 | 225A | 0.79 | 4/13/2010 | 0830 | PDO | 10018664 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 733 | 225A | 0.79 | 6/8/2010 | 0908 | PDO | 10030443 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 734 | 225A | 0.79 | 8/23/2010 | 0633 | PDO | 10043856 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 735 | 225A | 0.79 | 8/27/2010 | 1927 | PDO | 10044960 | ON | AT INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 736 | 225A | 0.79 | 8/31/2010 | 0705 | PDO | 10053674 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 737 | 225A | 0.79 | 9/3/2010 | 1429 | INJ | 10046892 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 738 | 225A | 0.79 | 9/23/2010 | 1605 | PDO | 10053345 | ON | INTERSECTION RELATED | 2 | DRY | DAYLIGHT |
| 739 | 225A | 0.79 | 9/26/2010 | 1838 | PDO | 10050836 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 740 | 225A | 0.79 | 11/9/2010 | 0910 | PDO | 10066449 | ON | AT INTERSECTION | 3 | DRY | UNKNOWN |
| 741 | 225A | 0.79 | 11/29/2010 | 1730 | PDO | 10068714 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 742 | 225A | 0.79 | 12/23/2010 | 1805 | PDO | 10071402 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 743 | 225A | 0.79 | 4/21/2011 | 1115 | PDO | 11020491 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 744 | 225A | 0.79 | 5/5/2011 | 0835 | PDO | 11022898 | ON | INTERSECTION RELATED | 2 | DRY | DAYLIGHT |
| 745 | 225A | 0.79 | 5/11/2011 | 1220 | PDO | 11024126 | ON | AT INTERSECTION | 2 | WET | DAYLIGHT |
| 746 | 225A | 0.79 | 7/7/2011 | 0939 | PDO | 11034555 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 747 | 225A | 0.79 | 7/14/2011 | 2145 | INJ | 11036928 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 748 | 225A | 0.79 | 7/19/2011 | 0901 | PDO | 11038304 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 749 | 225A | 0.79 | 7/21/2011 | 1625 | PDO | 11045006 | OFF RIGHT | AT INTERSECTION | 1 | DRY | DAYLIGHT |
| 750 | 225A | 0.79 | 8/26/2011 | 2016 | PDO | 11062479 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 751 | 225A | 0.79 | 9/25/2011 | 1541 | PDO | 11051903 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 752 | 225A | 0.79 | 11/15/2011 | 0907 | PDO | 11063165 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 753 | 225A | 0.79 | 11/15/2011 | 1906 | PDO | 11072464 | ON | AT INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 754 | 225A | 0.79 | 12/15/2011 | 1204 | PDO | 11073640 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 755 | 225A | 0.79 | 12/20/2011 | 1922 | PDO | 11071747 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 756 | 225A | 0.79 | 2/6/2012 | 0758 | PDO | 12007866 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 757 | 225A | 0.79 | 2/6/2012 | 0758 | PDO | 12009453 | ON | AT INTERSECTION | 2 | ICY | DAYLIGHT |
| 758 | 225A | 0.79 | 3/7/2012 | 1117 | PDO | 12018486 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 759 | 225A | 0.79 | 4/12/2012 | 0700 | PDO | 12020287 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 760 | 225A | 0.79 | 5/19/2012 | 1716 | PDO | 12025699 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 761 | 225A | 0.79 | 6/25/2012 | 0905 | PDO | 12037118 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 762 | 225A | 0.79 | 1/21/2010 | 1631 | PDO | 10001379 | ON | INTERSECTION RELATED | 2 | DRY | DAYLIGHT |
| 763 | 225A | 0.79 | 4/16/2010 | 1806 | PDO | 10019118 | ON | INTERSECTION RELATED | 2 | DRY | DAYLIGHT |
| 764 | 225A | 0.79 | 9/24/2010 | 1427 | PDO | 10053299 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 765 | 225A | 0.79 | 10/15/2010 | 1220 | PDO | 10063276 | ON | INTERSECTION RELATED | 2 | DRY | DAYLIGHT |
| 766 | 225A | 0.79 | 11/4/2010 | 1925 | PDO | 10068138 | ON | INTERSECTION RELATED | 2 | DRY | DARK-LIGHTED |
| 767 | 225A | 0.79 | 11/13/2010 | 1213 | PDO | 10066080 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 768 | 225A | 0.79 | 11/21/2010 | 0623 | PDO | 10068406 | ON | AT INTERSECTION | 3 | DRY | DAYLIGHT |
| 769 | 225A | 0.79 | 9/29/2011 | 1300 | INJ | 11052864 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 770 | 225A | 0.79 | 10/10/2011 | 0830 | PDO | 11055606 | ON | AT INTERSECTION | 3 | DRY | DAYLIGHT |
| 771 | 225A | 0.79 | 4/12/2012 | 1242 | PDO | 12020299 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 772 | 225A | 0.79 | 4/27/2012 | 0535 | PDO | 12021988 | ON | AT INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 773 | 225A | 0.79 | 5/7/2012 | 1223 | PDO | 12040091 | ON | AT INTERSECTION | 2 | WET | DAYLIGHT |
| 774 | 225A | 0.79 | 6/21/2012 | 2305 | PDO | 12035407 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 775 | 225A | 0.8 | 9/17/2011 | 0920 | PDO | 11058972 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 776 | 225A | 0.8 | 11/13/2011 | 2215 | PDO | 11063113 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 777 | 225A | 0.8 | 12/2/2009 | 0900 | PDO | 09066064 | ON | RAMP | 2 | SNOWY | DAYLIGHT |
| 778 | 225A | 0.8 | 3/19/2010 | 1735 | PDO | 10013764 | ON | RAMP | 2 | DRY W/VIS ICY ROAD TREATMENT | DAWN OR DUSK |
| 779 | 225A | 0.8 | 1/13/2011 | 1645 | PDO | 11002718 | ON | RAMP | 2 | WET | DAWN OR DUSK |
| 780 | 225A | 0.81 | 8/10/2010 | 1111 | PDO | 10041066 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 781 | 225A | 0.82 | 4/25/2010 | 1615 | PDO | 10076259 | ON | RAMP | 2 | UNKNOWN | UNKNOWN |
| 782 | 225A | 0.83 | 3/13/2012 | 0802 | PDO | 12013520 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 783 | 225A | 0.85 | 2/16/2010 | 0920 | PDO | 10006829 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 784 | 225A | 0.85 | 6/7/2011 | 1020 | INJ | 11029054 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|--------------------------|--------------------------|---------|
| 729 | SNOW/SLEET/HAIL | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 730 | NONE | BROADSIDE | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 731 | NONE | BROADSIDE | S | PASSENGER CAR/VAN | OTHER FACTOR | 030 |
| 732 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | 020 |
| 733 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 734 | NONE | REAR END | S | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 735 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 736 | NONE | APPROACH TURN | S | SUV | NONE APPARENT | 020 |
| 737 | NONE | BROADSIDE | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 025 |
| 738 | NONE | REAR END | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 015 |
| 739 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 740 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 741 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 742 | NONE | APPROACH TURN | S | SUV | NONE APPARENT | 015 |
| 743 | NONE | BROADSIDE | S | SUV | DRIVER INEXPERIENCE | 025 |
| 744 | NONE | OVERTAKING TURN | S | SUV | DRIVER UNFAMILIAR W/AREA | 015 |
| 745 | RAIN | OVERTAKING TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 746 | NONE | BROADSIDE | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 747 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 748 | NONE | REAR END | S | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 749 | NONE | TRAFFIC SIGNAL POLE | S | PICKUP TRUCK/UTILITY VAN | DISTRACTED/CELL PHONE | 005 |
| 750 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | AGRESSIVE DRIVING | 025 |
| 751 | NONE | OVERTAKING TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 752 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | UK |
| 753 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 754 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 755 | NONE | BROADSIDE | S | SUV | DRIVER UNFAMILIAR W/AREA | 035 |
| 756 | NONE | REAR END | S | SUV | NONE APPARENT | 20 |
| 757 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 02 |
| 758 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 759 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 040 |
