



ILLINOIS COMMERCE COMMISSION

February 2, 2005

City of Sandwich, DeKalb County, Illinois,
Petitioner,

v.

Burlington Northern Santa Fe Railway (BNSF) Company; State of
Illinois, Department of Transportation; and Sandwich Township,
DeKalb County, Illinois,
Respondents.

T05-0005

Petition for an Order of the Illinois Commerce Commission
authorizing the establishment of a new grade crossing at Fairwind
Boulevard immediately north of US Route 34 with the track of
Burlington Northern Santa Fe Railway (BNSF) Company, in the
City of Sandwich, DeKalb County, Illinois, directing thereon the
installation of automatic protection devices and construction of the
crossing proper and dividing the cost among the parties, and
directing the closure of the existing grade crossing at Gletty Road
with the track of the Burlington Northern Santa Fe Railway
(BNSF) Company immediately north of US Route 34 in the City of
Sandwich, and Sandwich Township, DeKalb County, Illinois.

T05-0005
Page 2

Mr. Bernard Z. Paul
City of Sandwich, Attorney
231 South Fourth Street
DeKalb, IL 60115-3732

Dear Mr. Paul:

Receipt is acknowledged of the original and three (3) copies of the Petition filed February 1, 2005 in the above matter.

All future correspondence/pleadings should be filed with an original and two (2) copies and addressed to: Mr. Dave Lazarides, Acting Director of Processing, Illinois Commerce Commission, 527 E. Capitol Avenue, Springfield, IL 62701 or you may file the original electronically through E-Docket if you have an account. To apply for an account, please log on to www.icc.state.il.us and apply for an E-docket account.

Processing and Information Section

kl
cc: Mr. Victor A. Modeer, IDOT
Mr. W. Douglas Werner, BNSF
Ms. Cheryl Townlian, BNSF
CT Corporation System, BNSF
Sandwich Township
City of Sandwich

ORIGINAL

PETITION

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

RECEIVED
FEB 1 2005

Illinois Commerce Commission
RAIL SAFETY SECTION

CITY OF SANDWICH, DEKALB)
COUNTY, ILLINOIS,)

Petitioner,)

v.)

BURLINGTON NORTHERN SANTA FE)
RAILWAY (BNSF) COMPANY;)

STATE OF ILLINOIS)
DEPARTMENT OF TRANSPORTATION;)

and)

SANDWICH TOWNSHIP, DEKALB COUNTY,)
ILLINOIS,)

Respondents.)

NO. T05-0005

Petition for an Order of the Illinois Commerce Commission Authorizing the establishment of a new grade crossing at Fairwind Boulevard immediately north of US Route 34 with the track of Burlington Northern Santa Fe Railway (BNSF) Company, in the City of Sandwich, DeKalb County, Illinois, directing thereon the installation of automatic protection devices and construction of the crossing proper and dividing the cost among the parties, and directing the closure of the existing grade crossing at Gletty Road with the track of the Burlington Northern Santa Fe Railway (BNSF) Company immediately north of US Route 34 in the City of Sandwich, and Sandwich Township, DeKalb County, Illinois.

PETITION

TO THE ILLINOIS COMMERCE COMMISSION:

DOCKETED

1

FEB 2 2005

Now comes the Petitioner, City of Sandwich, DeKalb County, Illinois, by Bernard Z. Paul, its attorney, and respectfully petition the Honorable Commission as follows:

1. That the Respondent, Burlington Northern Santa Fe Railway Company (hereinafter referred to as BNSF), in the operation of its facilities has certain tracks running in a general east and west direction through the petitioning City.

2. That Petitioner proposes to construct and extend a new City collector street in a north-south direction, Fairwind Boulevard, in said City which street will ultimately intersect Gletty Road a distance south of US Route 34.

3. That in so doing, Petitioner proposes to cross the main track of BNSF at the point where said track intersects with the construction and extension of Fairwind Boulevard within and without said City (however, it is intended that the intersection will be within said City), as shown on the map and plan attached hereto and incorporated herein by reference and designated as Exhibits A, B and C. Exhibit "A" being two (2) maps: an aerial exhibit, and Adverse Travel Exhibit; Exhibit "B" being the October 2004 Warning Time Study and the ICC 11/17/04 staff letter response to the study and to an earlier version of Exhibit "C"; and Exhibit "C" being the Interim Intersection Design Study and the Ultimate Intersection Design Study as approved by the District Engineer of IDOT.

4. That north-south Fairwind Boulevard on both sides of the proposed crossing of said tract of BNSF shall lie within and without the corporate limits of the City of Sandwich (however, it is intended that the intersection will be within said City). The portion currently outside the corporate limits of City is under the highway jurisdiction of Sandwich Township, DeKalb County, Illinois.

5. That Fairwind Boulevard north and south of the proposed point of crossing will, upon completion of the improvement as proposed by the Petitioner, be maintained by and at the expense of the City of Sandwich.

