SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Memorandum

220106

To: Town of Gorham

Date: December 8, 2023

Subject: Response to Comments, Core X Cold Storage Facility, Gorham

The purpose of this memorandum is to provide a response to the comments received by the Town of Gorham Traffic Peer Reviewer, dated October 26, 2023. The comments are listed below in italics, with our associated responses:

Traffic Comments

1) Trip Generation Calculation *- The ITE Trip Generation Manual has several different types of warehouse uses listed as land use codes (LUC), additional detail should be provided on the exact details of this proposed use to ensure the most accurate LUC is used. Some of the uses have higher trip generation rates which corresponds to increased trip generation.*

The proposed cold storage warehouse is approximately 106,000 square feet, consisting of freezer warehousing spaces, two floors of office space, cold docks, shipping & receiving offices, and battery charging & material handling equipment storage. This facility will be used to temporarily store cold merchandise before being shipped to smaller facilities. The proposed project contains approximately 93,500 square feet of freezer warehouse space. Based on this information the following land use codes were considered:

LUC 157 – High-Cube Cold Storage Warehouse is defined as “used primarily for the storage and/or consolidation of manufactured goods” and has “substantial temperature-controlled environments for frozen food and other perishable products” which was most applicable to the site’s proposed use. It was noted that this land use “typically has at least 200,000 SF of floor area” putting the independent variable under the typical application.

LUC 154 – High-Cube Transload and Short-Term Storage Warehouse was considered given the temporary storage nature of the site. It was noted that this land use “typically has at least 200,000 SF of floor area” putting the independent variable under the typical application.

LUC 150 – Warehousing was considered as the use is "primarily devoted to the storage of materials, but it may also include office and maintenance areas."

A comparison of trip generation per each considered land use based on square footage is outlined in Table 1:

Table 1 – ITE Rate Comparison

Time Period	*LUC 150 – Warehousing*	*LUC 154 – Transload*	*LUC 157 – Cold Storage*
Weekday	206 trips	148 trips	225 trips
AM Peak Hour – Adjacent Street (7 – 9 AM)	36 trips	8 trips	12 trips
PM Peak Hour – Adjacent Street (4 – 6 PM)	39 trips	11 trips	13 trips

Based on the above, and the operational data provided to us (282 daily trips, 20 AM trips, and 19 PM trips), LUC 157 was the apparent best match in both trip generation and land use description. It should be noted that the original traffic study was based on 104,300 SF, but the building size has since changed slightly. Given that the operational data was higher than the previous calculations for LUC 157, this approach remains conservative.

It should be noted that LUC 155 – High Cube Fulfillment Center Warehouse and LUC 156 – High-Cube Parcel Hub Warehouse were not considered given the descriptions.

2) Trip Assignment - *Based on population centers in the region we would think that the majority of employees would arrive at the site from the east (general Portland/I-95 area) via a left-turn from Main Street. The Trip assignment should be reviewed and confirmed as this could impact the need for a left-turn lane on Main Street.*

To be conservative a left-turn lane warrant was reviewed for employee access, assuming all trips entering as left-turns. When all six (6) entering employee trips in the AM peak hour period take a left into the site, a left-turn lane was not warranted during average day conditions. The NCHRP left-turn lane warrant is included with this comment / response.

It should be noted that a left-turn lane is being proposed at the truck entrance as a part of this project. The Concept Plan is attached to this comment / response.

3) Crash Data - *Because the majority of site trips are coming from the east, the intersection of Route 25 and Route 237 should be included as a study intersection.*

The intersection of Route 25 and Route 237 had five (5) crashes and a CRF of 0.33 over the three-year period of 2020 to 2022. The data report is attached to this comment response. The intersection is not currently classified as a high crash location (HCL) and does not appear to be approaching HCL status.

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4) Intersection Sight Distances - *We are generally in agreement with the sight distances measured by Sebago Technics but would ask that these sight distances are checked when there is full foliage on the trees and vegetation along Route 25 and areas trimmed back to improve and optimize sight distance as necessary.*

Sight distance will be reviewed as a part of the design of the left-turn lane, as grading and associated clearing are intended to occur to facilitate the design.

5) Traffic Operations Analysis - *The traffic report only includes the delay and level-of-service results from the Simtraffic outputs, the Synchro files showing the inputs for the traffic analysis should be provided to complete this review.*

The Synchro files utilized for the 9/27/23 Traffic Impact Study are included with this comment / response.