| 760 | NONE | BROADSIDE | S | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 035 |
| 761 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 762 | NONE | REAR END | W | SUV | NONE APPARENT | 020 |
| 763 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 764 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 765 | NONE | REAR END | W | PASSENGER CAR/VAN | DISTRACTED/OTHER | 020 |
| 766 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 767 | NONE | SIDESWIPE (SAME DIRECTION) | W | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 768 | NONE | BROADSIDE | W | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 035 |
| 769 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 770 | NONE | BROADSIDE | W | PASSENGER CAR/VAN | DISTRACTED/OTHER | 045 |
| 771 | NONE | OVERTAKING TURN | W | SUV | NONE APPARENT | 010 |
| 772 | NONE | BROADSIDE | W | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 773 | RAIN | BROADSIDE | W | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 774 | NONE | REAR END | W | HIT & RUN - UNKNOWN | NONE APPARENT | 020 |
| 775 | NONE | REAR END | NW | SUV | NONE APPARENT | 010 |
| 776 | NONE | REAR END | NW | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 035 |
| 777 | SNOW/SLEET/HAIL | REAR END | S | SUV | OTHER FACTOR | 020 |
| 778 | SNOW/SLEET/HAIL | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 010 |
| 779 | NONE | SIDESWIPE (SAME DIRECTION) | SW | SUV | OTHER FACTOR | 005 |
| 780 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 781 | UNKNOWN | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 782 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 783 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | UK |
| 784 | NONE | OVERTURNING | W | SUV | OTHER FACTOR | 075 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|------|------------|------|----------|----------|----------|----------------------|----------|------------------|----------------|
| 785 | 225A | 0.87 | 5/11/2010 | 1650 | PDO | 10026246 | ON | NON-INTERSECTION | 3 | WET | DAYLIGHT |
| 786 | 225A | 0.89 | 2/26/2010 | 1215 | PDO | 10007830 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 787 | 225A | 0.94 | 3/9/2010 | 0640 | PDO | 10010841 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 788 | 225A | 0.94 | 5/26/2010 | 0830 | PDO | 10027650 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 789 | 225A | 0.96 | 8/25/2009 | 0915 | PDO | 09045774 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 790 | 225A | 1 | 11/8/2009 | 1902 | PDO | 09059402 | ON | NON-INTERSECTION | 4 | DRY | DARK-LIGHTED |
| 791 | 225A | 1 | 10/4/2010 | 0840 | PDO | 10052808 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 792 | 225A | 1 | 7/5/2011 | 0720 | PDO | 11506003 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 793 | 225A | 1.04 | 6/8/2011 | 1100 | PDO | 11029096 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 794 | 225A | 1.04 | 3/5/2012 | 1600 | PDO | 12011405 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 795 | 225A | 1.05 | 8/25/2009 | 0845 | PDO | 09045449 | ON | NON-INTERSECTION | 2 | FOREIGN MATERIAL | DAYLIGHT |
| 796 | 225A | 1.07 | 6/18/2010 | 1521 | INJ | 10033609 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 797 | 225A | 1.08 | 4/15/2011 | 0830 | PDO | 11020234 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 798 | 225A | 1.08 | 8/10/2011 | 0650 | PDO | 11042481 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 799 | 225A | 1.08 | 9/7/2011 | 1150 | PDO | 11058108 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 800 | 225A | 1.13 | 2/16/2011 | 1100 | PDO | 11007803 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 801 | 225A | 1.16 | 1/4/2012 | 0658 | PDO | 12000904 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 802 | 225A | 1.23 | 4/29/2010 | 0705 | PDO | 10022189 | ON | NON-INTERSECTION | 2 | WET | DAYLIGHT |
| 803 | 225A | 1.25 | 4/4/2012 | 0815 | PDO | 12016099 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 804 | 225A | 1.27 | 2/9/2011 | 1335 | PDO | 11006139 | ON | RAMP | 2 | WET | DAYLIGHT |
| 805 | 225A | 1.3 | 8/31/2010 | 0741 | PDO | 10046336 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 806 | 225A | 1.32 | 11/10/2009 | 0730 | PDO | 09061582 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 807 | 225A | 1.32 | 3/5/2012 | 0749 | INJ | 12011360 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 808 | 225A | 1.33 | 7/10/2009 | 0755 | PDO | 09035811 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 809 | 225A | 1.33 | 7/17/2009 | 1423 | PDO | 09037150 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 810 | 225A | 1.33 | 8/10/2009 | 0656 | PDO | 09041938 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 811 | 225A | 1.33 | 9/9/2009 | 0930 | PDO | 09047661 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 812 | 225A | 1.33 | 4/27/2010 | 0630 | PDO | 10021484 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 813 | 225A | 1.33 | 6/18/2010 | 0650 | PDO | 10036237 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 814 | 225A | 1.33 | 6/25/2010 | 2022 | PDO | 10035139 | ON | INTERSECTION RELATED | 2 | DRY | DAWN OR DUSK |
| 815 | 225A | 1.33 | 7/28/2010 | 0740 | INJ | 10039044 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 816 | 225A | 1.33 | 8/27/2010 | 2113 | INJ | 10044965 | ON | AT INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 817 | 225A | 1.33 | 11/18/2010 | 1301 | PDO | 10066341 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 818 | 225A | 1.33 | 12/3/2010 | 1837 | PDO | 10070154 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 819 | 225A | 1.33 | 12/14/2010 | 0815 | PDO | 10070992 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 820 | 225A | 1.33 | 12/16/2010 | 1240 | PDO | 10071101 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 821 | 225A | 1.33 | 7/18/2011 | 0723 | PDO | 11038283 | ON | INTERSECTION RELATED | 2 | DRY | DAYLIGHT |
| 822 | 225A | 1.33 | 10/14/2011 | 0845 | PDO | 11057295 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 823 | 225A | 1.33 | 2/24/2012 | 1338 | PDO | 12010234 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 824 | 225A | 1.33 | 3/28/2012 | 0742 | PDO | 12015260 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 825 | 225A | 1.33 | 5/21/2012 | 0629 | PDO | 12039206 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 826 | 225A | 1.33 | 5/25/2012 | 0704 | PDO | 12025743 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 827 | 225A | 1.33 | 1/27/2011 | 0826 | PDO | 11006965 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 828 | 225A | 1.33 | 3/23/2011 | 0915 | PDO | 11017050 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 829 | 225A | 1.33 | 6/6/2011 | 0643 | INJ | 11030980 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 830 | 225A | 1.33 | 1/9/2012 | 1612 | PDO | 12009265 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 831 | 225A | 1.33 | 2/14/2012 | 1546 | PDO | 12011077 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 832 | 225A | 1.33 | 11/5/2009 | 0754 | PDO | 09059492 | ON | AT INTERSECTION | 2 | DRY | DAYLIGHT |
| 833 | 225A | 1.33 | 11/20/2009 | 1803 | INJ | 09063000 | ON | AT INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 834 | 225A | 1.33 | 1/9/2011 | 1135 | PDO | 11001986 | ON | AT INTERSECTION | 2 | SNOWY | DAYLIGHT |
| 835 | 225A | 1.33 | 7/7/2011 | 0849 | PDO | 11034553 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 836 | 225A | 1.33 | 9/14/2011 | 0746 | PDO | 11050032 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 837 | 225A | 1.33 | 9/17/2011 | 1552 | PDO | 11050252 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 838 | 225A | 1.38 | 4/4/2012 | 0956 | PDO | 12016110 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 839 | 225A | 1.42 | 5/27/2011 | 0825 | PDO | 11026743 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 840 | 225A | 1.42 | 6/15/2011 | 0625 | PDO | 11031258 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|---------------------------------|--------------------------|---------|