6. That Petitioner has jurisdiction under the laws of the State of Illinois, being the Illinois Highway Code, over Fairwind Boulevard and will have jurisdiction of its extension southerly, which will carry local and regional traffic across BNSF tracks in a north-south direction generally between Pratt Road and US Route 34 and then south and west to intersect with Gletty Road.

7. That said Fairwind Boulevard will commence construction during the calendar year 2005 as a 73-foot wide (as measured from edge of pavement to edge of pavement) bituminous concrete surface street.

8. That the construction and extension is vitally needed to redirect traffic from existing Castle Street and Gletty Road to accommodate the moderately large volumes of vehicle

and truck traffic anticipated to be generated by new development of approximately 1,500 acres of land planned for and occurring currently and under construction, said Fairwind Boulevard is scheduled to begin service in Fall 2005 / Spring 2006, and is necessary for the safety and security of the traveling public; the project will serve and accommodate projected traffic.

9. That railroad traffic on BNSF's tracks at the aforesaid crossing is both freight and passenger (Amtrak) of moderate to high volume operating at high speeds, said movements being made during hours of both daylight and darkness.

10. That the installation of automatic protective devices at the aforesaid proposed crossing is necessary in the interest of public safety; that automatic flashing lights, signals and gates are appropriate as protective devices, that a precast concrete surface crossing at the tracks of the BNSF will best serve the anticipated use of the crossing by highway traffic; and that the cost thereof should be reasonably apportioned between the parties in accordance with the law.

11. That there currently exists in unincorporated territory in DeKalb County near and within one hundred feet (100') of the corporate limits of the City, a grade crossing of said track; said crossing being located ninety feet (90') north of US Route 34 and at the intersection of Gletty Road with said track (as shown in Exhibit B). Gletty Road at said crossing is currently under the highway jurisdiction of Sandwich Township, DeKalb County, Illinois.

12. That said existing crossing is poorly aligned and inadequate; consists of automatic flashing lights and gates and is interconnected with the US Route 34 and Gletty Road traffic signals utilized by a small to moderate volume of traffic for which it's accident history for the past five (5) years is attached as Exhibit "D".

13. That said proposed crossing would be approximately eighteen hundred feet (1800') east of said crossing.

14. That vehicular access alternate to Fairwind Boulevard proposed track at grade crossing cannot be provided at a cost equal to or less than the cost of establishing the Fairwind Boulevard crossing.

15. That the proposed crossing would not meet the Commission criteria for closure specified in 1536.20 of Subchapter c of Chapter III of Part 1536 of Title 92.

16. That the proposed crossing location does not interfere with BNSF's operational activities such as switching and usage of a passing track(s) which would result in substantial delay of, or hazard to, motor vehicles.

17. That the proposed crossing poses no risk to train crews or motorists beyond those normally associated with at grade crossings.

18. That said existing crossing should be permanently closed and barricaded, and relocated to the Fairwind Boulevard site herein being petitioned for.

19. That the cost thereof be apportioned between the parties in accordance with the law.

WHEREFORE, Petitioner prays that the Honorable Commission will set the aforesaid matter for hearing with notice to the Parties hereto, and after such hearing enter an Order.

1. Authorizing the closing of the Gletty Road grade crossing with the tract of BNSF as shown on the attached map, and directing said BNSF to accomplish such closing.

2. Raising the north track approximately one (1) foot to match the elevation of the south track.

3. Authorizing the establishment of a grade crossing at Fairwind Boulevard with the tract of BNSF as shown on the attached map.

4. Directing the Respondent, BNSF, to relocate existing equipment at Gletty Road and install and thereafter maintain and operate the system of automatic protective devices conforming with the provisions of 92 Illinois Administrative Code, Part 1535, at said crossing.

5. Directing the Respondent, BNSF, to install and maintain a precast concrete surface grade crossing at its track.

6. Dividing the cost involved among the parties.

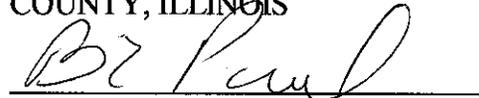
7. Directing that all of the above acts be contingent upon the opening and improvement of said Fairwind Boulevard; to be accomplished in such order and manner as not to obstruct the free movement of vehicular traffic across said track.

8. Petitioner further specifically requests that all necessary steps be taken by the Honorable Commission to expedite, accelerate and advance upon its docket for immediate consideration, the matter of this Petition.

DATED at DeKalb, Illinois, this 29th day of December, 2004.

Respectfully submitted,

CITY OF SANDWICH, DEKALB
COUNTY, ILLINOIS



BY: Bernard Z. Paul, its attorney

VERIFICATION

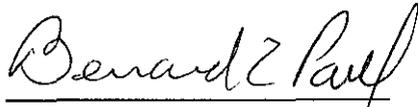
STATE OF ILLINOIS)
)ss
COUNTY OF DEKALB)

I, Tom Thomas, being duly sworn upon oath depose and say that I am the Mayor of the City of Sandwich, DeKalb and Kendall Counties, Illinois; that I have read the foregoing Petition by me subscribed and know the contents thereof; that said contents are true in substance and in fact.