6) Truck Traffic - *Turning Templates should be provided for the largest tractor trailer truck that will be accessing the site. Templates should be provided for all movements into and out of the site and for movements internal to the site.*

Plans have been added to the revised plan set showing the truck turning movements at the entrance and through the site.

7a) Site Entrances - *Lighting at both entrances needs to be provided, a photometrics plan should be submitted.*

A photometrics plan has been included in the revised plan set. Lighting has been included at both driveway entrances.

7b) Site Entrances - *Route 25 is an important arterial type roadway both regionally and for the Town of Gorham serving as a key corridor for the movement of goods and services, and commuters. Maintaining optimal mobility and safety is important to the Town of Gorham and consistent with its Land Use Regulations. The nature of the proposed facility will be primarily generating large tractor trailer type traffic, and regular hourly truck traffic is expected between the hours of 6AM and 8 PM each weekday and potentially on the weekends. Due to the size and characteristics of large trucks requiring longer acceleration and deceleration times, and requiring longer gaps in traffic (and more time) to make left turns from Main Street into the site, a left-turn lane should be required on Main Street at the Truck entrance to minimizes negative impacts to mobility and safety along this section of Main Street (Route 25).*

We appreciate the desire for the left-turn lane for truck access from a mobility and safety standpoint along Route 25. As discussed, a Concept Plan is provided with the comment / response. The design includes an 80-foot storage length, with deceleration, and bay tapers as outlined. A left-turn lane for the business located across from the truck entrance at 502 Main Street is also provided as opposed to providing the required opposing shadow space.

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We are hopeful that the responses and revised material included in this letter are satisfactory and have addressed your concerns. Upon your review of our responses, please contact us with questions or if additional information is required.

SEBAGO TECHNICS, INC.

Nicole Conant, P.E.
Director of Transportation Engineering

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Project Manager

CC: Griffin Steinman, EI
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Attachments

Employee Drive Left-Turn Lane Warrant (100% Lefts)
Revised Crash Data
Synchro Models
Left-Turn Lane Concept Plan

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Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

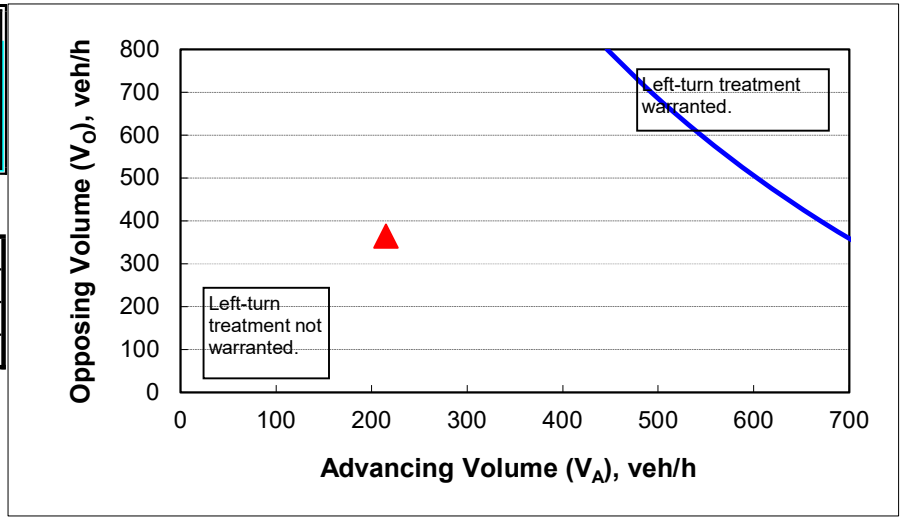
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	215
Opposing volume (V_O), veh/h:	365

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	695
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

Gorham
Main St from Portal Way to Mosher Rd

REPORT PARAMETERS

Year 2020, Start Month 1 through Year 2022 End Month: 12

Route: **0025X**	Start Node: **17167**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **19860**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0237X**	Start Node: **17167**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **63061**	End Offset: **0**	☐ **Exclude Last Node**
Route: **3201414**	Start Node: **63061**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **63062**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
17167	0025X - 8.31	Int of MAIN ST MARTIN POINTS HEALTHCARE Z RD MOSH	9	5	0	0	0	2	3	40.0	4.325	0.39	1.17	0.33
											Statewide Crash Rate:		0.64	
19860	0025X - 8.91	Int of MAIN ST PORTAL WY	2	0	0	0	0	0	0	0.0	3.015	0.00	0.36	0.00
											Statewide Crash Rate:		0.12	
63062	0025X - 8.34	Int of MAIN ST MOSHER RD	2	0	0	0	0	0	0	0.0	3.448	0.00	0.35	0.00
											Statewide Crash Rate:		0.12	
63061	0237X - 0.05	Non Int MOSHER RD	1	0	0	0	0	0	0	0.0	1.972	0.00	0.38	0.00
											Statewide Crash Rate:		0.11	
Study Years:	3.00	**NODE TOTALS:**		5	0	0	0	2	3	40.0	12.760	0.13	0.51	0.26