| 785 | RAIN | SIDESWIPE (SAME DIRECTION) | SW | SUV | AGRESSIVE DRIVING | 025 |
| 786 | NONE | REAR END | S | SUV | NONE APPARENT | 004 |
| 787 | NONE | REAR END | S | SUV | NONE APPARENT | UK |
| 788 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 789 | NONE | REAR END | S | VEH COMBO (10,001 LBS AND OVER) | DISTRACTED/OTHER | 010 |
| 790 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 040 |
| 791 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 030 |
| 792 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 793 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | 030 |
| 794 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 30 |
| 795 | NONE | REAR END | S | PASSENGER CAR/VAN | OTHER FACTOR | 005 |
| 796 | NONE | REAR END | W | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 797 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 050 |
| 798 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 799 | NONE | VEHICLE DEBRIS OR CARGO | W | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 070 |
| 800 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 045 |
| 801 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 40 |
| 802 | RAIN | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 803 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 30 |
| 804 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | OTHER FACTOR | 045 |
| 805 | NONE | REAR END | S | SUV | NONE APPARENT | 005 |
| 806 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 807 | NONE | TRAFFIC SIGNAL POLE | SW | PASSENGER CAR/VAN | NONE APPARENT | 25 |
| 808 | NONE | REAR END | S | PASSENGER CAR/VAN | OTHER FACTOR | 040 |
| 809 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 015 |
| 810 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 811 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | DRIVER INEXPERIENCE | 045 |
| 812 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 813 | NONE | REAR END | S | SUV | NONE APPARENT | UK |
| 814 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | UK |
| 815 | NONE | REAR END | S | SUV | DISTRACTED/OTHER | 030 |
| 816 | NONE | APPROACH TURN | S | SUV | NONE APPARENT | UK |
| 817 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | AGRESSIVE DRIVING | 065 |
| 818 | NONE | BROADSIDE | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 819 | NONE | REAR END | S | SUV | OTHER FACTOR | 015 |
| 820 | NONE | SIDESWIPE (SAME DIRECTION) | S | HIT & RUN - UNKNOWN | NONE APPARENT | 055 |
| 821 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | OTHER FACTOR | 030 |
| 822 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | UK |
| 823 | NONE | APPROACH TURN | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 45 |
| 824 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 35 |
| 825 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 826 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 000 |
| 827 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 010 |
| 828 | NONE | REAR END | SW | SUV | AGRESSIVE DRIVING | 045 |
| 829 | NONE | REAR END | SW | MOTORCYCLE | NONE APPARENT | 030 |
| 830 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 30 |
| 831 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 40 |
| 832 | NONE | REAR END | W | SUV | NONE APPARENT | 010 |
| 833 | NONE | BROADSIDE | W | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 834 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | W | HIT & RUN - UNKNOWN | NONE APPARENT | UK |
| 835 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 836 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 837 | RAIN | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 838 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 20 |
| 839 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 840 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 055 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|------|------------|------|----------|----------|-----------|------------------|----------|-----------|----------------|
| 841 | 225A | 1.43 | 7/1/2009 | 0800 | PDO | 09035397 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 842 | 225A | 1.43 | 4/29/2010 | 0705 | PDO | 10022185 | ON | NON-INTERSECTION | 3 | WET | DAYLIGHT |
| 843 | 225A | 1.43 | 6/18/2010 | 1120 | PDO | 10031434 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 844 | 225A | 1.43 | 5/31/2012 | 0801 | PDO | 12029408 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 845 | 225A | 1.53 | 7/27/2009 | 0635 | PDO | 09038654 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 846 | 225A | 1.53 | 11/5/2010 | 0745 | PDO | 10068149 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 847 | 225A | 1.53 | 7/18/2009 | 1139 | INJ | 09039747 | OFF RIGHT | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 848 | 225A | 1.56 | 4/13/2010 | 0728 | PDO | 10018653 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 849 | 225A | 1.57 | 9/22/2010 | 0913 | PDO | 10050804 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 850 | 225A | 1.57 | 1/30/2011 | 0030 | PDO | 11010367 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 851 | 225A | 1.57 | 3/5/2012 | 0757 | PDO | 12011364 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 852 | 225A | 1.57 | 5/21/2012 | 0756 | INJ | 12039208 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 853 | 225A | 1.59 | 2/22/2012 | 1645 | PDO | 12010078 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 854 | 225A | 1.59 | 6/21/2012 | 0718 | PDO | 12045992 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 855 | 225A | 1.62 | 2/22/2012 | 1624 | PDO | 12009027 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 856 | 225A | 1.63 | 1/26/2010 | 0715 | PDO | 10003452 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 857 | 225A | 1.63 | 8/21/2011 | 2010 | PDO | 11502073 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 858 | 225A | 1.64 | 11/14/2009 | 0236 | PDO | 09063672 | ON | NON-INTERSECTION | 2 | SNOWY | DARK-UNLIGHTED |
| 859 | 225A | 1.68 | 1/26/2010 | 0917 | PDO | 10003657 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 860 | 225A | 1.9 | 10/13/2009 | 0800 | PDO | 09327690 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 861 | 225A | 1.9 | 3/9/2010 | 0725 | PDO | 10322289 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 862 | 225A | 1.9 | 7/8/2009 | 0900 | PDO | 09308685 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 863 | 225A | 1.9 | 11/23/2009 | 1545 | PDO | 09320608 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 864 | 225A | 1.93 | 12/24/2009 | 1227 | PDO | 09071963 | ON | NON-INTERSECTION | 3 | SLUSHY | DAYLIGHT |
| 865 | 225A | 1.95 | 3/22/2012 | 0700 | PDO | 12505554 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 866 | 225A | 2 | 3/5/2012 | 1934 | PDO | 12504880 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 867 | 225A | 2 | 4/10/2012 | 0315 | PDO | 12507238 | ON | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 868 | 225A | 2 | 9/23/2010 | 2250 | INJ | 10313166 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 869 | 225A | 2.1 | 4/12/2012 | 0830 | PDO | 12506786 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 870 | 225A | 2.1 | 5/27/2010 | 0720 | PDO | 10305335 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 871 | 225A | 2.2 | 2/24/2010 | 0740 | PDO | 10323510 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 872 | 225A | 2.2 | 5/17/2012 | 0620 | PDO | 12508983 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 873 | 225A | 2.2 | 6/27/2012 | 0850 | PDO | 12512079 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 874 | 225A | 2.25 | 9/11/2009 | 0730 | PDO | 09328753 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 875 | 225A | 2.33 | 3/30/2012 | 0955 | PDO | 12021579 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 876 | 225A | 2.34 | 10/18/2011 | 0645 | PDO | 11504848 