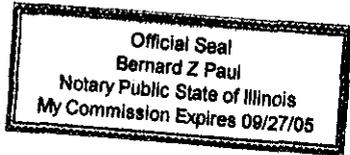


Tom Thomas, Mayor
City of Sandwich, Illinois

Subscribed and sworn to
before me this 29th day
of December, 2004.



Notary Public



PROOF OF SERVICE

STATE OF ILLINOIS)
) ss
COUNTY OF DEKALB)

I, Michele Paul, hereby certify that I have served true and correct copies of the foregoing petition to the following, by mailing the same to them by Federal Express (Account # xxxx-x548-2) from 231 South Fourth Street, DeKalb, IL 60115, this 31st day of January, 2005.

Illinois Department of Transportation
Mr. Victor Modeer
Division of Highways
Secretary of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

and

Mr. Michael L. Sazdanoff
Kenneth J. Wysoglad & Associates
118 South Clinton Street, Suite 700
Chicago, IL 60601

and

Burlington Northern Santa Fe Railway Company
Mr. Douglas W. Werner
General Counsel
PO Box 961039
Fort Worth, TX 76161-0039

and

Burlington Northern Santa Fe Railway Company
Mr. Douglas W. Werner
General Counsel
2500 Lou Menk Drive
Fort Worth, TX 76131-2828

and

Burlington Northern Santa Fe Railway Company
CT Corporation System
208 South LaSalle Street
Chicago, IL 60604

and

Sandwich Township, DeKalb County, Illinois
Norman Troeger, Supervisor
201 West Center Street
Sandwich, IL 60548

and

Sandwich Township, DeKalb County, Illinois
Jerry N. Davis, Highway Commissioner
15 North Green Street
Sandwich, IL 60548



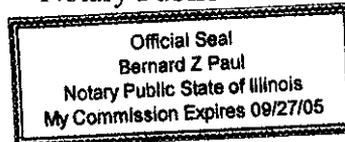
A handwritten signature in cursive script, appearing to read 'N. Troeger', is written over a solid horizontal line.

Subscribed and sworn to before me this 31st day of January, 2005.

