

## Broadway Intersection Improvements Traffic Evaluation Bangor, Maine WIN 21663.00

**Date:** May 25, 2018  
**Subject:** Traffic analysis for short-term and long-term intersection improvements  
Bangor, Maine  
**To:** File  
**From:** Randy Dunton, P.E., PTOE / Emily Tynes - Gorrill Palmer

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### Introduction

Gorrill Palmer (GP) has completed a traffic analysis for the Broadway corridor in Bangor, Maine between the intersection of Broadway with the I-95 northbound ramps and Center Street and the intersection of Broadway with the I-95 southbound ramps and Alden Street. This analysis included an evaluation of the existing roadway geometry, two short term design options, and a long term design. The short term and long term concepts were created by GP and are attached. The short term options have a design year of 2028 and the long term concept has a design year of 2038. The following is a summary of the traffic analysis methodology, results, and recommendations.

### Proposed Intersection Improvements

#### *Short Term Improvements*

Two options were created for short term improvements with a design year of 2028. The following changes are consistent for both short term concepts:

- Intersection of Broadway with I-95 southbound ramps:
  - I-95 southbound off ramp – remove left turn lane
  - I-95 southbound off ramp – change inside right turn lane to a left-through-right lane
  - Realign I-95 southbound on-ramp with the I-95 southbound off-ramp
- Intersection of Broadway with I-95 northbound ramps and Center Street:
  - Broadway southbound – eliminate channelization of right turn lane onto Center Street



The following summarizes the changes that are unique to the two options:

Option 1: construct a “pork chop” island at the Earle Avenue approach to Broadway to restrict Earle Avenue to right-in and right-out only.

Option 2: construct a center median on Broadway from the intersection of Broadway with the I-95 northbound ramps and Center Street to 50 feet to the north of the intersection of Broadway with Earle Avenue. This median is designed to restrict Earle Avenue movements to right-in and right-out only and it would be constructed in lieu of the “pork chop” median on Earle Avenue. This center median would also improve access management by limiting movements at the southernmost gas station access to right-in / right-out only.

### *Long Term Improvements*

The long term improvements concept is proposed to include the short term improvements as well as the construction of a center median on Broadway between its intersection with the I-95 northbound ramps and Center Street and its intersection with the I-95 southbound on & off ramps. This would restrict the movements of all side streets and driveways between the two signalized intersections to right-in / right-out.

## **Traffic Volumes**

Turning movement counts were completed at the following intersections by GP and the City of Bangor on November 6, 2017:

- Broadway with I-95 southbound on and off ramps
- Broadway with Alden Street
- Broadway with Earle Avenue and gas station accesses
- Broadway with I-95 northbound ramp and Center Street

The results of the counts are shown on the attached Figure 1. To estimate the traffic experienced during the peak summer months, the traffic volumes are typically adjusted to the 30<sup>th</sup> highest hour of the year using MaineDOT weekly group mean factors. This would have resulted in a seasonal adjustment of 8.1%. Because there are two universities in the area (Husson University in Bangor and the University of Maine in Orono) that were in session during the November counts, but experience significantly less activity in the summer, it was determined that a seasonal adjustment of 8.1% may be too conservative. Daily traffic volumes for August 2017 and November 2017 on Union Street in Bangor were provided to GP by MaineDOT. Based on these volumes, GP calculated a seasonal adjustment of 3.6%, which was applied to the raw volumes in the traffic model.



In addition to seasonally adjusting the raw traffic volumes, an annual growth rate is also applied to forecast the traffic that may be experienced during the design year of the project. Based on a review of MaineDOT traffic volumes in the vicinity of the study area, traffic volumes have been decreasing. To be conservative, an annual growth rate of 0.5% per year (straight growth) has been applied to the seasonally adjusted traffic volumes in the traffic model.

## Capacity Analysis

GP completed a capacity analysis using Synchro/SimTraffic computer analysis software. Level of service rankings are similar to the academic ranking system where an 'A' is very good with little control delay and an 'F' represents poor traffic conditions. If the level of service falls below a 'D,' an evaluation should be made to determine if mitigation is warranted. The following tables summarize the relationship between control delay per vehicle and level of service for unsignalized and signalized intersections:

**Level of Service Criteria for Unsignalized Intersections**

Level of Service	Control Delay per Vehicle (s)
A	Less than 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

**Level of Service Criteria for Signalized Intersections**

Level of Service	Control Delay per Vehicle (s)
A	Less than 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

GP has completed the traffic analysis for the following scenarios:

- Existing intersection geometry with 2018, 2028, and 2038 traffic volumes
- Short term Option 1 with 2028 traffic volumes
- Short term Option 2 with 2028 traffic volumes
- Long term improvement with 2038 traffic volumes



The two short term concepts as well as the long term concept were evaluated using the existing timing and phasing at the signalized intersections and with adjusted timing and phasing to optimize the operation of the proposed intersection geometry. Since the study area intersections are part of a larger coordinated system, the overall cycle length of the intersections was maintained in all scenarios. Two special notes regarding the timing / phasing: 1) for the scenarios that included revised timing and phasing, the southbound Broadway left turn movement onto I-95 NB was changed from protected / permitted phasing to protected only phasing to comply with MaineDOT requirements of no permitted left turns opposing two or more through lanes and 2) the adjusted timing and phasing does not include pedestrian timing, due to the low pedestrian volumes. When the pedestrian call is actuated, the signal coordination may be disrupted briefly to allow adequate crossing time, which may decrease the levels of service for a short period of time. The capacity analysis results are based on the average of five SimTraffic runs. The attached Tables 1 and 3 summarize the results of the capacity analysis. The following is a discussion of some specific approaches with low levels of service:

- Broadway / I-95 Southbound on and off ramps – With existing timing and phasing, the I-95 southbound off ramp is forecast to operate at a level of service ‘E’ during the PM peak hour with both short term options and the long term concept. The level of service for the approach is anticipated to be increased to a level of service ‘D’ for all concepts with adjustments to the timing and phasing.
- Broadway / Earle Avenue – During the PM peak hour, the Earle Avenue eastbound approach is forecast to operate at a level of service ‘E’ or ‘F’ for all 2028 and 2038 scenarios with the existing timing and phasing. The low level of service is due to the queue of Broadway southbound approach extending through this intersection. This is not uncommon for unsignalized intersections in a downtown area. This intersection was not included in the analyses with adjusted timing and phasing so accurate queue lengths at the signalized intersection of Broadway with Center Street and the I-95 northbound ramps were reported by the software. Adjustments to the timing and phasing is forecast to improve the operation of the signalized intersection, which is anticipated to also improve the operation of the Earle Avenue approach to Broadway.
- Broadway / I-95 northbound on and off ramp and Center Street – The Center Street eastbound approach is forecast to operate at a level of service ‘E’ during the AM peak hour and a level of service ‘F’ during the PM peak hour with both the existing geometry and all proposed concepts with the current timing and phasing. The low levels of service are due to the left turn queue exceeding the available storage length and blocking through and right turning vehicles from entering the intersection. Additionally, the I-95 northbound ramp approach is forecast to operate at a level of service ‘E’ or ‘F’ during the AM and PM peak hours with both the existing geometry and all proposed concepts with the current timing and phasing. With adjustments to the timing and phasing the levels of service for both the Center



Street approach and the I-95 northbound ramp are forecast to be a 'D' for all proposed concepts.

## Queue Analysis

GP completed a queue analysis for the study area intersections using the same Synchro/SimTraffic computer analysis software as that used to complete the capacity analysis. The queue analysis includes comparing the 95<sup>th</sup> percentile queue length to the available storage lengths. The 95<sup>th</sup> percentile queue is the queue length that will not be exceeded 95% of the time.