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 877 | 225A | 2.4 | 5/10/2011 | 0805 | PDO | 11308718 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 878 | 225A | 2.4 | 9/23/2011 | 0647 | PDO | 11502575 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 879 | 225A | 2.4 | 8/30/2010 | 2240 | PDO | 10308565 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 880 | 225A | 2.4 | 12/15/2010 | 1715 | PDO | 10317203 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 881 | 225A | 2.48 | 9/8/2010 | 1605 | PDO | 10311209 | OFF RIGHT | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 882 | 225A | 2.5 | 1/4/2011 | 0745 | PDO | 11300072 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 883 | 225A | 2.5 | 1/21/2011 | 1730 | PDO | 11301597 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 884 | 225A | 2.5 | 6/17/2011 | 0645 | PDO | 11313090 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 885 | 225A | 2.5 | 11/9/2011 | 1825 | PDO | 11507823 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 886 | 225A | 2.5 | 12/2/2011 | 1534 | PDO | 11511256 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 887 | 225A | 2.5 | 4/12/2012 | 0640 | PDO | 12506789 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 888 | 225A | 2.5 | 5/22/2012 | 1744 | PDO | 12509713 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 889 | 225A | 2.5 | 5/27/2012 | 0600 | PDO | 12509714 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 890 | 225A | 2.5 | 7/31/2009 | 0655 | PDO | 09315935 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 891 | 225A | 2.5 | 4/6/2010 | 0924 | PDO | 10302823 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 892 | 225A | 2.5 | 7/15/2010 | 0742 | PDO | 10310726 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 893 | 225A | 2.54 | 8/28/2009 | 0700 | INJ | 09311118 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 894 | 225A | 2.6 | 3/14/2011 | 0830 | PDO | 11315516 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 895 | 225A | 2.6 | 7/29/2011 | 0850 | PDO | 11314391 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 896 | 225A | 2.6 | 3/5/2012 | 1615 | PDO | 12504931 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|------------------------------------|-----------------------|---------|
| 841 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 004 |
| 842 | RAIN | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 843 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 844 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 025 |
| 845 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 846 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 847 | NONE | CONCRETE HIGHWAY BARRIER | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 060 |
| 848 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 000 |
| 849 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | 055 |
| 850 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 851 | NONE | REAR END | S | SUV | NONE APPARENT | 35 |
| 852 | NONE | SIDESWIPE (SAME DIRECTION) | S | SCHOOL BUS (ALL SCHOOL BUSES) | NONE APPARENT | 030 |
| 853 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 20 |
| 854 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 025 |
| 855 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 856 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 857 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 065 |
| 858 | SNOW/SLEET/HAIL | REAR END | SW | PASSENGER CAR/VAN | DUI, DWAI, DUID | 075 |
| 859 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 860 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 861 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 040 |
| 862 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 863 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 040 |
| 864 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 035 |
| 865 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 040 |
| 866 | NONE | WALL/BUILDING | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 080 |
| 867 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 090 |
| 868 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 065 |
| 869 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 870 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 871 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | ILLNESS/MEDICAL | 040 |
| 872 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 060 |
| 873 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 030 |
| 874 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 875 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 055 |
| 876 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 025 |
| 877 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN W/TRAILER | DISTRACTED/OTHER | 020 |
| 878 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 879 | NONE | CONCRETE HIGHWAY BARRIER | SW | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |
| 880 | RAIN | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 881 | NONE | GUARD RAIL | SW | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 882 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 883 | NONE | REAR END | S | SUV | DUI, DWAI, DUID | 040 |
| 884 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 885 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 015 |
| 886 | NONE | REAR END | S | SUV | DISTRACTED/OTHER | 005 |
| 887 | NONE | REAR END | S | SUV | NONE APPARENT | 035 |
| 888 | NONE | REAR END | S | SUV | ASLEEP AT THE WHEEL | 065 |
| 889 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | DUI, DWAI, DUID | 065 |
| 890 | NONE | REAR END | SW | SUV | NONE APPARENT | 060 |
| 891 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 892 | NONE | REAR END | SW | SUV | DISTRACTED/OTHER | 025 |
| 893 | NONE | REAR END | SW | MOTORCYCLE | DRIVER INEXPERIENCE | 065 |
| 894 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 020 |
| 895 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 896 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 065 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|-----|------|------|------------|------|----------|----------|-----------|------------------|----------|------------------------------|----------------|
| 897 | 225A | 2.6 | 8/5/2009 | 0855 | PDO | 09310582 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 898 | 225A | 2.7 | 11/15/2011 | 0725 | PDO | 11509266 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 899 | 225A | 2.7 | 1/4/2012 | 0740 | PDO | 12500423 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 900 | 225A | 2.7 | 6/8/2012 | 0955 | PDO | 12510354 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 901 | 225A | 2.8 | 9/11/2009 | 0845 | PDO | 09321325 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 902 | 225A | 2.8 | 10/26/2010 | 0808 | PDO | 10065026 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 903 | 225A | 2.8 | 3/1/2011 | 0808 | PDO | 11303949 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 904 | 225A | 2.8 | 8/23/2011 | 1645 | PDO | 11507449 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 905 | 225A | 2.9 | 8/15/2010 | 0405 | PDO | 10324588 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 906 | 225A | 2.9 | 11/18/2011 | 1745 | PDO | 11508573 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 907 | 225A | 2.92 | 10/13/2010 | 0655 | PDO | 10326656 | ON | NON-INTERSECTION | 2 | DRY | DAWN OR DUSK |
| 908 | 225A | 3 | 10/26/2009 | 1106 | PDO | 09325902 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 909 | 225A | 3 | 5/2/2011 | 0830 | PDO | 11314517 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 910 | 225A | 3 | 12/13/2011 | 0655 | PDO | 11513166 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 911 | 225A | 3 | 3/29/2012 | 0930 | PDO | 12506020 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 912 | 225A | 3 | 5/21/2012 | 0945 | PDO | 12509251 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 913 | 225A | 3.03 | 11/18/2009 | 0820 | PDO | 09326014 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 914 | 225A | 3.09 | 3/26/2012 | 1300 | PDO | 12506095 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 915 | 225A | 3.1 | 3/1/2010 | 1845 | PDO | 10327217 | ON | NON-INTERSECTION | 3 | DRY | DARK-LIGHTED |