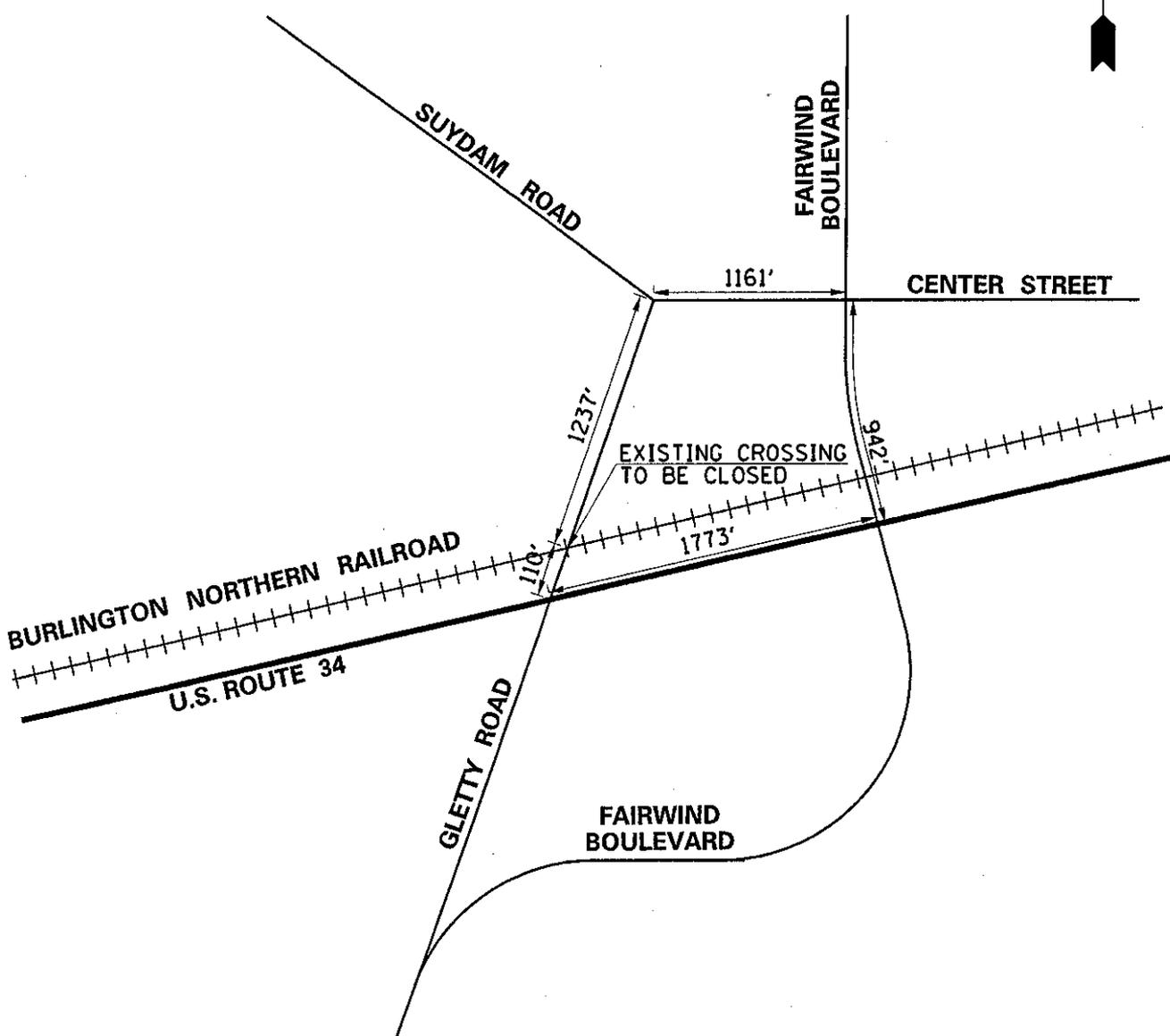


A handwritten signature in cursive script, appearing to read 'BZ Paul', is written over a solid horizontal line.

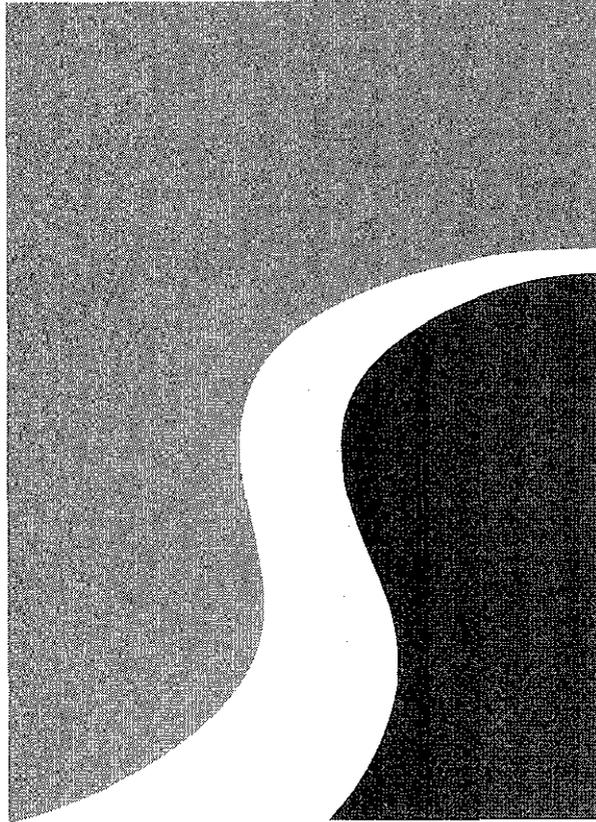
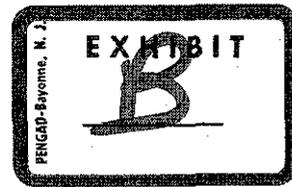
Notary Public



ADVERSE TRAVEL EXHIBIT



TOTAL ADVERSE TRAVEL = 5223' = 0.99 MILES



Smith Engineering Consultants, Inc.

*Civil/Structural Engineers
and Surveyors*

759 JOHN STREET • YORKVILLE, IL 60560
630-553-7560 FAX 630-553-7646
www.smithengineering.com

City of Sandwich Illinois
U.S. Route 34 at Fairwind Boulevard
Warning Time Study
Proposed Burlington Northern Santa Fe Railroad Crossing

October 2004

CITY OF SANDWICH, ILLINOIS

U.S. ROUTE 34 AT FAIRWIND BOULEVARD

**WARNING TIME STUDY
PROPOSED BURLINGTON NORTHERN SANTA FE RAILROAD CROSSING**

Prepared By:
Smith Engineering Consultants, Inc.
759 John Street
Yorkville, Illinois 60560
(630) 553-7560

October 2004

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1.0 PROJECT SUMMARY

1.1 Introduction

The City of Sandwich is proposing to construct a new collector roadway along the City's west side. The new road, named Fairwind Boulevard, will intersect Gletty Road south of U.S. Route 34 where it then heads northeasterly via a series of horizontal curves and intersects Route 34 approximately 1800 feet east of the existing U.S. Route 34 and Gletty Road intersection. The roadway then continues north creating a new intersection with the Burlington Northern Santa Fe (BNSF) Railroad. As part of the proposed improvement, Gletty Road will be closed and the existing railroad crossing (AAR/DOT #079 604B) signal equipment relocated to the new Fairwind Boulevard crossing.