Similar to the capacity analysis, the two short term concepts, as well as the long term concept, were evaluated using the existing timing and phasing at the signalized intersections and with adjusted timing and phasing to optimize the operation of the proposed intersection geometry. Like in the capacity analysis, it should be noted that the adjusted timing and phasing does not include pedestrian timing, due to the low pedestrian volumes. When the pedestrian call is actuated, the signal coordination may be disrupted briefly to allow adequate crossing time, which may increase queue lengths for a short period of time. The queue analysis results are based on the average of five SimTraffic runs. Tables showing the results of the queue analysis are attached as Table 2 and Table 4. The following is a discussion of specific areas of interest regarding the queue analysis results:

- Broadway with I-95 Southbound on and off ramps – with existing intersection geometry, the I-95 southbound ramp left turn lane queue exceeds the available storage length. The proposed geometry mitigates this with the removal of the exclusive left turn lane.
- Broadway with Earle Avenue – the Broadway southbound queue from the signalized intersection of Broadway with the I-95 northbound ramps is forecast to extend north, past Earle Avenue, which blocks traffic from entering or exiting Earle Avenue. With the existing timing and phasing at the signalized intersections, the Earle Avenue 95<sup>th</sup> percentile queue length is forecast to be 13-14 vehicles for Option 1, 2-3 vehicles for option 2, and approximately 4 vehicles for the long term concept during the PM peak hour, assuming one vehicle and the associated space between vehicles is 25 feet. Although this intersection was not included in the adjusted timing and phasing analyses, it is anticipated that the queue lengths on Earle Street will be shorter than those with the existing timing and phasing.
- Broadway with I-95 northbound on and off ramp and Center Street – the queue length for the Center Street left turn lane approaching Broadway is forecast to exceed the available 60 feet of storage for the existing and proposed intersection geometry. This blocks the through and right turning traffic from approaching the intersection and increases the queue for the approach. Additionally, for the I-95 northbound approach, the storage lengths for the left



and right turn lanes are exceeded with both the existing and proposed geometry, which causes the queue lengths to extend onto I-95. The queue length for the Broadway southbound approach is forecast to block Earle Avenue from turning onto Broadway. Mitigation for these items that is forecast to improve the queue lengths includes adjusting the timing and phasing, extending the Center Street left turn storage length from 60 feet to 150 feet for the 2028 concepts and 200 feet for the 2038 long term concept, and adjusting the southbound Broadway left turn lane storage length from 315 feet to 400 feet.

## Crash History

GP obtained the collision history for the study area for 2014-2016, the most recent three year crash history at the time this report was prepared. It should be noted that 2015-2017 crash data is anticipated to be released soon. The updated crash data will be evaluated when it is available. In order to evaluate whether a location has a higher than average rate of crashes compared to similar locations throughout the State, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor (CRF) of 1.00 or more for a three year period. A CRF compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a rate of less than average **and**:
2. A minimum of eight crashes over the same three year period.

Based on the crash data provided by MaineDOT, there are two HCLs in the study area. The first HCL is the intersection of Broadway with Earle Avenue and the channelized right turn lane onto Center Street, and the second is Broadway from Earle Avenue to the I-95 southbound on and off ramps. To further evaluate the HCLs and identify crash patterns, collisions diagrams were created (attached). The following discusses the HCLs in more detail:

### *Intersection of Broadway with Earle Avenue*

This intersection has a CRF of 4.69 and experienced 33 collisions during 2014-2016. Based on a review of the collision diagram, 19 of the 33 collisions involved vehicles on Broadway turning left onto Earle Avenue colliding with southbound Broadway through vehicles. In both the short term and long term concepts, Earle Avenue is proposed to be restricted to right-in / right-out only, which should improve this crash pattern.



### *Broadway from Earle Avenue to I-95 Southbound On Ramp and Off Ramp*

This roadway segment has a CRF of 2.36 and experienced 25 collisions from 2014-2016. Based on a review of the collision diagram, there is a crash pattern of sideswipe collisions on Broadway, in both the northbound and southbound directions. The long-term design option would restrict traffic movements at all driveways between these intersections to right-in and right-out only, which should reduce sideswipes due to improper lane changes associated with the two way left turn lane. Additionally, there were three collisions that involved vehicles turning left onto Broadway from businesses, colliding with vehicles traveling southbound on Broadway. This crash pattern should be mitigated with the long term concept.

### *Pedestrian and Bicyclist Collisions*

Due to the project's location in a downtown area, collisions that involved pedestrians and bicyclists have also been reviewed. From 2014-2016, there were two crashes that involved pedestrians and one crash that involved a bicyclist. All three crashes occurred at the intersection of Broadway with Center Street and the I-95 northbound ramps. One pedestrian crash occurred while the pedestrian was crossing Broadway northbound in the crosswalk. The pedestrian was struck by a vehicle turning right on red onto Broadway from Center Street. It is unclear if the pedestrian walk signal was actuated. This may be improved with a leading pedestrian interval for the concurrent pedestrian phase, where pedestrians are shown the "WALK" signal slightly before the associated through traffic sees a green signal. The second pedestrian collision occurred when the pedestrian was crossing the Broadway southbound approach, which does not have a marked crosswalk. The short term and long term concepts all propose to add a crosswalk at this location. The crash involving the bicyclist occurred when the bicyclist was crossing the Broadway southbound approach, wove through queued traffic at the signal, lost control of the bicycle and collided with a vehicle.

## **Conclusions**

The following is a summary of the conclusions and recommendations:

1. The proposed short term concepts are forecast to operate at acceptable levels of service with adjustments to optimize the timing and phasing at the two signalized intersections.
2. The proposed long term concept is forecast to operate at acceptable levels of service with adjustments to optimize the timing and phasing at the two signalized intersections.
3. Based on the queue analysis, for 2028 Option 1 and Option 2, the eastbound Center Street left turn lane storage should be increased to 150 feet. For the 2038 long-term option the storage length of this left turn lane should be increased to 200 feet. The longer

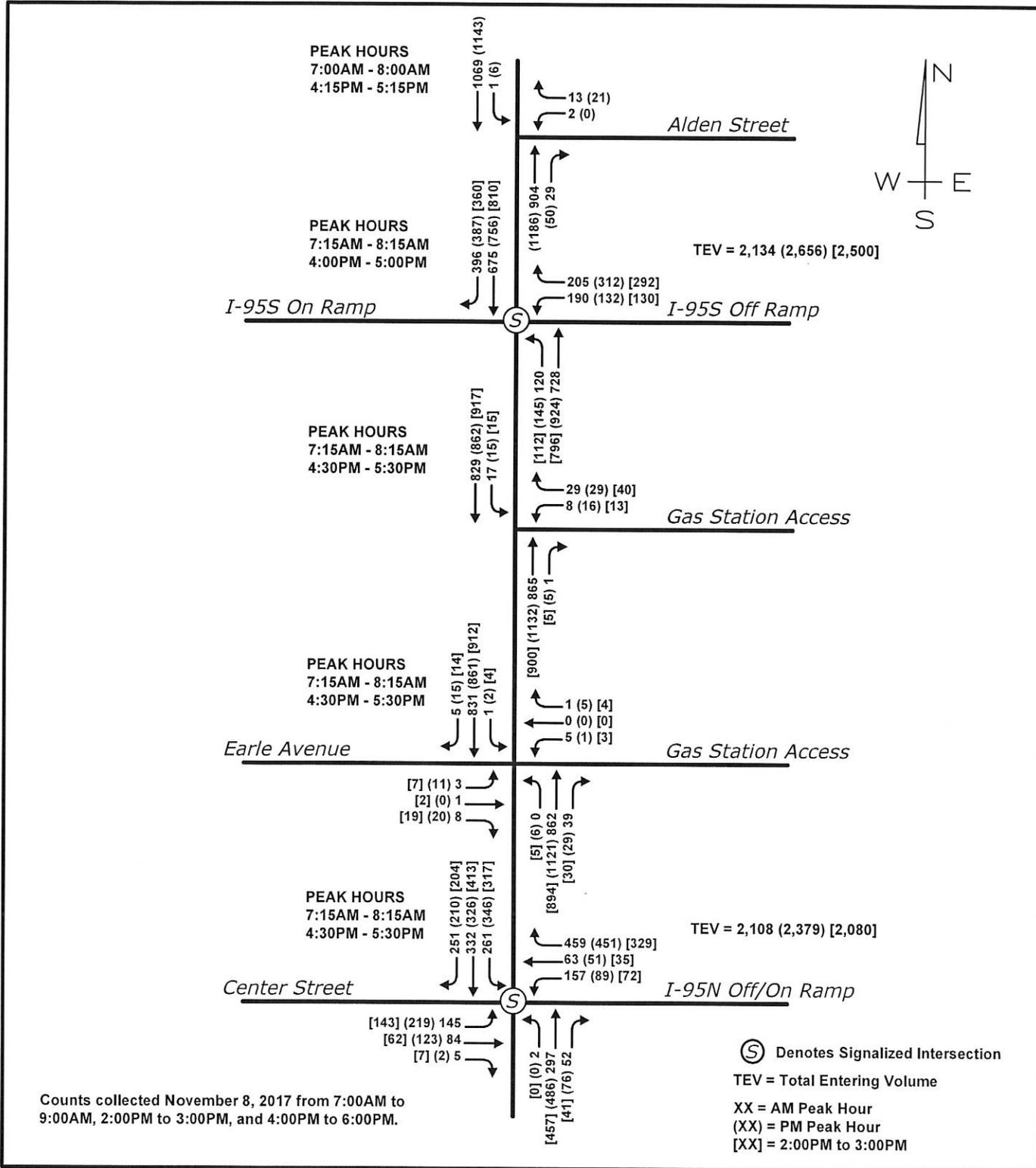


storage lengths are forecast to reduce the queue lengths at the approach and improve the operation of the intersection for both the short term and long term concepts.