| 916 | 225A | 3.1 | 2/8/2011 | 1545 | PDO | 11302956 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 917 | 225A | 3.1 | 3/10/2011 | 1500 | PDO | 11304499 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 918 | 225A | 3.1 | 4/25/2011 | 1000 | PDO | 11306799 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 919 | 225A | 3.1 | 7/10/2011 | 2145 | PDO | 11315932 | ON | NON-INTERSECTION | 1 | DRY | DARK-UNLIGHTED |
| 920 | 225A | 3.1 | 11/3/2011 | 1445 | PDO | 11505348 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 921 | 225A | 3.1 | 3/8/2012 | 0740 | PDO | 12504720 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 922 | 225A | 3.1 | 9/19/2009 | 1530 | INJ | 09311318 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 923 | 225A | 3.1 | 12/6/2009 | 0930 | PDO | 09319505 | ON | NON-INTERSECTION | 2 | SNOWY | DAYLIGHT |
| 924 | 225A | 3.1 | 4/5/2010 | 0910 | PDO | 10302606 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 925 | 225A | 3.1 | 5/21/2010 | 1000 | PDO | 10305069 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 926 | 225A | 3.11 | 5/5/2010 | 0654 | INJ | 10309210 | ON | NON-INTERSECTION | 4 | DRY | DAYLIGHT |
| 927 | 225A | 3.15 | 5/5/2010 | 0655 | PDO | 10309215 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 928 | 225A | 3.16 | 4/25/2011 | 2200 | PDO | 11306838 | OFF RIGHT | NON-INTERSECTION | 1 | SLUSHY | DARK-LIGHTED |
| 929 | 225A | 3.19 | 8/25/2011 | 1425 | INJ | 11501279 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 930 | 225A | 3.2 | 10/14/2009 | 0840 | PDO | 09324564 | ON | NON-INTERSECTION | 2 | WET W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 931 | 225A | 3.2 | 3/21/2011 | 1730 | PDO | 11304987 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 932 | 225A | 3.2 | 5/10/2011 | 0650 | PDO | 11308717 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 933 | 225A | 3.2 | 8/8/2011 | 1030 | PDO | 11500382 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 934 | 225A | 3.2 | 10/17/2011 | 0845 | PDO | 11504345 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 935 | 225A | 3.2 | 1/11/2010 | 0730 | PDO | 10300097 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 936 | 225A | 3.2 | 12/21/2010 | 1810 | INJ | 10318033 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DARK-UNLIGHTED |
| 937 | 225A | 3.2 | 8/15/2011 | 1300 | PDO | 11500774 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 938 | 225A | 3.26 | 1/31/2012 | 1815 | INJ | 12501902 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 939 | 225A | 3.3 | 10/14/2009 | 0755 | PDO | 09326005 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 940 | 225A | 3.3 | 10/29/2009 | 1248 | PDO | 09328102 | ON | NON-INTERSECTION | 2 | SNOWY | DAYLIGHT |
| 941 | 225A | 3.3 | 1/10/2011 | 1300 | PDO | 11301327 | OFF RIGHT | NON-INTERSECTION | 1 | SLUSHY | DAYLIGHT |
| 942 | 225A | 3.3 | 8/16/2011 | 0700 | PDO | 11500772 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 943 | 225A | 3.3 | 8/11/2009 | 0855 | PDO | 09310402 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 944 | 225A | 3.3 | 5/6/2010 | 0850 | PDO | 10303905 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 945 | 225A | 3.3 | 6/4/2010 | 0750 | PDO | 10305369 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 946 | 225A | 3.4 | 9/15/2011 | 0800 | PDO | 11501745 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 947 | 225A | 3.4 | 10/5/2011 | 0825 | PDO | 11503156 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 948 | 225A | 3.4 | 11/2/2011 | 1055 | INJ | 11505426 | ON | NON-INTERSECTION | 2 | SLUSHY | DAYLIGHT |
| 949 | 225A | 3.4 | 11/18/2009 | 1635 | PDO | 09318086 | ON | NON-INTERSECTION | 2 | WET | DARK-UNLIGHTED |
| 950 | 225A | 3.4 | 8/2/2010 | 1720 | PDO | 10307345 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 951 | 225A | 3.42 | 10/18/2011 | 0650 | PDO | 11504947 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 952 | 225A | 3.44 | 10/27/2009 | 2227 | PDO | 09323799 | OFF LEFT | NON-INTERSECTION | 1 | WET | DARK-LIGHTED |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|-----|-----------------|----------------------------|-------------|---------------------------------|----------------------|---------|
| 897 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 898 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 010 |
| 899 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 20 |
| 900 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 901 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 030 |
| 902 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 025 |
| 903 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 015 |
| 904 | NONE | REAR END | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 015 |
| 905 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 906 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 907 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 015 |
| 908 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 060 |
| 909 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | DISTRACTED/OTHER | 055 |
| 910 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 000 |
| 911 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 912 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 040 |
| 913 | NONE | REAR END | S | SUV | DISTRACTED/RADIO | 065 |
| 914 | NONE | VEHICLE DEBRIS OR CARGO | S | PICKUP TRUCK/UTILITY VAN | OTHER FACTOR | 060 |
| 915 | NONE | REAR END | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 065 |
| 916 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 917 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 918 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 060 |
| 919 | NONE | OVERTURNING | S | SUV | OTHER FACTOR | 000 |
| 920 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 065 |
| 921 | NONE | REAR END | S | SUV | DISTRACTED/OTHER | 05 |
| 922 | NONE | REAR END | SW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 070 |
| 923 | SNOW/SLEET/HAIL | REAR END | SW | PASSENGER CAR/VAN | OTHER FACTOR | 050 |
| 924 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 925 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 075 |
| 926 | NONE | REAR END | SW | SUV | DISTRACTED/OTHER | 065 |
| 927 | NONE | REAR END | SW | HIT & RUN - UNKNOWN | DISTRACTED/OTHER | 040 |
| 928 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 929 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 065 |
| 930 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | DISTRACTED/OTHER | 005 |
| 931 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | DISTRACTED/OTHER | 060 |
| 932 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 030 |
| 933 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 934 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 020 |
| 935 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 936 | NONE | CONCRETE HIGHWAY BARRIER | SW | PASSENGER CAR/VAN | DUI, DWAI, DUID | 080 |
| 937 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 938 | NONE | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 65 |
| 939 | FOG | REAR END | S | SUV | DISTRACTED/OTHER | 015 |
| 940 | SNOW/SLEET/HAIL | PARKED MOTOR VEHICLE | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 003 |
| 941 | NONE | FENCE | S | SUV | DISTRACTED/OTHER | 065 |
| 942 | NONE | SIDESWIPE (SAME DIRECTION) | S | MOTORCYCLE | NONE APPARENT | 015 |
| 943 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 025 |
| 944 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 020 |
| 945 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/PASSENGER | 010 |