The purpose of this report is to determine whether an interconnect should be established between a proposed traffic signal at the intersection of U.S. Route 34 at Fairwind Boulevard and the proposed railroad crossing signal subsystem to be located north of the intersection. Should an interconnect be warranted, this report will also determine the minimum traffic signal warning time.

1.2 Existing Conditions

The intersection of U.S. Route 34 at Gletty Road is currently signalized. The BNSF Railroad runs roughly parallel to Route 34 and crosses Gletty Road approximately 95 feet north of the through edge-of-pavement for Route 34. The existing crossing is equipped with flashing warning lights and gates and is interconnected with the U.S. Route 34 at Gletty Road traffic signals.

U.S. Route 34 is a bituminous roadway with two 12' wide through lanes and a 45 mph posted speed limit. At the Gletty Road intersection, Route 34 has 12' wide left-turn and right-turn lanes in both the eastbound and westbound directions. Route 34 has a rural cross-section with varying width aggregate shoulders on both sides. West of Gletty Road, U.S. Route 34 has an existing average daily traffic volume (ADT) of 6,900 vehicles per day. East of Gletty Road, U.S. Route 34 has an existing ADT of 10,900 vehicles per day. Route 34 is classified as a major arterial and is under the jurisdiction of the Illinois Department of Transportation.

Gletty Road is a bituminous roadway with two 11' wide through lanes. At the U.S. Route 34 intersection, Gletty Road has a 12' wide left-turn lane in the northbound direction. Channelizing islands exist in the northeast, southwest, and southeast intersection quadrants. There is no posted speed limit on Gletty Road, north of U.S. Route 34. Gletty Road has a rural cross-section with varying width aggregate shoulders on both sides. Gletty Road is a collector type roadway with an existing ADT of 2,000 and 5,800 vehicles per day, north and south of Route 34, respectively. Sandwich Township maintains Gletty Road from Center Street to the BNSF tracks and from U.S.

Route 34 to County Line Road. The City of Sandwich maintains Gletty Road from the BNSF tracks to Route 34.

Currently, a mix of farmland and commercial developments border U.S. Route 34 and Gletty Road in the vicinity of the project site. The City of Sandwich is anticipating major growth in this region, which will likely consist of several new residential and commercial developments. The addition of a north-south thoroughfare will not only increase mobility, but will also help promote such developments.

1.3 Proposed Improvements

The intersection of U.S. Route 34 at Fairwind Boulevard will be constructed in two phases. Initially, Route 34 at Fairwind will exist as a "T" intersection, with construction on the north leg scheduled to begin in 2005. The south leg will eventually be constructed, although an anticipated construction year has not been determined. The City of Sandwich is preparing both an Interim and an Ultimate Intersection Design Study (IDS) for U.S. Route 34 at Fairwind Boulevard utilizing 2015 design year traffic. The Interim IDS depicts the initial, three-legged improvement to be constructed in 2005, while the Ultimate IDS portrays the final configuration with the added south leg.

The scope of work, in addition to the construction of Fairwind Boulevard, includes widening U.S. Route 34 for the addition of auxiliary turns lanes, adjusting the Route 34 profile to meet at-grade railroad crossing standards, and installing permanent traffic signals. The traffic signals are justified by Warrant #2 (Four-Hour Vehicular Volume) of the Manual on Uniform Traffic Control Devices (MUTCD). The Gletty Road railroad crossing will be closed and the existing railroad signal equipment will be relocated to Fairwind Boulevard.

U.S. Route 34 will be widened to accommodate two 13' wide through lanes and a 14' wide two-way left-turn lane. At the Fairwind Boulevard intersection, Route 34 will have a 12' wide left-turn lane (with 2' wide painted median) in each direction and a 12' wide westbound right-turn lane. The proposed Route 34 cross-section will be urban with type B6.24 curb and gutter.

Fairwind Boulevard, at the intersection of U.S. Route 34, will consist of two 12' wide through lanes in each direction, a 12' wide left-turn in each direction, a 12' wide northbound right-turn lane, and a 13' wide barrier median. The proposed Fairwind Boulevard cross-section will be urban with type B6.24 curb and gutter. The posted speed for Fairwind Boulevard will be 35 mph. The BNSF railroad will cross Fairwind Boulevard approximately 110 feet north of the proposed, southbound stop bar at U.S. Route 34. The potential will exist for southbound traffic on Fairwind Boulevard to queue across the tracks and/or become trapped during the crossing sequence.