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
63062	17167	3123361	0 - 0.03	0025X - 8.31	0.03	2	0	0	0	0	0	0	0.0	0.00060	0.00	741.02	0.00
Int of MAIN ST MOSHER RD				ST RTE 25											Statewide Crash Rate: 187.38		
19860	63062	3943869	0 - 0.57	0025X - 8.34	0.57	2	4	0	0	0	1	3	25.0	0.01689	78.93	334.15	0.24
Int of MAIN ST PORTAL WY				ST RTE 25											Statewide Crash Rate: 187.38		
63061	17167	3118491	0 - 0.01	0237X - 0	0.01	1	0	0	0	0	0	0	0.0	0.00015	0.00	523.35	0.00
Non Int MOSHER RD				ST RTE 237											Statewide Crash Rate: 150.01		
63061	17167	3118491	0.01 - 0.05	0237X - 0.01	0.04	1	0	0	0	0	0	0	0.0	0.00060	0.00	616.61	0.00
Non Int MOSHER RD				ST RTE 237											Statewide Crash Rate: 150.01		
63061	63062	3130129	0 - 0.05	3201414 - 0	0.05	1	0	0	0	0	0	0	0.0	0.00048	0.00	633.64	0.00
Non Int MOSHER RD				RD INV 3201414											Statewide Crash Rate: 150.01		
Study Years: 3.00				**Section Totals:**	0.70		4	0	0	0	1	3	25.0	0.01872	71.22	323.84	0.22
				Grand Totals:	0.70		9	0	0	0	3	6	33.3	0.01872	160.25	435.85	0.37

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
63062	17167	3123361	0 - 0.03	0025X - 8.31	0	0	0	0	0	0				
19860	63062	3943869	0 - 0.57	0025X - 8.34	4	0	0	0	1	3	2020-2547	01/20/2020	8.61	PD
											2022-34380	11/19/2022	8.65	PD
											2021-20119	07/23/2021	8.66	C
											2021-31265	11/13/2021	8.86	PD
63061	17167	3118491	0.01 - 0.05	0237X - 0	0	0	0	0	0	0				
63061	17167	3118491	0 - 0.01	0237X - 0	0	0	0	0	0	0				
63061	63062	3130129	0 - 0.05	3201414 - 0	0	0	0	0	0	0				
				Totals:	4	0	0	0	1	3				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
Totals	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	0	0	0	1	0	0	0	**9**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	9
2-(Sport) Utility Vehicle	3
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	2
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	1
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	6
25-Other	0
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	**22**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	5	1	0	0	0	7
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	2	0	0	0	0	0	2
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	0	0	0	0	0	2
Unknown	1	0	0	0	0	0	1
Total	**9**	**6**	**1**	**0**	**0**	**0**	**16**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	8	6	1	0	0	0	15
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	**9**	**6**	**1**	**0**	**0**	**0**	**16**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	0	0	0	0	0	0
25-29	3	0	0	0	0	3
30-39	3	0	0	0	0	3
40-49	1	0	0	0	0	1
50-59	4	0	0	0	0	4
60-69	2	0	0	0	0	2
70-79	1	0	0	0	0	1
80-Over	1	0	0	0	0	1
Unknown	0	0	0	0	0	0
Total	**16**	**0**	**0**	**0**	**0**	**16**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**16**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	1		
13-Motor Vehicle in Transport	15		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	3	5
PD	6	0
Total	**9**	**5**

Road Character

Road Grade	Total
1-Level	6
2-On Grade	3
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**9**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	4
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	5
14-Other	0
Total	**9**

Light

Light Condition	Total
1-Daylight	6
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	0
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**9**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2020	2021	2022	Total
JANUARY	1	0	0	1
FEBRUARY	1	0	0	1
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	1	0	0	1
JUNE	0	0	0	0
JULY	0	1	0	1
AUGUST	1	0	0	1
SEPTEMBER	0	0	0	0
OCTOBER	0	0	1	1
NOVEMBER	0	2	1	3
DECEMBER	0	0	0	0
Total	**4**	**3**	**2**	**9**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**3**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	5	0	0	0	0	0	0	0	0	0	0	5
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**9**