| 946 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | 005 |
| 947 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 948 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | SUV | NONE APPARENT | 040 |
| 949 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 045 |
| 950 | NONE | SIDESWIPE (SAME DIRECTION) | SW | VEH COMBO (10,001 LBS AND OVER) | DRIVER INEXPERIENCE | 055 |
| 951 | NONE | OVERTURNING | S | MOTORCYCLE | DISTRACTED/OTHER | 025 |
| 952 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|------|------|------|------------|------|----------|----------|-----------|------------------|----------|-----------|----------------|
| 953 | 225A | 3.44 | 3/24/2010 | 0443 | PDO | 10018050 | OFF LEFT | RAMP | 2 | ICY | DARK-LIGHTED |
| 954 | 225A | 3.45 | 10/19/2009 | 1645 | PDO | 09318324 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 955 | 225A | 3.46 | 5/4/2011 | 0830 | PDO | 11307355 | ON | RAMP | 3 | DRY | DAYLIGHT |
| 956 | 225A | 3.5 | 7/26/2009 | 1645 | INJ | 09329427 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 957 | 225A | 3.5 | 9/29/2010 | 0810 | PDO | 10313050 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 958 | 225A | 3.5 | 6/8/2011 | 0655 | PDO | 11310136 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 959 | 225A | 3.5 | 9/30/2011 | 1050 | PDO | 11502878 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 960 | 225A | 3.5 | 8/22/2009 | 1050 | PDO | 09310704 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 961 | 225A | 3.5 | 1/13/2010 | 0809 | PDO | 10300158 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 962 | 225A | 3.5 | 7/23/2010 | 0755 | PDO | 10310814 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 963 | 225A | 3.52 | 9/21/2011 | 0720 | PDO | 11502435 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 964 | 225A | 3.6 | 7/24/2009 | 0843 | PDO | 09313761 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 965 | 225A | 3.63 | 7/30/2010 | 1850 | PDO | 10307192 | OFF LEFT | RAMP | 1 | WET | DAYLIGHT |
| 966 | 225A | 3.65 | 11/4/2011 | 1510 | PDO | 11508552 | ON | RAMP | 2 | WET | DAYLIGHT |
| 967 | 225A | 3.68 | 10/25/2011 | 0657 | PDO | 11509306 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 968 | 225A | 3.7 | 7/13/2011 | 0545 | INJ | 11313810 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 969 | 225A | 3.7 | 11/4/2011 | 2034 | PDO | 11505466 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 970 | 225A | 3.7 | 1/21/2012 | 1715 | INJ | 12501360 | ON | RAMP | 1 | DRY | DARK-UNLIGHTED |
| 971 | 225A | 3.7 | 10/31/2009 | 1823 | PDO | 09060991 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 972 | 225A | 3.74 | 2/3/2012 | 1505 | PDO | 12502079 | ON | RAMP | 2 | SLUSHY | DAYLIGHT |
| 973 | 225A | 3.75 | 11/15/2009 | 1800 | PDO | 09327613 | ON | NON-INTERSECTION | 2 | ICY | DARK-UNLIGHTED |
| 974 | 225A | 3.8 | 2/10/2010 | 1645 | PDO | 10322279 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |
| 975 | 225A | 3.8 | 1/7/2011 | 2055 | PDO | 11301297 | ON | NON-INTERSECTION | 2 | WET | DARK-LIGHTED |
| 976 | 225A | 3.9 | 12/23/2009 | 1500 | INJ | 09327447 | OFF RIGHT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 977 | 225A | 3.9 | 1/7/2010 | 1000 | INJ | 10323496 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 978 | 225A | 3.9 | 1/7/2010 | 0959 | PDO | 10323497 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 979 | 225A | 3.9 | 3/20/2010 | 1052 | PDO | 10014381 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |
| 980 | 225A | 3.9 | 7/7/2011 | 2145 | PDO | 11314081 | OFF RIGHT | RAMP | 1 | WET | DARK-LIGHTED |
| 981 | 225A | 3.9 | 11/2/2011 | 1145 | PDO | 11505337 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 982 | 225A | 3.9 | 3/8/2012 | 2330 | PDO | 12505043 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 983 | 225A | 3.9 | 12/6/2009 | 1030 | PDO | 09319498 | OFF LEFT | RAMP | 1 | SLUSHY | DAYLIGHT |
| 984 | 225A | 3.91 | 2/7/2010 | 1751 | PDO | 10011029 | ON | RAMP | 2 | ICY | DARK-LIGHTED |
| 985 | 225A | 3.93 | 1/6/2010 | 1335 | PDO | 10009065 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 986 | 225A | 3.94 | 6/10/2011 | 2113 | PDO | 11031493 | ON | NON-INTERSECTION | 1 | DRY | DARK-LIGHTED |
| 987 | 225A | 3.94 | 11/4/2011 | 2153 | PDO | 11510012 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 988 | 225A | 3.94 | 2/7/2010 | 1751 | INJ | 10011111 | ON | RAMP | 2 | ICY | DARK-LIGHTED |
| 989 | 225A | 3.94 | 3/20/2010 | 0910 | PDO | 10016287 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 990 | 225A | 3.94 | 4/20/2010 | 0724 | PDO | 10022488 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 991 | 225A | 3.94 | 6/3/2010 | 2216 | PDO | 10030261 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 992 | 225A | 3.94 | 6/22/2010 | 0511 | PDO | 10033082 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |
| 993 | 225A | 3.94 | 7/17/2010 | 1626 | PDO | 10038614 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 994 | 225A | 3.94 | 8/20/2010 | 0856 | PDO | 10052119 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 995 | 225A | 3.94 | 11/29/2010 | 0640 | PDO | 10069183 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 996 | 225A | 3.94 | 5/30/2011 | 2350 | INJ | 11309728 | OFF LEFT | RAMP | 1 | DRY | DARK-LIGHTED |
| 997 | 225A | 3.94 | 5/31/2011 | 0915 | PDO | 11505595 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 998 | 225A | 3.94 | 11/16/2011 | 1445 | PDO | 11508506 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 999 | 225A | 3.94 | 12/7/2011 | 1101 | PDO | 11511378 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1000 | 225A | 3.94 | 9/13/2010 | 1958 | PDO | 10051334 | OFF RIGHT | RAMP | 1 | DRY | DARK-LIGHTED |
| 1001 | 225A | 3.94 | 12/31/2010 | 2140 | PDO | 10318290 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DARK-LIGHTED |
| 1002 | 225A | 3.94 | 2/25/2011 | 2100 | PDO | 11011619 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 1003 | 225A | 3.94 | 2/27/2011 | 1714 | PDO | 11011620 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1004 | 225A | 3.94 | 6/5/2011 | 1432 | PDO | 11505671 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1005 | 225A | 3.94 | 7/4/2011 | 1615 | PDO | 11506000 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1006 | 225A | 3.94 | 7/27/2011 | 1430 | PDO | 11506220 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1007 | 225A | 3.94 | 8/23/2011 | 0700 | PDO | 11047742 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 1008 | 225A | 3.94 | 9/25/2011 | 0958 | PDO | 11506791 | ON | RAMP | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|------|-----------------|----------------------------|-------------|---------------------------------|--------------------------|---------|
| 953 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 954 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 065 |
| 955 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 025 |
| 956 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 065 |
| 957 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 025 |
| 958 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 959 | NONE | REAR END | S | HIT & RUN - UNKNOWN | NONE APPARENT | 065 |
| 960 | NONE | SIDESWIPE (SAME DIRECTION) | SW | SUV | DISTRACTED/OTHER | 065 |
| 961 | NONE | REAR END | SW | PASSENGER CAR/VAN | DISTRACTED/OTHER | 025 |
| 962 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 963 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 045 |
| 964 | NONE | SIDESWIPE (SAME DIRECTION) | SW | SUV | DISTRACTED/OTHER | 050 |
| 965 | RAIN | CONCRETE HIGHWAY BARRIER | SW | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 966 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 967 | NONE | OVERTAKING TURN | S | TRANSIT BUS | NONE APPARENT | 035 |
| 968 | NONE | FENCE | S | SUV | DRIVER INEXPERIENCE | 065 |
| 969 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | OTHER FACTOR | 060 |
| 970 | NONE | OVERTURNING | S | MOTORCYCLE | DRIVER INEXPERIENCE | 40 |