4. For the long-term option, at the intersection of Broadway with the I-95 northbound ramps, the Broadway southbound left turn lane storage length should be increased to 400 feet to optimize the operation of the two signalized intersections.
5. Based on the crash data provided by MaineDOT, there are two HCLs in the study area; the intersection of Broadway with Earle Avenue and Broadway from Earle Avenue to the I-95 southbound on and off ramps. Earle Avenue turning movements are proposed to be restricted to right-in and right-out only in all concepts. This should mitigate crash patterns identified at the intersection of Broadway with Earle Avenue. The long term proposed center median on Broadway should mitigate crash patterns identified on Broadway as well.

# Raw Volumes

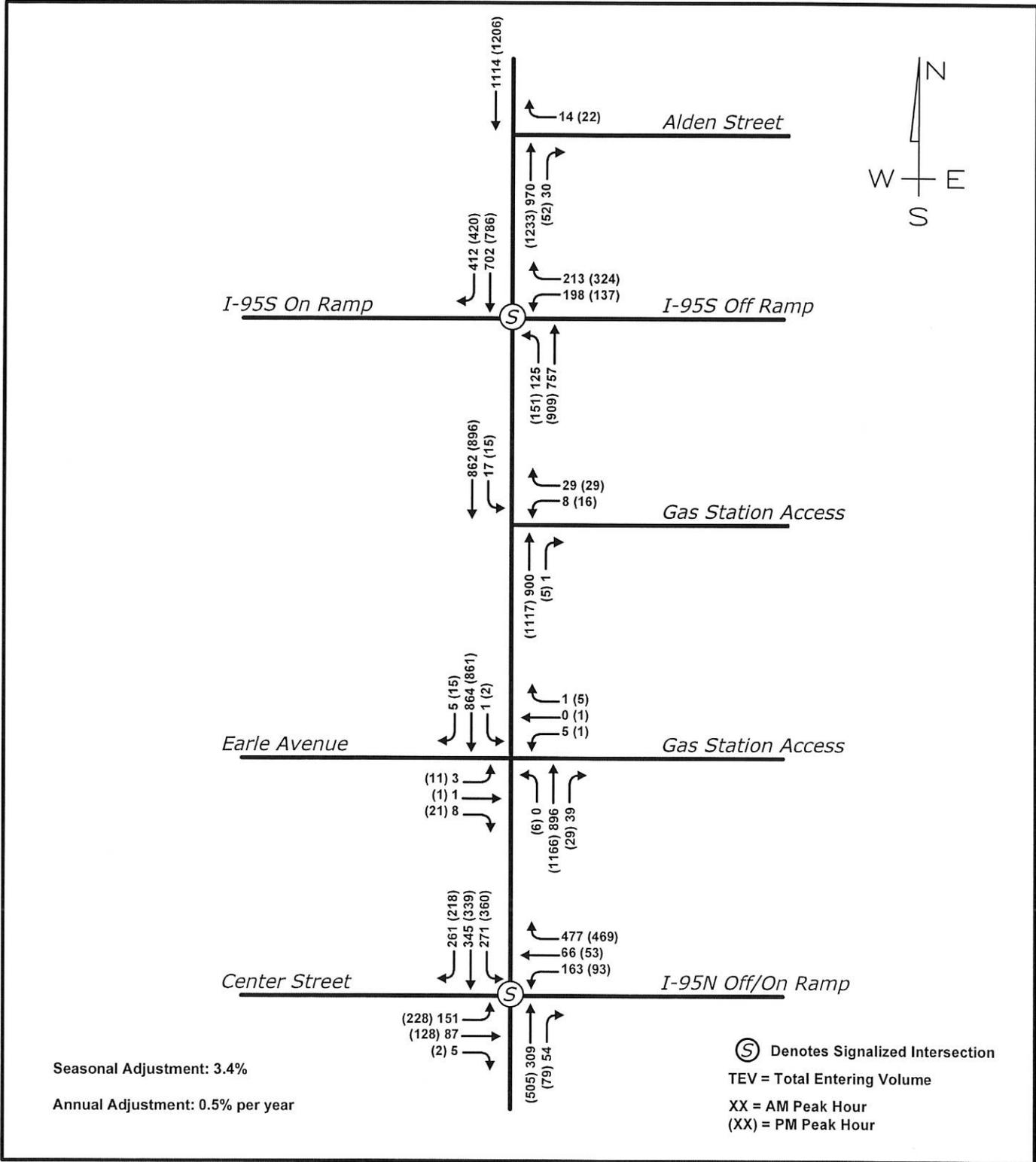
Figure No. **1**



## BROADWAY IMPROVEMENTS BANGOR, MAINE

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Checked: RD     File Name: 3367 Figures