1.4 Recommendations

Based upon the data included with this report, the proposed highway traffic signal subsystem should incorporate the following recommendations:

- The proposed highway traffic signals should be interconnected to the railroad crossing signals. According to the MUTCD, when a highway-rail grade crossing is equipped with a flashing-light signal system and is located within 200 feet of an intersection with traffic control signals, the intersection signals should be preempted upon the approach of trains. The purpose of the preemption is to prevent the entrapment of vehicles on the railroad crossing by conflicting indications between the intersection signals and railroad signals. Track clearance will be provided to accommodate vehicles queued just past the far side of the track through the intersection. During preemption, the traffic signal controller shall terminate, utilizing normal clearance intervals, all phases that conflict with the track clear green phase.
- The following signs should be installed:
 - LED or Fiber Optic blank out "Turn Prohibited"
 - "Do Not Stop On Tracks"
 - "No Turn On Red"
 - W10-2 Sign (Highway Rail Advance Warning Sign showing railroad tracks north of intersection) on U.S. Route 34
- Supplemental pavement markings (6" white diagonals surrounded by a 4" border) should be installed at the railroad crossing to emphasize that vehicles should not stop in the area bounded by the railroad crossing stop bar and a point equidistant on the other side of the tracks.
- Relocate the existing railroad traffic signal equipment from Gletty Road to Fairwind Boulevard.
- The minimum traffic warning time has been established as 34 seconds. Section 3.1 of this report shows the minimum railroad warning time required.
- The proposed traffic interface should be released when the railroad gates start to ascend to allow for preemption re-service if necessary, which will help to minimize the potential of trapping vehicles on the tracks.
- The traffic controller will utilize track re-servicing capabilities, CRC security, and a supervisory railroad interconnect cable.

2.0 EXISTING CROSSING OPERATIONS – GLETTY ROAD

2.1 Intersection Data

Type:	57° Skewed, Signalized
Location:	Sandwich, Illinois
Pedestrian Crossing:	None
School Crossing:	None
Bike Path Crossing:	None
Pavement Markings:	Centerline double yellow and stop bar on Gletty Road. White diagonals between tracks and Route 34 stop bar.
Pre-emption Blank Out Signs:	Yes
Signing Present:	“Do Not Stop On Tracks” and “Caution 70 Feet Between Tracks and Highway” signs on southbound Gletty Road
Roadway Lighting:	Yes – Light pole in NE and SE quadrants
Sight Distance:	Acceptable
Rail Proximity:	Near Track 95 feet from U.S. Route 34 edge of pavement.
RR Crossing:	Two Mainline Tracks
RR Lights:	Yes
RR Gates:	Yes
RR Pedestrian Gate:	No

2.2 Railroad Signals

Average Track Speed:	55 mph (freight) / 79 mph (Amtrak)
Average Number of Trains Per Day:	25 (19 freight / 6 Amtrak)
Warning Devices:	Cross buck warning signs, automatic flashing signals and gates on both sides of Gletty Road.

3.0 PROPOSED CROSSING TRAFFIC SIGNAL RECOMMENDED TIMINGS

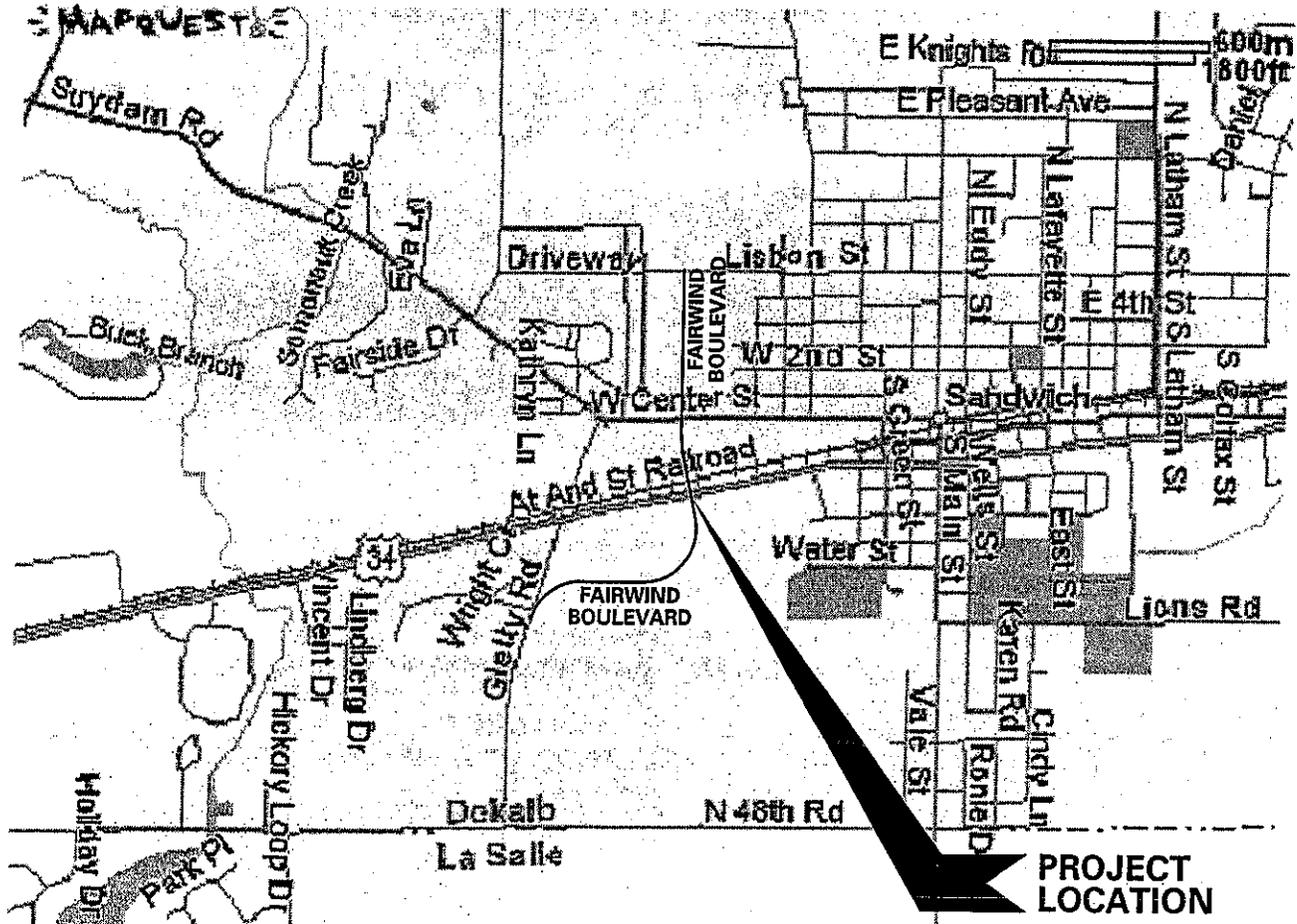
Component	Time Required (Seconds)
Delay*	1.0
Minimum Green**	1.0
Yellow Interval**	3.0
All Red Interval**	2.0
Subtotal – Maximum Time Prior to Track Clear Phase	7.0
Track Clear Green***	27.0
Total – Minimum Traffic Signal Warning Time	34.0