| 971 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | NONE APPARENT | 000 |
| 972 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 30 |
| 973 | NONE | PARKED MOTOR VEHICLE | S | PASSENGER CAR/VAN | NONE APPARENT | 002 |
| 974 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 055 |
| 975 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 055 |
| 976 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 030 |
| 977 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 978 | NONE | CONCRETE HIGHWAY BARRIER | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 040 |
| 979 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 980 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 981 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | NONE APPARENT | 070 |
| 982 | NONE | REAR END | S | SUV | DUI, DWAI, DUID | 060 |
| 983 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | SW | SUV | OTHER FACTOR | 055 |
| 984 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | SW | SUV | NONE APPARENT | UK |
| 985 | SNOW/SLEET/HAIL | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 020 |
| 986 | NONE | SIDESWIPE (SAME DIRECTION) | NW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 055 |
| 987 | NONE | SIDESWIPE (SAME DIRECTION) | NW | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 988 | SNOW/SLEET/HAIL | REAR END | S | SUV | NONE APPARENT | UK |
| 989 | NONE | REAR END | S | SUV | AGRESSIVE DRIVING | 035 |
| 990 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 991 | NONE | REAR END | S | SUV | NONE APPARENT | 010 |
| 992 | NONE | BRIDGE STRUCTURE | S | PASSENGER CAR/VAN | NONE APPARENT | 040 |
| 993 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DISTRACTED/CELL PHONE | UK |
| 994 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER UNFAMILIAR W/AREA | 005 |
| 995 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 030 |
| 996 | NONE | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | DUI, DWAI, DUID | 055 |
| 997 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 998 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 030 |
| 999 | NONE | REAR END | S | SUV | OTHER FACTOR | 005 |
| 1000 | NONE | CONCRETE HIGHWAY BARRIER | SW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | UK |
| 1001 | NONE | CONCRETE HIGHWAY BARRIER | SW | SUV | NONE APPARENT | 065 |
| 1002 | NONE | SIDESWIPE (SAME DIRECTION) | SW | PASSENGER CAR/VAN | NONE APPARENT | 045 |
| 1003 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 020 |
| 1004 | NONE | REAR END | SW | SUV | OTHER FACTOR | 015 |
| 1005 | NONE | REAR END | SW | PASSENGER CAR/VAN | OTHER FACTOR | UK |
| 1006 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 005 |
| 1007 | NONE | WALL/BUILDING | SW | VEH COMBO (10,001 LBS AND OVER) | OTHER FACTOR | 030 |
| 1008 | NONE | REAR END | SW | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 005 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|------|------|------|------------|------|----------|----------|------------|----------------------|----------|------------------------------|----------------|
| 1009 | 225A | 3.94 | 10/26/2011 | 1930 | INJ | 11507155 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 1010 | 225A | 3.94 | 11/14/2011 | 1809 | PDO | 11510669 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 1011 | 225A | 3.94 | 1/4/2012 | 0907 | INJ | 12002174 | OFF RIGHT | RAMP | 1 | DRY | DAYLIGHT |
| 1012 | 225A | 3.94 | 1/30/2012 | 0755 | PDO | 12003633 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1013 | 225A | 3.94 | 2/5/2012 | 1626 | PDO | 12005084 | ON | RAMP | 2 | WET | DAYLIGHT |
| 1014 | 225A | 3.94 | 5/12/2012 | 1200 | PDO | 12025105 | ON | INTERSECTION RELATED | 3 | DRY | DAYLIGHT |
| 1015 | 225A | 3.94 | 11/13/2009 | 1455 | PDO | 09065519 | OFF LEFT | RAMP | 1 | DRY | DAYLIGHT |
| 1016 | 225A | 3.94 | 6/23/2010 | 1607 | PDO | 10034542 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1017 | 225A | 3.94 | 1/3/2011 | 0600 | PDO | 11001585 | ON | RAMP | 2 | DRY | DAWN OR DUSK |
| 1018 | 225A | 3.95 | 1/9/2010 | 1339 | PDO | 10015706 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1019 | 225A | 3.95 | 3/5/2010 | 0937 | PDO | 10014138 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1020 | 225A | 3.95 | 5/1/2010 | 1620 | PDO | 10023656 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1021 | 225A | 3.95 | 8/21/2010 | 1155 | PDO | 10050360 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1022 | 225A | 3.95 | 10/2/2010 | 1449 | PDO | 10054632 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1023 | 225A | 3.95 | 12/28/2010 | 1238 | PDO | 10075083 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1024 | 225A | 3.95 | 2/28/2011 | 2350 | PDO | 11305313 | OFF RIGHT | RAMP | 1 | DRY | DARK-UNLIGHTED |
| 1025 | 225A | 3.95 | 7/10/2011 | 1330 | PDO | 11506291 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1026 | 225A | 3.95 | 9/20/2011 | 0925 | PDO | 11506730 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1027 | 225A | 3.95 | 11/8/2011 | 1759 | PDO | 11510110 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1028 | 225A | 3.95 | 8/31/2010 | 0950 | PDO | 10052152 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1029 | 225A | 3.95 | 9/15/2010 | 2018 | PDO | 10051361 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 1030 | 225A | 3.95 | 7/27/2011 | 0740 | PDO | 11506219 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1031 | 225A | 3.95 | 7/28/2011 | 1103 | PDO | 11506226 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1032 | 225A | 3.95 | 11/4/2011 | 0828 | PDO | 11507755 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1033 | 225A | 3.95 | 7/18/2010 | 1725 | PDO | 10042748 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1034 | 225A | 3.95 | 5/24/2012 | 0044 | PDO | 12026642 | OFF LEFT | RAMP | 1 | WET | DARK-LIGHTED |
| 1035 | 225A | 3.95 | 6/25/2012 | 1558 | PDO | 12036487 | ON | RAMP | 3 | DRY | DAYLIGHT |
| 1036 | 225A | 3.97 | 2/7/2010 | 1848 | PDO | 10011110 | OFF RIGHT | NON-INTERSECTION | 1 | SNOWY | DARK-LIGHTED |
| 1037 | 225A | 3.97 | 11/1/2009 | 1921 | PDO | 09061038 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 1038 | 225A | 3.98 | 10/14/2009 | 0740 | PDO | 09324565 | ON | NON-INTERSECTION | 2 | WET W/VIS ICY ROAD TREATMENT | DAYLIGHT |
| 1039 | 225A | 3.98 | 9/9/2010 | 2247 | PDO | 10051582 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 1040 | 225A | 3.99 | 2/14/2012 | 1743 | PDO | 12007536 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 1041 | 225A | 4 | 12/25/2011 | 1343 | PDO | 11073901 | OFF LEFT | RAMP | 1 | SLUSHY | DAYLIGHT |
| 1042 | 225A | 4 | 9/23/2009 | 1015 | INJ | 09051666 | ON | RAMP | 2 | WET | DAYLIGHT |
| 1043 | 225A | 4 | 11/11/2009 | 1843 | PDO | 09062759 | ON | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 1044 | 225A | 4.01 | 10/6/2011 | 1520 | INJ | 11506928 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 1045 | 225A | 4.02 | 7/20/2011 | 2317 | PDO | 11506148 | OFF LEFT | RAMP | 1 | WET | DARK-LIGHTED |
| 1046 | 225A | 4.02 | 2/8/2012 | 2000 | PDO | 12007471 | OFF RIGHT | RAMP | 1 | DRY | DARK-LIGHTED |
| 1047 | 225A | 4.02 | 6/13/2011 | 2054 | INJ | 11505773 | ON | RAMP | 1 | WET | DAWN OR DUSK |
| 1048 | 225A | 4.03 | 9/30/2009 | 1000 | PDO | 09053744 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1049 | 225A | 4.03 | 5/6/2010 | 1217 | PDO | 10025107 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1050 | 225A | 4.03 | 4/2/2011 | 2340 | PDO | 11018694 | ON | RAMP | 2 | DRY | DARK-LIGHTED |
| 1051 | 225A | 4.03 | 6/17/2011 | 0101 | PDO | 11032668 | OFF LEFT | RAMP | 1 | DRY | DARK-LIGHTED |
| 1052 | 225A | 4.03 | 9/14/2011 | 2102 | PDO | 11051748 | OFF AT TEE | RAMP | 1 | WET | DARK-LIGHTED |