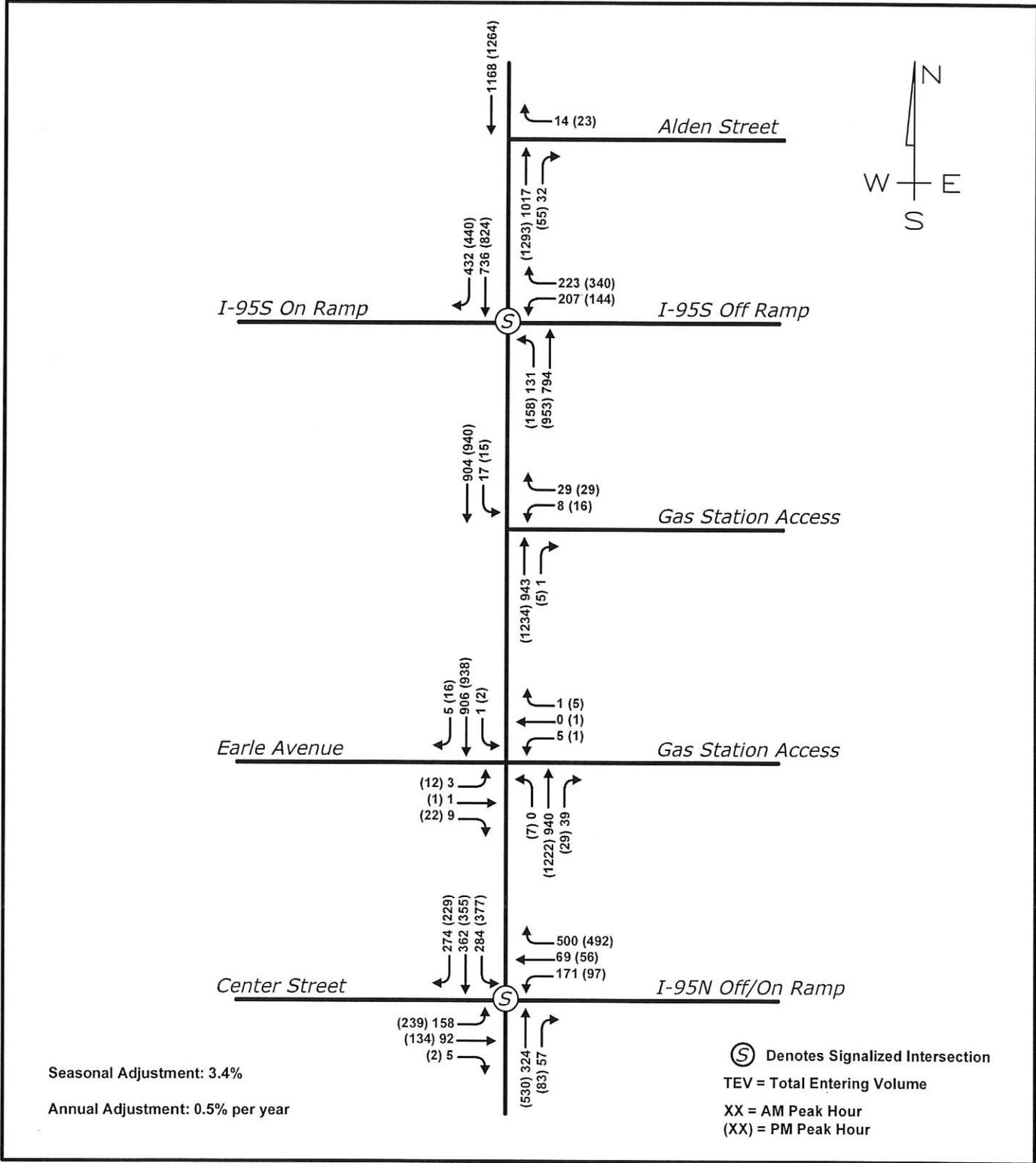
# 2018 Existing Layout



## BROADWAY IMPROVEMENTS BANGOR, MAINE

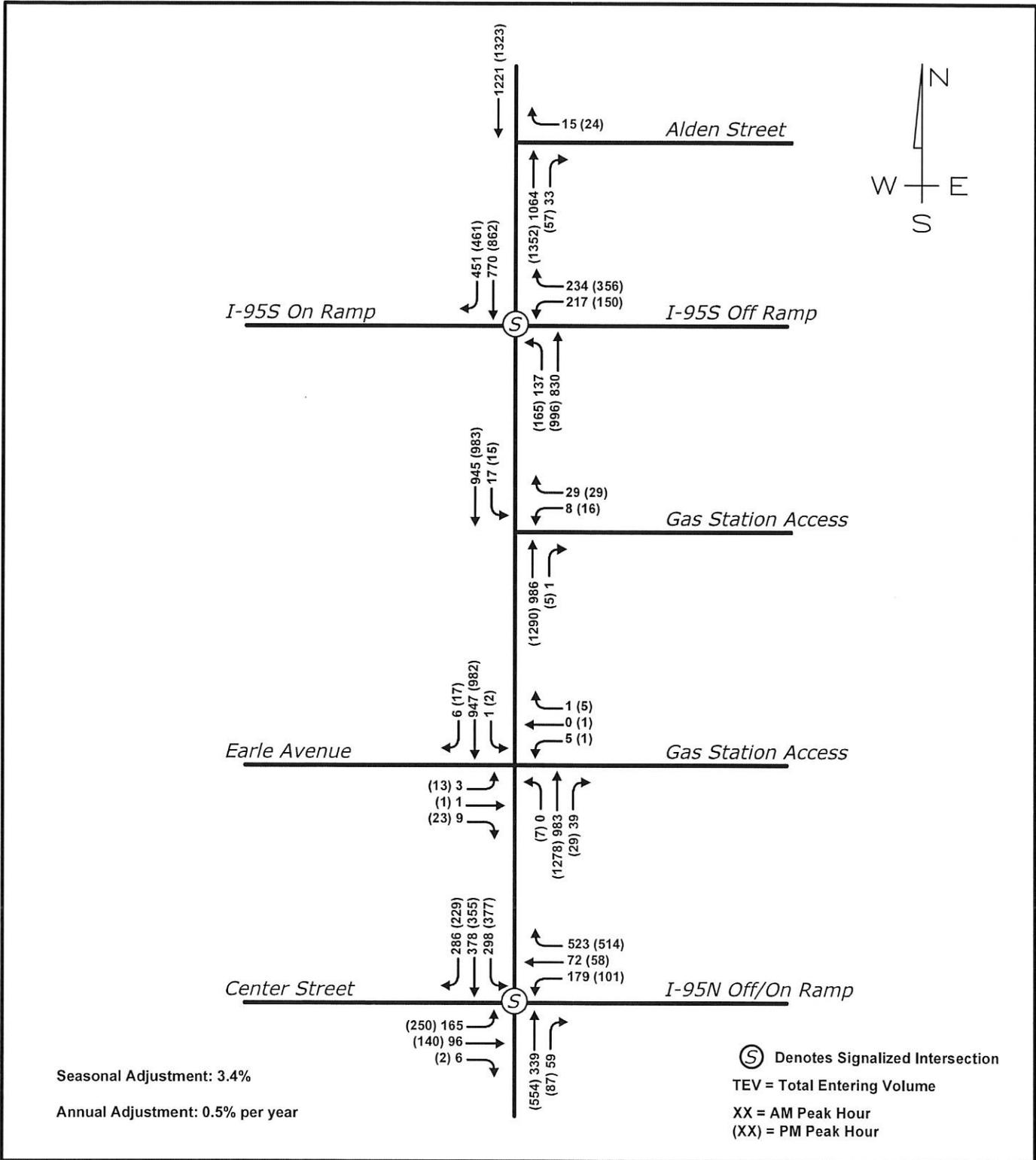
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# 2028 Existing Layout