- * One (1) second will be programmed into railroad pre-emptor to limit false calls.
- ** Recommended minimum green, yellow, and all red intervals for proposed traffic signals. Yellow and all red timings taken from U.S. Route 34 at Fairwind Boulevard Intersection Design Study, approved by IDOT District 2.
- *** Track clear green will insure that vehicles have adequate opportunities to clear the tracks and the intersection. The separation time, which is a component of the track clear green, is 9 seconds. The other component of the track clear green (18 seconds) is the time necessary to clear vehicles from 6 feet in front of the tracks, through the intersection (assumes 7 vehicles occupy 140' area between southbound Fairwind Boulevard stop bar at U.S. Route 34 and 6 feet north of the tracks).

EXHIBIT 4.1

PROJECT LOCATION MAP

U.S. ROUTE 34 AT FAIRWIND BOULEVARD



STATE OF ILLINOIS



ILLINOIS COMMERCE COMMISSION TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

November 17, 2004

Mr. Anthony Simmons
Project Engineer
Smith Engineering Consultants, Inc.
759 John Street
Yorkville, IL 60560

Dear Mr. Simmons:

This letter is in response to the revised "ultimate" and "interim" Intersection Design Studies (IDS) and the revised Minimum Warning Time (MWT) study submitted on October 15, 2004, for the proposed intersection of U.S. Route 34 at Fairwind Boulevard, and the proposed at-grade crossing of Fairwind with the Burlington, Northern, and Santa Fe Railway Company's tracks in the City of Sandwich, DeKalb County. With the addition of this crossing and intersection, the closure of the existing Gletty Road at-grade crossing is proposed (**AAR/DOT #079 604B**).

We have reviewed the revised MWT study and "ultimate" IDS in regard to the railroad/highway grade crossing and find them acceptable. We also find the "interim" IDS acceptable, noting the following comments that should be addressed during the preparation of contract plans.

1. With the interim lane configuration for Fairwind Boulevard, a positive separation may be necessary between the striped pavement and left turn lane. This should be considered, especially if operational problems arise.
2. The southbound gate placement shall be coordinated with the BNSF Railway. Given the cross section, and covering three lanes, it may be necessary to provide an additional gate mechanism in the median.

It is our understanding that a petition to the Commission is forthcoming, and that there is ongoing coordination with the BNSF relative to right-of-way, design, and project costs. If you have any questions regarding this matter, please contact Brian Vercruysse of our staff at (630) 424-8750.