| 1053 | 225A | 4.03 | 1/23/2012 | 1210 | PDO | 12003409 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1054 | 225A | 4.03 | 5/4/2012 | 1412 | PDO | 12022847 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1055 | 225A | 4.03 | 3/10/2011 | 1335 | PDO | 11016232 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1056 | 225A | 4.03 | 5/23/2011 | 1059 | PDO | 11036467 | ON | RAMP | 3 | DRY | DAYLIGHT |
| 1057 | 225A | 4.03 | 3/30/2012 | 0730 | PDO | 12016190 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1058 | 225A | 4.05 | 1/3/2010 | 0400 | PDO | 10013932 | OFF RIGHT | NON-INTERSECTION | 1 | DRY | DARK-UNLIGHTED |
| 1059 | 225A | 4.05 | 3/20/2010 | 1216 | PDO | 10016292 | ON | RAMP | 2 | ICY | DAYLIGHT |
| 1060 | 225A | 4.07 | 10/26/2010 | 1130 | PDO | 10060562 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1061 | 225A | 4.1 | 6/4/2010 | 0830 | PDO | 10311774 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 1062 | 225A | 4.1 | 12/23/2011 | 0114 | PDO | 11075095 | OFF RIGHT | RAMP | 1 | ICY | DARK-LIGHTED |
| 1063 | 225A | 4.13 | 10/24/2010 | 1417 | PDO | 10060547 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 1064 | 225A | 4.14 | 2/22/2010 | 0815 | PDO | 10011253 | OFF LEFT | NON-INTERSECTION | 1 | ICY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|------|-----------------|----------------------------|-------------|---------------------------------|---------------------|---------|
| 1009 | NONE | REAR END | SW | SUV | DRIVER INEXPERIENCE | 020 |
| 1010 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 010 |
| 1011 | NONE | GUARD RAIL | SW | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 45 |
| 1012 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 05 |
| 1013 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | 20 |
| 1014 | NONE | REAR END | SW | PASSENGER CAR/VAN | OTHER FACTOR | 015 |
| 1015 | NONE | CONCRETE HIGHWAY BARRIER | W | PASSENGER CAR/VAN | DISTRACTED/OTHER | 045 |
| 1016 | NONE | SIDESWIPE (SAME DIRECTION) | W | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 045 |
| 1017 | NONE | SIDESWIPE (SAME DIRECTION) | W | PICKUP TRUCK/UTILITY VAN | DISTRACTED/OTHER | 045 |
| 1018 | NONE | REAR END | S | SUV | OTHER FACTOR | 015 |
| 1019 | NONE | REAR END | S | SUV | NONE APPARENT | 005 |
| 1020 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 055 |
| 1021 | NONE | REAR END | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 002 |
| 1022 | NONE | REAR END | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 020 |
| 1023 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 1024 | NONE | BRIDGE STRUCTURE | S | PASSENGER CAR/VAN | NONE APPARENT | 055 |
| 1025 | NONE | REAR END | S | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 005 |
| 1026 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 1027 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | 005 |
| 1028 | NONE | REAR END | SW | PASSENGER CAR/VAN | OTHER FACTOR | 015 |
| 1029 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 005 |
| 1030 | NONE | REAR END | SW | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 015 |
| 1031 | NONE | REAR END | SW | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 1032 | NONE | REAR END | SW | PASSENGER CAR/VAN | OTHER FACTOR | 005 |
| 1033 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 1034 | RAIN | CURB | W | PASSENGER CAR/VAN | NONE APPARENT | 035 |
| 1035 | NONE | REAR END | W | PICKUP TRUCK/UTILITY VAN | DUI, DWAI, DUID | 035 |
| 1036 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | SUV | NONE APPARENT | 045 |
| 1037 | NONE | SIDESWIPE (SAME DIRECTION) | W | PASSENGER CAR/VAN | DUI, DWAI, DUID | 055 |
| 1038 | NONE | REAR END | S | PASSENGER CAR/VAN | DISTRACTED/OTHER | 020 |
| 1039 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 055 |
| 1040 | NONE | REAR END | NW | SUV | AGRESSIVE DRIVING | 015 |
| 1041 | NONE | CURB | NW | PASSENGER CAR/VAN | OTHER FACTOR | UK |
| 1042 | RAIN | REAR END | S | PICKUP TRUCK/UTILITY VAN | AGRESSIVE DRIVING | 040 |
| 1043 | NONE | REAR END | S | PASSENGER CAR/VAN | NONE APPARENT | UK |
| 1044 | NONE | REAR END | NW | PICKUP TRUCK/UTILITY VAN | DRIVER INEXPERIENCE | 040 |
| 1045 | RAIN | CURB | NW | PASSENGER CAR/VAN | OTHER FACTOR | UK |
| 1046 | NONE | CONCRETE HIGHWAY BARRIER | SW | PASSENGER CAR/VAN | OTHER FACTOR | 055 |
| 1047 | RAIN | OVERTURNING | W | MOTORCYCLE | OTHER FACTOR | UK |
| 1048 | NONE | REAR END | NW | SUV | OTHER FACTOR | 015 |
| 1049 | NONE | REAR END | NW | PASSENGER CAR/VAN | NONE APPARENT | 010 |
| 1050 | NONE | REAR END | NW | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 035 |
| 1051 | NONE | OTHER FIXED OBJECT | NW | PASSENGER CAR/VAN | AGRESSIVE DRIVING | 060 |
| 1052 | RAIN | SIGN | NW | PASSENGER CAR/VAN W/TRAILER | NONE APPARENT | 030 |
| 1053 | NONE | REAR END | NW | PASSENGER CAR/VAN | NONE APPARENT | 15 |
| 1054 | NONE | REAR END | SW | SUV | OTHER FACTOR | 010 |
| 1055 | NONE | REAR END | W | PASSENGER CAR/VAN | NONE APPARENT | 015 |
| 1056 | NONE | REAR END | W | PASSENGER CAR/VAN | OTHER FACTOR | 010 |
| 1057 | NONE | REAR END | W | PASSENGER CAR/VAN | OTHER FACTOR | 015 |
| 1058 | NONE | OVERTURNING | S | PASSENGER CAR/VAN | DUI, DWAI, DUID | 060 |
| 1059 | NONE | REAR END | S | SUV | NONE APPARENT | 020 |
| 1060 | NONE | VEHICLE DEBRIS OR CARGO | S | VEH COMBO (10,001 LBS AND OVER) | NONE APPARENT | 055 |
| 1061 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | NONE APPARENT | 045 |
| 1062 | SNOW/SLEET/HAIL | CONCRETE HIGHWAY BARRIER | S | PASSENGER CAR/VAN | NONE APPARENT | 020 |
| 1063 | NONE | CABLE RAIL | S | SUV | DRIVER INEXPERIENCE | 055 |
| 1064 | NONE | CABLE RAIL | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 055 |

| # | Hwy | MP | Date | Time | Severity | Serial # | Location | Road Description | Vehicles | Condition | Lighting |
|------|------|------|------------|------|----------|----------|-----------|------------------|----------|-----------|----------------|
| 1065 | 225A | 4.2 | 10/16/2010 | 1439 | PDO | 10060502 | ON | RAMP | 2 | DRY | DAYLIGHT |
| 1066 | 225A | 4.22 | 8/2/2010 | 0329 | PDO | 10042811 | OFF LEFT | RAMP | 1 | DRY | DARK-UNLIGHTED |
| 1067 | 225A | 4.22 | 2/24/2012 | 0905 | PDO | 12010667 | ON | NON-INTERSECTION | 2 | ICY | DAYLIGHT |
| 1068 | 225A | 4.33 | 12/8/2010 | 0820 | PDO | 10071773 | OFF LEFT | NON-INTERSECTION | 1 | DRY | DAYLIGHT |
| 1069 | 225A | 4.34 | 12/12/2009 | 1619 | PDO | 09075325 | ON | NON-INTERSECTION | 3 | DRY | DAWN OR DUSK |
| 1070 | 225A | 4.34 | 1/25/2012 | 2027 | PDO | 12003572 | ON | NON-INTERSECTION | 2 | DRY | DARK-LIGHTED |
| 1071 | 225A | 4.34 | 10/20/2010 | 1736 | INJ | 10059707 | ON | NON-INTERSECTION | 3 | DRY | DAYLIGHT |
| 1072 | 225A | 4.39 | 12/6/2010 | 0125 | PDO | 10071760 | OFF RIGHT | NON-INTERSECTION | 2 | DRY | DARK-UNLIGHTED |
| 1073 | 225A | 4.44 | 11/16/2009 | 1115 | PDO | 09064186 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |
| 1074 | 225A | 4.51 | 12/10/2011 | 0722 | PDO | 11511623 | ON | NON-INTERSECTION | 2 | DRY | DAYLIGHT |

| # | Weather | Crash Type | Direction 1 | Vehicle 1 | Factor 1 | Speed 1 |
|------|-----------------|----------------------------|-------------|---------------------------------|---------------------|---------|
| 1065 | NONE | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 000 |
| 1066 | NONE | GUARD RAIL | S | PASSENGER CAR/VAN | DUI, DWAI, DUID | UK |
| 1067 | SNOW/SLEET/HAIL | SIDESWIPE (SAME DIRECTION) | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 040 |
| 1068 | NONE | CABLE RAIL | S | PASSENGER CAR/VAN | NONE APPARENT | 050 |
| 1069 | NONE | REAR END | S | PASSENGER CAR/VAN | OTHER FACTOR | 015 |
| 1070 | NONE | REAR END | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | UK |
| 1071 | NONE | PEDESTRIAN (ALL OTHER) | W | OTHER - SEE REPORT | NONE APPARENT | UK |
| 1072 | NONE | PARKED MOTOR VEHICLE | S | PASSENGER CAR/VAN | DRIVER INEXPERIENCE | 045 |
| 1073 | NONE | SIDESWIPE (SAME DIRECTION) | S | VEH COMBO (10,001 LBS AND OVER) | OTHER FACTOR | 045 |
| 1074 | NONE | REAR END | S | PICKUP TRUCK/UTILITY VAN | OTHER FACTOR | 068 |