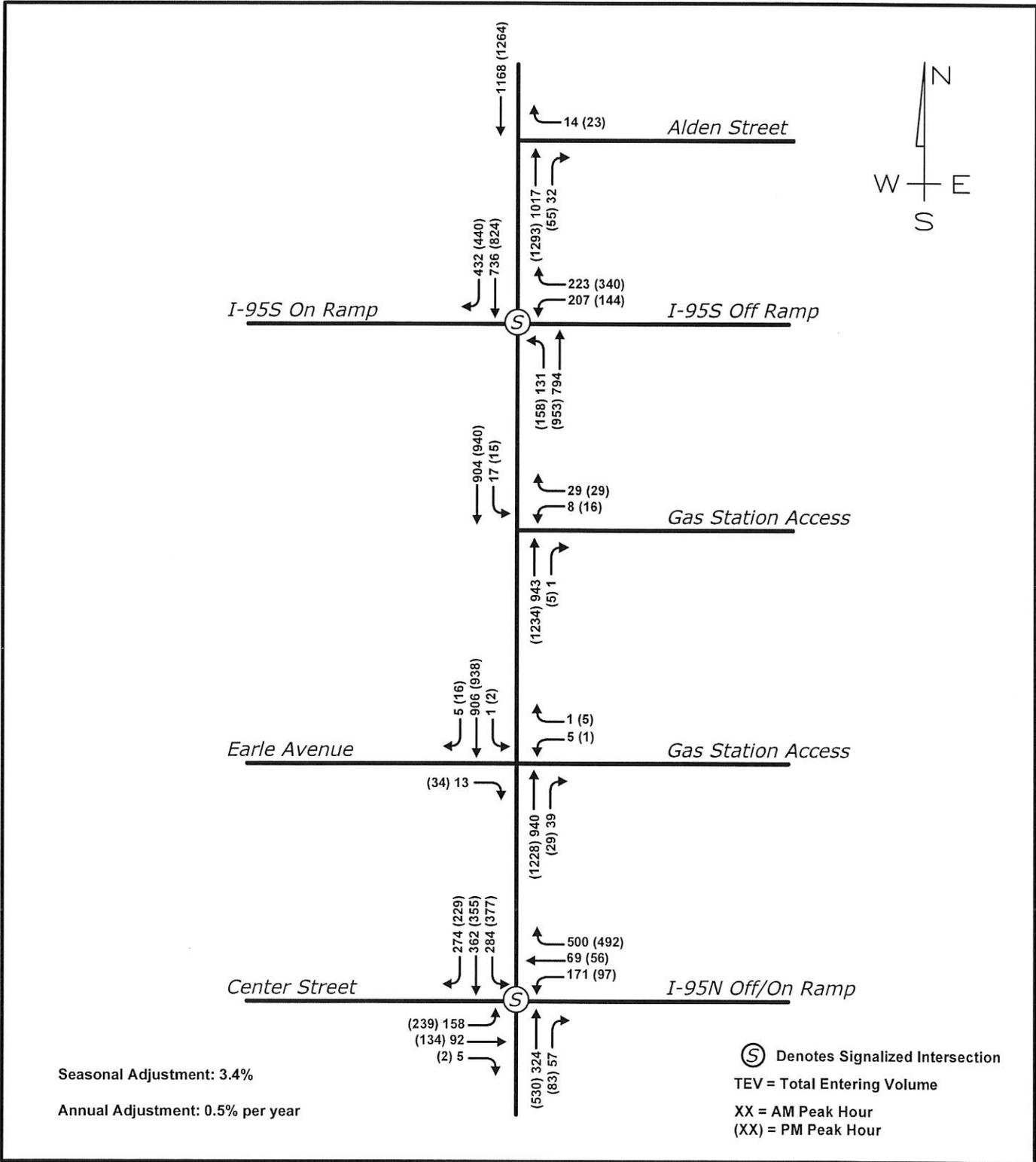
## BROADWAY IMPROVEMENTS BANGOR, MAINE

# 2038 Existing Layout

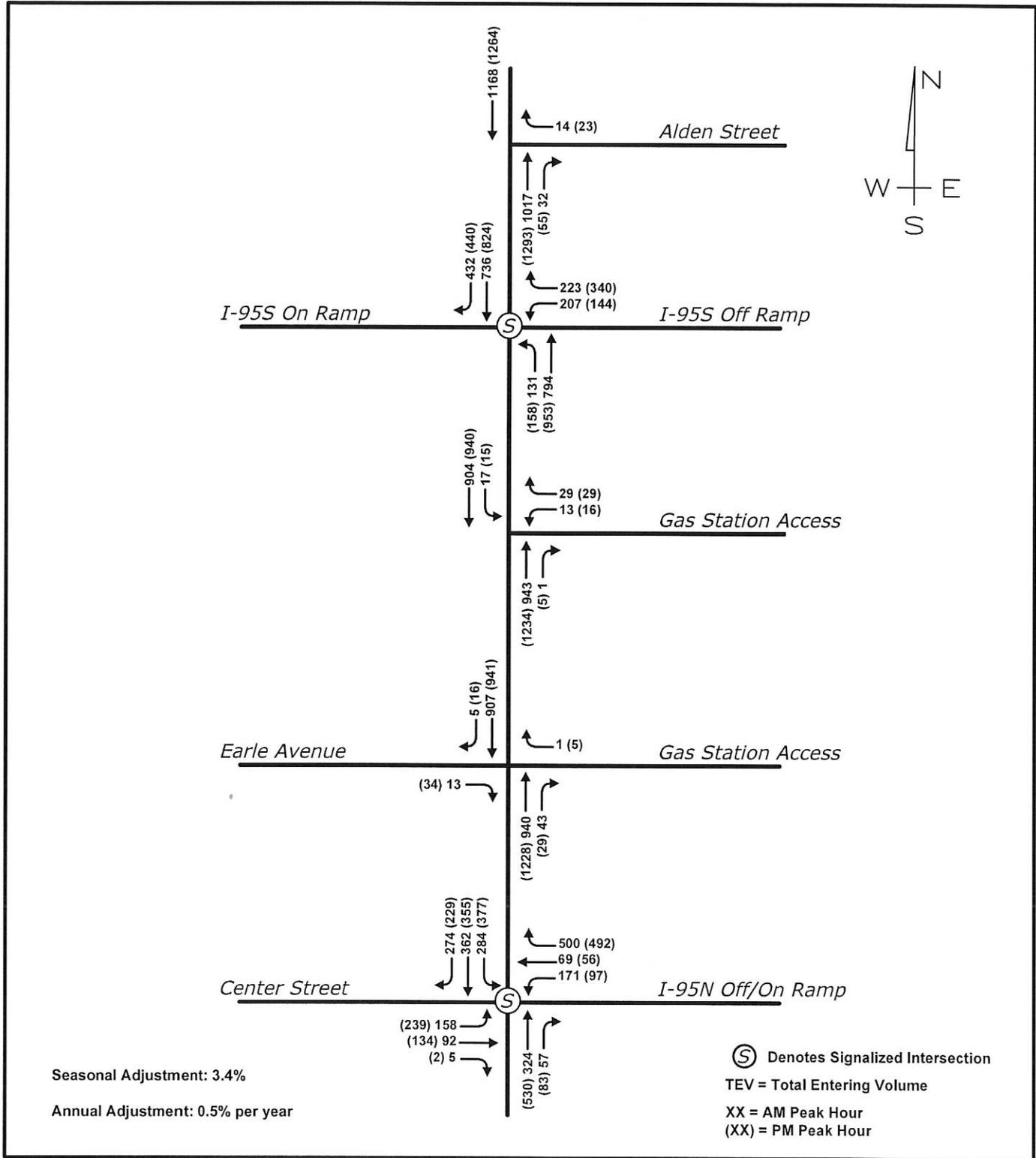


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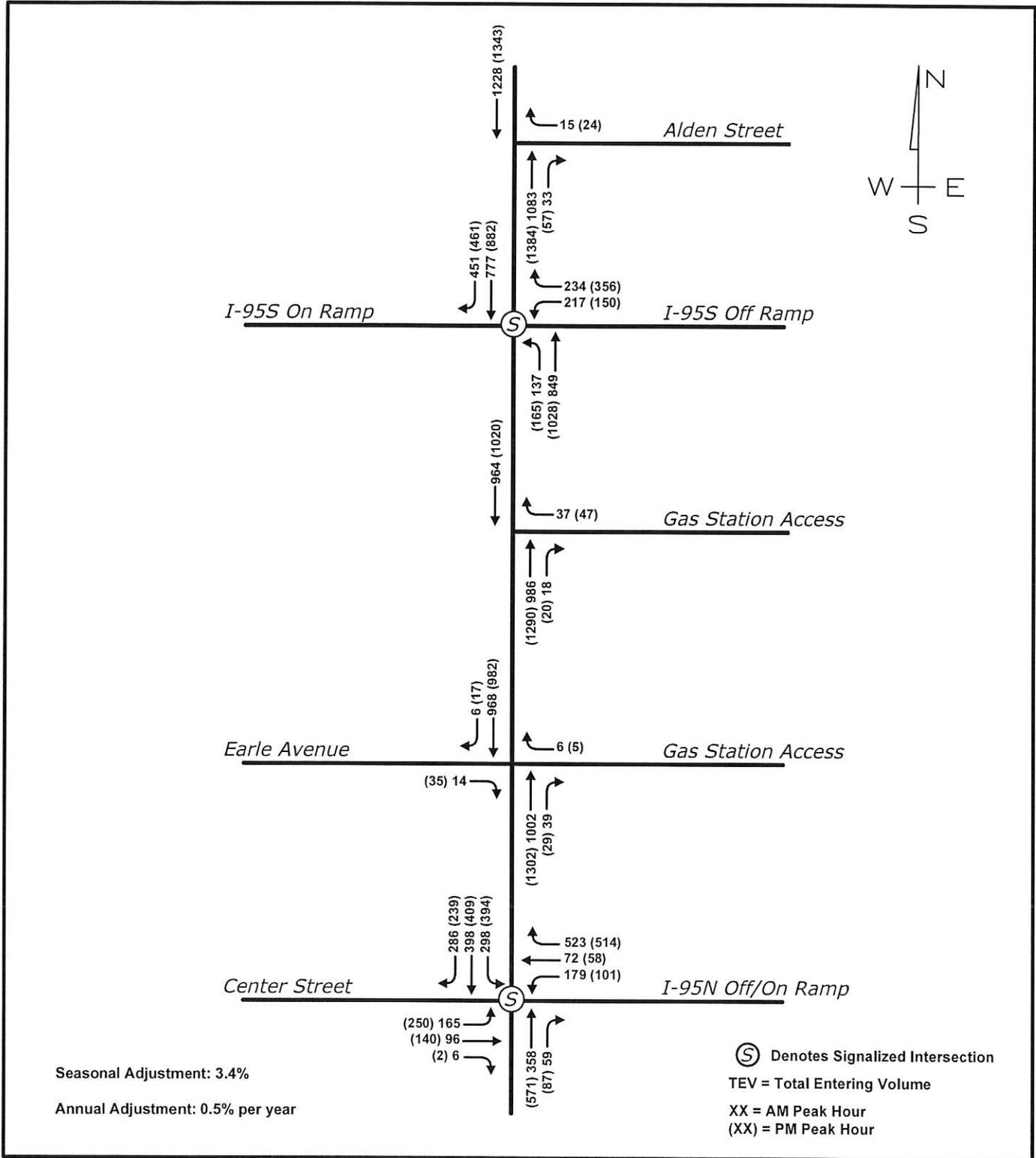


## BROADWAY IMPROVEMENTS BANGOR, MAINE



## BROADWAY IMPROVEMENTS BANGOR, MAINE

# 2038 Long Term Option



## BROADWAY IMPROVEMENTS BANGOR, MAINE

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 Draft:      Date: APR 2018  
 Checked: RD      File Name: 3367 Figures

TABLE I

Approach	AM					PM						
	2018 Existing	2028 Existing	2028 Option 1	2028 Option 2	2038 Existing	2038 Long Term Option	2018 Existing	2028 Existing	2028 Option 1	2028 Option 2	2038 Existing	2038 Long Term Option
Broadway / Center St / I-95 NB Ramps (S)												
Broadway NB	B	C	C	B	C	C	C	C	C	C	C	C
Broadway SB	A	B	B	B	B	B	B	B	B	B	B	B
I-95 Northbound Ramps WB	F	E	F	F	F	F	E	E	F	F	F	E
Center Street EB	E	E	E	E	E	F	F	F	F	F	F	F
Broadway / Alden / I-95 SB Ramps (S)												
Broadway NB	B	A	B	B	B	B	A	A	A	A	A	A
Broadway SB	A	B	A	C	A	D	B	B	C	C	B	C
Alden SWB	A	A	A	A	A	A	A	A	A	A	A	A
I-95 Southbound Off-Ramp WB	D	D	D	D	D	D	D	D	E	E	D	E
Broadway / Earle / Gas Station South Entrance (U)												
Broadway NB	A	A	A	A	A	A	A	A	A	A	A	A
Broadway SB	A	A	A	A	A	A	A	A	A	A	A	A
Southern Gas Station Entrance WB	B	C	B	A	B	A	E	B	A	C	A	A
Earle Avenue EB	B	B	A	A	B	A	D	F	F	F	F	F
Broadway / Gas Station North Entrance (U)												
Broadway NB	A	A	A	A	A	A	A	A	A	A	A	A
Broadway SB	A	A	A	A	A	A	A	A	A	A	A	A
Northern Gas Station Entrance WB	B	B	B	C	B	A	C	C	F	E	F	A