Very truly yours,

Michael E. Stead
Rail Safety Program Administrator

Cc: Yogi Gautam, IDOT-Central Office

bv



REPORT SELECTED BY:

ACCIDENT INFORMATION SYSTEM

DATE: 10/11/99 - 10/11/04 REPORTED

TIME: 0001-2359

BEAT: 03 000

ACCIDENT SUMMARY REPORT

ACCIDENT NUMBER	DATE / TIME --OCCURRED---	LOCATION	BEAT	DRU	ALC	TICK	TOTAL PERSONS	INJURED TOT/PED	FATALITIES TOT/PED	TOTAL VEHICLES	VEHICLE DAMAGE	PROPERTY DAMAGE
9911-1286	11/10/99 1140	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
9912-1408	12/09/99 1823	Church St./Gletty Road	03-000	NO	NO	NO	2	1/ 0	0/ 0	2	.00	.00
0001-0030	01/06/00 1441	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0001-0128	01/25/00 1637	Gletty Road/Church St.	03-000	NO	NO	YES	2	0/ 0	0/ 0	2	.00	.00
0003-0312	03/16/00 1641	Church St./Gletty Road	03-000	NO	NO	NO	3	2/ 0	0/ 0	2	.00	.00
0004-0455	04/21/00 1218	Gletty Road/Church St.	03-000	NO	NO	NO	3	0/ 0	0/ 0	2	.00	.00
0004-0457	04/21/00 2140	Church St./Gletty Road	03-000	NO	NO	YES	4	2/ 0	0/ 0	2	.00	.00
0006-0637	06/06/00 1400	Gletty Road/Church St.	03-000	NO	NO	NO	4	0/ 0	0/ 0	2	.00	.00
0007-0736	07/02/00 1314	Gletty Road/Church St.	03-000	NO	NO	YES	6	0/ 0	0/ 0	2	.00	.00
0007-0832	07/22/00 1746	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0008-0945	08/18/00 0720	Gletty Road/Church St.	03-000	NO	NO	NO	3	0/ 0	0/ 0	2	.00	.00
0010-1177	10/17/00 0745	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0101-0011	01/03/01 1554	Church St./Gletty Road	03-000	NO	NO	NO	5	3/ 0	0/ 0	2	.00	.00
0102-0137	02/18/01 2045	Gletty Road/Church St.	03-000	NO	NO	NO	6	0/ 0	0/ 0	2	.00	.00
0106-0664	06/21/01 1639	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0107-0812	07/26/01 1639	Gletty Road/Church St.	03-000	NO	NO	NO	5	0/ 0	0/ 0	2	.00	.00
0201-0047	01/14/02 1758	Gletty Road/Church St.	03-000	NO	NO	NO	4	0/ 0	0/ 0	2	.00	.00
0204-0317	04/04/02 1615	Church St./Gletty Road	03-000	NO	NO	YES	2	0/ 0	0/ 0	2	.00	.00
0206-0660	06/24/02 2130	Gletty Road/Church St.	03-000	NO	NO	NO	4	0/ 0	0/ 0	2	.00	.00
0207-0700	07/09/02 1041	Church St./Gletty Road	03-000	NO	NO	YES	5	0/ 0	0/ 0	3	.00	.00
0209-0989	09/16/02 1529	Church St./Gletty Road	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0212-1302	12/09/02 0733	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0212-1353	12/27/02 1238	Church St./Gletty Road	03-000	NO	NO	NO	3	0/ 0	0/ 0	2	.00	.00
0301-0070	01/20/03 1944	Church St./Gletty Road	03-000	NO	NO	NO	2	0/ 0	0/ 0	3	.00	.00
0306-0516	06/18/03 1730	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0308-0794	08/25/03 1057	Church St./Gletty Road	03-000	NO	NO	YES	3	0/ 0	0/ 0	2	.00	.00
0308-0804	08/27/03 1707	Church St./Gletty Road	03-000	NO	NO	YES	2	0/ 0	0/ 0	2	.00	.00
0309-0837	09/03/03 1821	Church St./Gletty Road	03-000	NO	NO	NO	1	0/ 0	0/ 0	2	.00	.00
0309-0949	09/30/03 0725	Church St./Gletty Road	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0310-1046	10/24/03 0726	Gletty Road/Church St.	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0311-1088	11/06/03 1240	Gletty Road/Church St.	03-000	NO	NO	YES	3	0/ 0	0/ 0	2	.00	.00
0311-1147	11/22/03 1759	Church St./Gletty Road	03-000	NO	NO	YES	2	0/ 0	0/ 0	2	.00	.00
0402-0123	02/10/04 1430	Church St./Gletty Road	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0406-0582	06/30/04 1315	Church St./Gletty Road	03-000	NO	NO	YES	7	4/ 0	0/ 0	2	.00	.00
0407-0652	07/23/04 1608	Church St./Gletty Road	03-000	NO	NO	YES	2	0/ 0	0/ 0	2	.00	.00
0408-0730	08/16/04 0654	Church St./Gletty Road	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
0408-0742	08/19/04 1005	Church St./Gletty Road	03-000	NO	NO	NO	3	0/ 0	0/ 0	3	.00	.00
0408-0767	08/27/04 1428	Church St./Gletty Road	03-000	NO	NO	NO	2	0/ 0	0/ 0	2	.00	.00
TOTAL ACCIDENTS:	38		TOTALS:	0	0	11	112	12/ 0	0/ 0	79	.00	.00