# Why is the FHWA ignoring their own [documentation](#)?

Driveway Density

"Table 12 presents the sensitivity of safety to driveway density for roadway segments while all other factors remain at their nominal or base conditions. The table shows that a roadway segment with 19 driveways per km (30 driveways per mi) can experience up to four times as many accidents as a similar roadway segment with no driveways."

Table 12. Sensitivity of Safety to Driveway Density on Roadway Segments.

ADT (veh/day)	Driveway Density (driveways per mi)						
	0 BASE	5	10	15	20	25	30
	ACCIDENTS PER MILE PER YEAR						
400	0.06	0.09	0.12	0.15	0.18	0.21	0.24
1,000	0.16	0.22	0.29	0.35	0.41	0.47	0.54
3,000	0.54	0.67	0.81	0.94	1.08	1.21	1.34
5,000	0.95	1.12	1.30	1.47	1.65	1.82	2.00
10,000	2.04	2.24	2.45	2.65	2.85	3.05	3.25
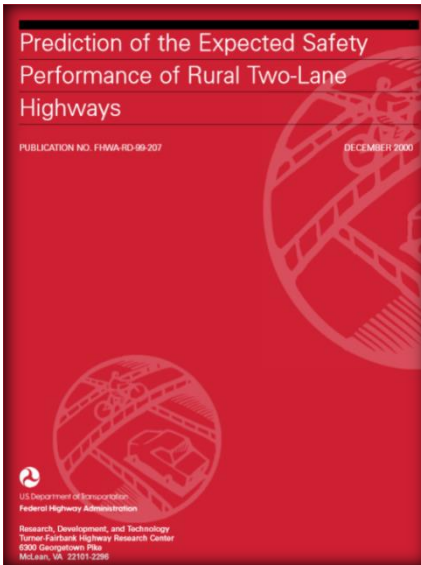
"Limited opportunities exist to control access management on this section of Route 9 from local roads and driveways. There are [ten local roads and 148 existing drives or access points](#) to undeveloped lots." (Page 20)

2B-2's Route 9 segment, adds 35 driveways per mile to this new connector—off-the-chart on Table 12, no matter what the ADT. Any alternative satisfying the system linkage need of a Route 9 connection east of Route 46 added zero access points—thus 2B-2 is one of the most unsafe of all of the 79+studied alternatives.
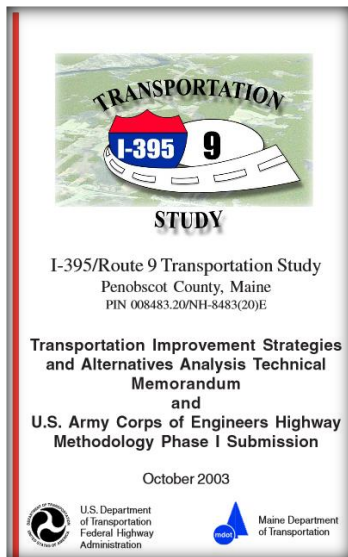
—Route 9 adds 148 total or 35 driveways per mile to 2B-2—

[FHWA Headquarters advised](#) on Mar2015 that the traffic count on Route 9, east of Route 46 and was measured at 5,760 vehicles per day in 2012—2040 traffic is projected to be 11,560 vehicles per day east of Route 46. Interpolating table 12 data, 35 driveways may be equal to 2.17 accidents per mile per year @ADT of 5,000. 4.2 miles of Route 9 (X) 2.17 accidents/per mile per year equals 9 accidents per year on just that 4.2 mile section of the new 10.3 mile connector using outdated traffic data. Interpolating Table 12, it appears that 35 driveways may be equal to 3.45 accidents per mile per year @ADT of 10,000 equates to 14 accidents per year by the year 2040.

"In rural areas, each access point added increases the annual accident rate by seven percent." ([FHWA Planning for Transportation in Rural Areas](#)) Existing safety deficiencies on Route 9 (40.8% of the overall length of alternative 2B-2) are being ignored to further 2B-2. 2B-2 is not safe in FHWA's own words…