TABLE 2

Approach	Storage Length (ft)	AM					PM						
		2018 Existing	2028 Existing	2028 Option 1	2028 Option 2	2028 Existing	2018 Existing	2028 Existing	2028 Option 1	2028 Option 2	2028 Existing	2028 Long Term Option	2028 Long Term Option
Broadway / Center St / I-95 NB Ramps (S)	T	195	225	220	205	195	215	325	315	330	325	340	340
	TR	135	135	135	135	135	135	245	240	270	240	290	290
Broadway SB	L	150	160	160	150	155	160	190	190	200	185	205	205
	T	145	160	160	160	161	170	160	165	145	160	180	180
I-95 Northbound Ramps WB	R	-	-	60	70	65	65	-	65	45	-	45	45
	L	295	285	290	290	285	300	260	265	270	260	285	285
Center Street EB	TR	650	635	930	785	1320	765	580	580	635	1100	570	570
	R	375	380	385	385	390	375	350	365	375	385	370	370
Broadway / Alden / I-95 SB Ramps (S)	L	100	100	100	100	100	100	95	95	90	95	90	90
	TR	345	265	285	340	330	410	650	1370	1355	1195	1385	1385
Broadway NB	L	150	140	160	160	145	165	155	180	165	170	170	185
	TR	100	110	135	115	110	135	135	100	105	105	115	115
Broadway SB	L	100	110	115	105	115	125	145	130	135	120	135	135
	T	235	250	235	425	210	513	275	245	420	340	480	480
Alden SWB	TR	265	275	235	500	245	505	270	280	350	350	490	490
	R	-	5	5	5	3	15	20	25	15	20	25	25
I-95 Southbound Off-Ramp WB	L	55	60	N/A	N/A	55	N/A	65	N/A	N/A	65	N/A	N/A
	LTR	N/A	N/A	210	210	N/A	340	N/A	365	315	N/A	415	415
Broadway / Erie / Gas Station South Entrance (U)	R	200	210	N/A	N/A	215	295	310	N/A	N/A	305	N/A	N/A
	TR	215	245	260	260	250	280	265	310	300	265	365	365
Broadway NB	L	10	-	-	-	-	-	45	15	25	65	N/A	N/A
	TR	0	-	-	-	-	-	-	-	-	-	20	20
Broadway SB	L	5	10	-	-	-	-	30	15	20	55	15	15
	TR	20	30	20	15	30	20	90	100	105	110	N/A	N/A
Southern Gas Station Entrance WB	L	5	15	15	15	20	20	20	35	100	35	110	110
	TR	5	-	-	20	10	40	10	40	40	15	60	60
Erie Avenue EB	L	25	30	30	N/A	20	25	30	25	N/A	25	N/A	N/A
	TR	N/A	N/A	N/A	10	N/A	25	N/A	N/A	25	N/A	25	25
Broadway / Gas Station North Entrance (U)	L	40	35	N/A	N/A	35	N/A	55	85	N/A	155	N/A	N/A
	TR	N/A	N/A	30	35	N/A	35	N/A	N/A	335	N/A	100	100
Broadway NB	L	-	20	-	-	-	-	-	10	10	10	15	15
	TR	-	15	-	-	-	5	-	-	-	-	-	-
Broadway SB	L	N/A	N/A	-	30	N/A	N/A	N/A	N/A	65	N/A	N/A	N/A
	TR	45	70	55	N/A	60	145	145	235	N/A	25	N/A	N/A
Northern Gas Station Entrance WB	L	-	-	-	-	-	55	90	295	185	240	180	180
	TR	-	-	-	-	-	-	-	75	80	70	70	70
Northern Gas Station Entrance WB	L	55	50	55	60	55	N/A	65	110	100	255	N/A	N/A
	TR	N/A	N/A	N/A	N/A	N/A	30	N/A	N/A	N/A	N/A	65	65

Bangor Broadway  
Proposed Changes (Adjusted Storage, Phasing, & Timing)  
Capacity Analysis

TABLE 3

Approach	AM			PM		
	2028 Option 1	2028 Option 2	2038 Long Term Option	2028 Option 1	2028 Option 2	2038 Long Term Option
Broadway / Center St / I-95 NB Ramps (S)						
Broadway NB	C	C	C	E	D	D
Broadway SB	C	D	D	C	C	D
I-95 Northbound Ramps WB	D	D	D	D	D	D
Center Street EB	D	D	D	D	D	D
Broadway / Alden / I-95 SB Ramps (S)						
Broadway NB	B	B	B	B	B	B
Broadway SB	B	B	B	B	B	B
Alden SWB	A	A	A	A	A	A
I-95 Southbound Off-Ramp WB	D	D	D	D	D	D







# COLLISION DIAGRAM

SHEET 1 OF 2

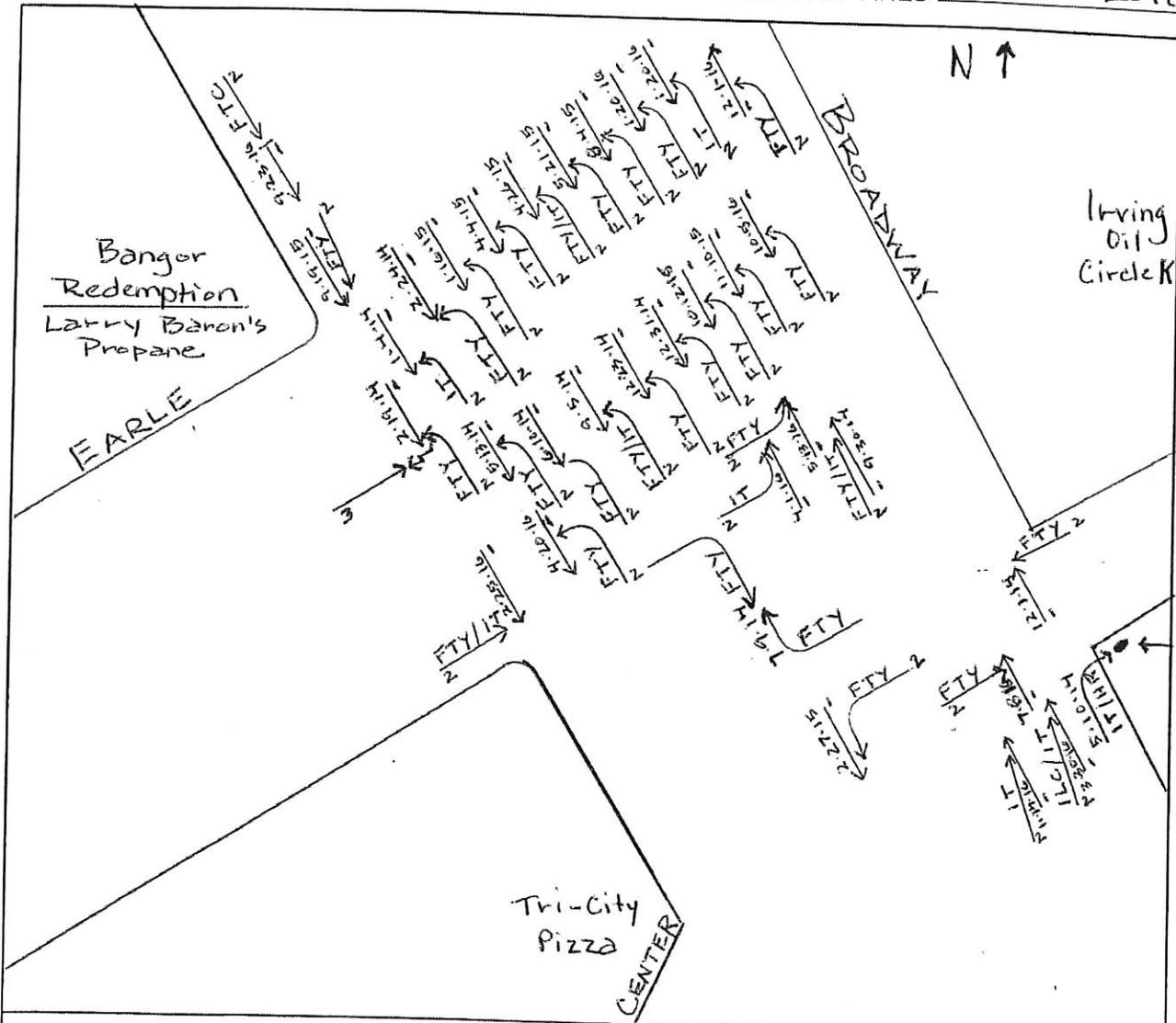
LOCATION Broadway / Earle / Center

TOWN Bangor, Maine

NODE NO(S) 39710

YEARS REVIEWED 2014 - 2016

DATE PREPARED 05.17.2018



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
1. DAWN (MORNING)
  2. DAYLIGHT
  3. DUSK (EVENING)
  4. DARK (ST. LIGHTS ON)
  5. DARK (NO ST. LIGHTS)
  6. DARK (ST. LIGHTS OFF)
  7. OTHER
- ROAD SURFACE**
1. DRY
  2. WET
  3. SNOW/SLUSH-SANDED
  4. ICE/PACKED SNOW-SANDED
  5. MUDDY
  6. DEBRIS
  7. OILY
  8. SNOW/SLUSH-NOT SANDED
  9. ICE-PKD. SNOW-NOT SANDED
  10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
  2. FAIL TO YLD. RIGHT OF WAY
  3. ILLEGAL UNSAFE SPEED
  4. FOLLOW TOO CLOSE
  5. DISREGARD TRAFFIC CONTROL DEVICE
  6. DRIVING LEFT OF CENTER-NO PASSING
  7. IMPROPER PASS-OVERTAKING
  8. IMP. UNSAFE LANE CHANGE
  9. IMP. PARKING START/STOP
  10. IMPROPER TURN
  11. UNSAFE BACKING
  12. NO SIGNAL OR IMP. SIGNAL
  13. IMPEDING TRAFFIC
  14. DRIVER INATTENTION-DISTRACTION
  15. DRIVER INEXPERIENCE
  16. PEDEST. VIOLATION-ERROR
  17. PHYSICAL IMPAIRMENT
  18. VISION OBSCURED-WINDSHIELD CLASS
  19. VISION OBSCURED-SUN/HEADLIGHTS
  20. OTHER VISION OBSCUREMENT
  30. OTHER HUMAN VIOLATION FACTOR
  31. HIT AND RUN
  51. UNKNOWN
- VEHICULAR**
41. DEFECTIVE BRAKES
  42. DEFECTIVE TIRE/FAILURE
  43. DEFECTIVE LIGHTS
  44. DEFECTIVE SUSPENSION OR FACTOR
  45. DEFECTIVE STEERING
  50. OTHER VEHICLE DEFECT
  51. UNKNOWN

**SYMBOLS**

ANGLE	→	PEDESTRIAN	→ [P]	FATAL ACCIDENT	⊙
BACKING	→←←	REAR END	→ →	VEHICLE (MOVING)	→
FIXED OBJECT	→	SIDE SWIPE	→ →	BICYCLE	--- [B]
HEAD ON	→ ←	TURNING MOVE	→ ↗	ANIMAL	--- [A]
OVERTURN	→ ↻	CHANGE LANE	→ ↔	SLED	--- [S]
PARKED VEHICLE	□	OUT OF CONTROL	→ ↗		

**WEATHER**

C - CLEAR  
SL - SLEET

F - FOG  
S - SNOW

R - RAIN  
CL - CLOUDY  
XW - CROSS WINDS

**INJURIES**

K - FATAL  
A - INCAPACITATING

B - NON-INCAPACITATING  
C - POSSIBLE INJURY

DRAWN BY: [Signature]



# 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**

Route 15/Center St.

**REPORT PARAMETERS**

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: **0015X**

Start Node: **41187**  
End Node: **41584**

Exclude First Node  
 Exclude Last Node

Start Offset: **0**  
End Offset: **0**

Route: **1910045**

Start Node: **38508**  
End Node: **39710**

Exclude First Node  
 Exclude Last Node

Start Offset: **0**  
End Offset: **0**

Route: **1912569**

Start Node: **41061**  
End Node: **41187**

Exclude First Node  
 Exclude Last Node

Start Offset: **0**  
End Offset: **0**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
41187	0015X - 63.21	Int of BROADWAY CENTER ST RAMP OFF TO BROADWAY	9	26	0	1	1	7	17	34.6	8.913	0.97	1.11	0.00
												Statewide Crash Rate:	0.71	
39710	0015X - 63.25	Int of BROADWAY CENTER ST CUT EARLE AV	2	33	0	0	1	10	21	34.4	7.799	1.41	0.30	4.69
												Statewide Crash Rate:	0.13	
A65239	0015X - 63.36	Int of BROADWAY RD INV 3201923	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
P41299	0015X - 63.38	Int of BROADWAY RAMP OFF TO BROADWAY RAMP ON F	9	31	0	0	1	8	22	29.0	11.226	0.92	1.07	0.00
												Statewide Crash Rate:	0.71	
A41584	0015X - 63.39	Int of ALDEN ST BROADWAY RD INV 3201924	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
38508	1910045 - 0.98	Int of CENTER ST, POPLAR ST	2	4	0	0	0	1	3	25.0	2.589	0.51	0.42	1.22
												Statewide Crash Rate:	0.14	
41061	1910045 - 0.99	Int of CENTER ST CENTER ST CUT	2	4	0	0	0	0	4	0.0	2.984	0.45	0.41	1.10
												Statewide Crash Rate:	0.14	
<b>Study Years: 3.00</b>				<b>98</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>67</b>	<b>30.6</b>	<b>33.511</b>	<b>0.97</b>	<b>0.65</b>	<b>1.49</b>
				<b>NODE TOTALS:</b>										

# Crash Summary I

## Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Injury Crashes					Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
							A	B	C	PD	K						
39710	41187	3118181	0 - 0.04	0015X - 63.21 Int of BROADWAY CENTER ST CUT EARLE AV ST RTE 15	0.04	2	4	0	0	1	0	3	25.0	0.00292	457.33	519.96	0.00
39710	65239	3139763	0 - 0.11	0015X - 63.25 Int of BROADWAY CENTER ST CUT EARLE AV ST RTE 15	0.11	2	25	0	0	1	5	19	24.0	0.00899	926.96	393.53	2.36
65239	41299	3123130	0 - 0.02	0015X - 63.36 Int of BROADWAY RD INV 3201923 ST RTE 15	0.02	2	0	0	0	0	0	0	0.0	0.00162	0.00	605.33	0.00
41299	41584	3111365	0 - 0.01	0015X - 63.38 Int of BROADWAY RAMP OFF TO BROADWAY RAMP ON FROM BROADWAY ST RTE 15	0.01	2	0	0	0	0	0	0	0.0	0.00086	0.00	746.20	0.00
38508	41061	3130230	0 - 0.01	1910045 - 0.98 Int of CENTER ST, POPLAR ST RD INV 19 10045	0.01	2	1	0	0	0	0	1	0.0	0.00026	1274.77	737.50	1.73
39710	41061	3111018	0 - 0.04	1910045 - 0.99 Int of BROADWAY CENTER ST CUT EARLE AV RD INV 19 10045	0.04	2	0	0	0	0	0	0	0.0	0.00037	0.00	733.13	0.00
41061	41187	3130234	0 - 0.02	1912569 - 0 Int of CENTER ST CENTER ST CUT RD INV 19 12569	0.02	2	0	0	0	0	0	0	0.0	0.00030	0.00	739.31	0.00
<b>Section Totals:</b>					0.25		30	0	0	2	5	23	23.3	0.01531	653.01	349.33	1.87
<b>Grand Totals:</b>					0.25		128	0	1	5	31	90	28.9	0.01531	2786.19	484.07	5.76

Study Years: 3.00

# Crash Summary

## Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree	
39710	41187	3118181	0 - 0.04	0015X - 63.21	4	0	0	1	0	3	2016-28290 2014-8447	10/04/2016 03/11/2014	63.23 63.23	B PD	
											2016-26259	09/16/2016	63.23	PD	
											2014-9949	03/14/2014	63.23	PD	
39710	65239	3139763	0 - 0.11	0015X - 63.25	25	0	0	1	5	19	2015-50343 2015-38576 2014-18995 2016-31016 2016-35993 2016-23926 2016-28478 2015-12244 2016-8574 2016-1845 2014-7001 2014-10085 2014-24879 2015-42028 2016-8976 2016-18014 2015-9836 2016-33028 2016-17482 2015-18436 2015-44953 2014-24108 2015-52062 2016-29184 2015-40702	12/04/2015 08/14/2015 07/14/2014 11/01/2016 12/09/2016 08/23/2016 10/07/2016 04/14/2015 03/18/2016 01/16/2016 02/25/2014 04/01/2014 09/12/2014 09/16/2015 03/21/2016 06/21/2016 03/17/2015 11/18/2016 06/11/2016 06/24/2015 10/17/2015 08/29/2014 12/17/2015 10/14/2016 09/03/2015	63.26 63.26 63.27 63.27 63.27 63.27 63.27 63.27 63.27 63.28 63.28 63.28 63.29 63.29 63.29 63.30 63.31 63.31 63.31 63.31 63.32 63.34 63.34 63.35 63.35	B PD PD B PD C C C PD PD PD PD C PD PD PD PD PD PD PD PD C PD	
65239	41299	3123130	0 - 0.02	0015X - 63.36	0	0	0	0	0	0					
41299	41584	3111365	0 - 0.01	0015X - 63.38	0	0	0	0	0	0					
38508	41061	3130230	0 - 0.01	1910045 - 0.98	1	0	0	0	0	1	2016-7433	03/05/2016	0.99	PD	
39710	41061	3111018	0 - 0.04	1910045 - 0.99	0	0	0	0	0	0					
41061	41187	3130234	0 - 0.02	1912569 - 0	0	0	0	0	0	0					

# Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree

Totals: 30 0 0 2 5 23

# Crash Summary II - Characteristics

## Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot									
	12	1	2	3	4	5	6	7	8	9	10	11			12								
SUNDAY	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	0	0	0	11			
MONDAY	0	0	0	0	0	0	3	0	1	3	1	0	3	0	0	2	1	1	0	1	0	0	17
TUESDAY	0	0	0	0	0	0	2	1	2	1	0	1	6	1	5	3	1	1	0	1	0	0	25
WEDNESDAY	0	0	0	0	0	0	1	1	0	4	3	0	2	2	1	0	2	1	0	0	1	0	18
THURSDAY	0	0	0	0	0	0	2	0	2	0	4	1	2	0	1	1	3	0	0	0	0	0	16
FRIDAY	0	0	0	0	0	0	0	0	1	1	0	1	1	5	3	2	4	2	1	2	1	1	25
SATURDAY	0	0	0	0	0	0	0	0	1	0	0	0	4	2	4	3	0	1	1	0	0	0	16
<b>Totals</b>	0	0	0	0	1	0	8	3	7	9	9	5	19	11	15	11	12	6	3	3	3	0	128

## Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	144	23-Bicyclist	1
2-(Sport) Utility Vehicle	54	24-Witness	24
3-Passenger Van	6	25-Other	3
4-Cargo Van (10K lbs or Less)	1	<b>Total</b>	<b>281</b>
5-Pickup	29		
6-Motor Home	0		
7-School Bus	2		
8-Transit Bus	3		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	3		
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)	9		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	2		

## 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	16	98	5	1	0	0	120
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	44	8	0	0	0	0	52
Ran Red Light	3	0	0	0	0	0	3
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	1	1	0	0	0	0	2
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	4	1	0	0	0	0	5
Improper Turn	9	0	0	0	0	0	9
Improper Backing	1	0	0	0	0	0	1
Improper Passing	3	0	0	0	0	0	3
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	18	1	0	0	0	0	19
Failed to Keep in Proper Lane	9	0	0	0	0	0	9
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	3	0	0	0	0	0	3
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	1	0	0	0	0	3
Unknown	10	10	0	0	0	0	20
<b>Total</b>	<b>123</b>	<b>120</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>249</b>

### Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	117	119	5	1	0	3	245
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional (Depressed, Angry, Disturbed, etc.)	0	1	0	0	0	0	1
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	3	0	0	0	0	0	3
Other	3	0	0	0	0	0	3
<b>Total</b>	<b>123</b>	<b>120</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>252</b>

### 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	20	0	0	0	0	20
20-24	53	0	0	0	0	53
25-29	25	0	0	0	0	25
30-39	33	0	0	0	0	33
40-49	50	0	0	0	0	50
50-59	20	0	0	0	0	20
60-69	28	0	0	0	0	28
70-79	14	0	0	0	0	14
80-Over	6	0	0	0	0	6
Unknown	5	1	0	2	0	8
<b>Total</b>	<b>254</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>257</b>

## Crash Summary II - Characteristics

Most Harmful Event		Most Harmful Event		Injury Data		
Most Harmful Event	Total	Most Harmful Event	Total	Severity Code	Injury Crashes	Number Of Injuries
1-Overturn / Rollover	1	38-Other Fixed Object (wall, building, tunnel, etc.)	0	K	0	0
2-Fire / Explosion	0	39-Unknown	0	A	1	1
3-Immersion	0	40-Gate or Cable	0	B	5	6
4-Jackknife	0	41-Pressure Ridge	0	C	31	43
5-Cargo / Equipment Loss Or Shift	0	<b>Total</b>	<b>251</b>	PD	90	0
6-Fell / Jumped from Motor Vehicle	1			<b>Total</b>	<b>127</b>	<b>50</b>
7-Thrown or Falling Object	0					
8-Other Non-Collision	2					
9-Pedestrian	0					
10-Pedalcycle	1					
11-Railway Vehicle - Train, Engine	0					
12-Animal	0					
13-Motor Vehicle in Transport	243					
14-Parked Motor Vehicle	0					
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1					
16-Work Zone / Maintenance Equipment	0					
17-Other Non-Fixed Object	0					
18-Impact Attenuator / Crash Cushion	0					
19-Bridge Overhead Structure	1					
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	1					
33-Traffic Sign Support	0					
34-Traffic Signal Support	0					
35-Fence	0					
36-Mailbox	0					
37-Other Post Pole or Support	0					

Traffic Control Devices		Light Condition	
Traffic Control Device	Total	Light Condition	Total
1-Traffic Signals (Stop & Go)	77	1-Daylight	101
2-Traffic Signals (Flashing)	2	2-Dawn	1
3-Advisory/Warning Sign	0	3-Dusk	4
4-Stop Signs - All Approaches	1	4-Dark - Lighted	20
5-Stop Signs - Other	11	5-Dark - Not Lighted	1
6-Yield Sign	1	6-Dark - Unknown Lighting	0
7-Curve Warning Sign	0	7-Unknown	1
8-Officer, Flagman, School Patrol	0	<b>Total</b>	<b>128</b>
9-School Bus Stop Arm	0		
10-School Zone Sign	0		
11-R.R. Crossing Device	0		
12-No Passing Zone	0		
13-None	36		
14-Other	0		
<b>Total</b>	<b>128</b>		

Road Character	
Road Grade	Total
1-Level	120
2-On Grade	6
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	1
<b>Total</b>	<b>128</b>

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**

**Crashes by Year and Month**

Month	2014	2015	2016	Total
JANUARY	3	1	6	10
FEBRUARY	5	5	3	13
MARCH	3	4	5	12
APRIL	5	5	5	15
MAY	3	2	1	6
JUNE	3	3	4	10
JULY	3	2	4	9
AUGUST	2	4	4	10
SEPTEMBER	6	6	2	14
OCTOBER	0	5	8	13
NOVEMBER	1	3	4	8
DECEMBER	3	2	3	8
<b>Total</b>	<b>37</b>	<b>42</b>	<b>49</b>	<b>128</b>

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 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
Rear End - Sideswipe	16	5	44	0	5	0	0	0	0	0	0	0	0	71
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	7	31	1	9	0	0	0	0	0	0	0	0	48
Pedestrians	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	3	0	1	0	0	0	0	0	0	0	0	4
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Other	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Jackknife	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
Fire	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
Thrown or Falling Object	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
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	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
<b>Total</b>	<b>17</b>	<b>1</b>	<b>12</b>	<b>80</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>

# 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
<b>Blowing Sand, Soil, Dirt</b>												
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
<b>Blowing Snow</b>												
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
<b>Clear</b>												
Dark - Lighted	10	0	0	0	0	0	0	0	0	0	0	10
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	67	1	0	0	0	0	1	1	1	0	2	73
Dusk	2	1	0	0	0	1	0	0	0	0	0	4
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cloudy</b>												
Dark - Lighted	3	1	0	0	0	0	0	0	0	0	1	5
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	13	0	0	0	0	0	0	0	0	0	4	17
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
<b>Fog, Smog, Smoke</b>												
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
<b>Other</b>												
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	1	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	1	0	0	1
<b>Rain</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	3	3
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	6	6
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
<b>Severe Crosswinds</b>												
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
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
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
<b>Snow</b>												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	1	2
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	1	0	0	0	0	0	3	0	0	0	4
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
<b>TOTAL</b>	<b>97</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>128</b>