

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

High St from York St to Park Ave in Portland

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2014 End Month: 12

Route: **0077W**

Start Node: **18529**

Start Offset: **0**

Exclude First Node

End Node: **18538**

End Offset: **0**

Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes				PD	Percent Annual M Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
					K	A	B	C							
18529	0077W - 1.45	Int of HIGH ST YORK ST	9	19	0	0	3	4	11	38.9	4.546	1.04	1.12	0.00	
											Statewide Crash Rate: 0.66				
18530	0077W - 1.55	Int of DANFORTH ST HIGH ST	9	17	0	0	1	4	12	29.4	5.603	0.76	1.08	0.00	
											Statewide Crash Rate: 0.66				
18531	0077W - 1.63	Int of HIGH ST PLEASANT ST	2	13	0	0	0	3	10	23.1	6.433	0.51	0.31	1.63	
											Statewide Crash Rate: 0.14				
18532	0077W - 1.68	Int of HIGH ST SPRING ST	9	18	0	0	2	4	12	33.3	10.412	0.43	0.97	0.00	
											Statewide Crash Rate: 0.66				
18533	0077W - 1.77	Int of CONGRESS ST FREE ST HIGH ST	9	27	0	0	2	2	23	14.8	9.328	0.72	0.99	0.00	
											Statewide Crash Rate: 0.66				
18534	0077W - 1.84	Int of DEERING ST HIGH ST	2	14	0	0	0	4	9	30.8	5.146	0.68	0.33	2.07	
											Statewide Crash Rate: 0.14				
18535	0077W - 1.93	Int of CUMBERLAND AV HIGH ST	9	13	0	1	0	4	8	38.5	6.714	0.48	1.05	0.00	
											Statewide Crash Rate: 0.66				
18536	0077W - 1.98	Int of HIGH ST SHERMAN ST	2	9	0	0	0	2	7	22.2	4.284	0.53	0.34	1.53	
											Statewide Crash Rate: 0.14				
18537	0077W - 2.03	Int of GRANT ST HIGH ST	2	5	0	0	0	1	4	20.0	4.259	0.29	0.34	0.00	
											Statewide Crash Rate: 0.14				
18538	0077W - 2.08	Int of HIGH ST HIGH ST EXT PARK AV	9	45	0	0	4	6	35	22.2	7.424	1.52	1.03	1.48	
											Statewide Crash Rate: 0.66				
Study Years: 4.00			NODE TOTALS:		180	0	1	12	34	131	26.1	64.149	0.70	0.61	1.15

Crash Summary I

Sections																			
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF		
									A	B	C	PD							
18529	18530	3106683	0 - 0.10	0077W - 1.45 ST RTE 77W	0.10	2	10	0	0	0	0	10	0.0	0.00442	566.06	432.66	1.31		
Int of HIGH ST YORK ST													Statewide Crash Rate: 192.24						
18530	18531	3106685	0 - 0.08	0077W - 1.55 ST RTE 77W	0.08	2	7	0	0	1	0	6	14.3	0.00458	382.00	428.80	0.00		
Int of DANFORTH ST HIGH ST													Statewide Crash Rate: 192.24						
18531	18532	3106688	0 - 0.05	0077W - 1.63 ST RTE 77W	0.05	2	1	0	0	0	0	0	0.0	0.00371	67.31	451.61	0.00		
Int of HIGH ST PLEASANT ST													Statewide Crash Rate: 192.24						
18532	18533	3106689	0 - 0.09	0077W - 1.68 ST RTE 77W	0.09	2	8	0	0	1	1	6	25.0	0.00538	371.46	412.40	0.00		
Int of HIGH ST SPRING ST													Statewide Crash Rate: 192.24						
18533	18534	3123552	0 - 0.07	0077W - 1.77 ST RTE 77W	0.07	2	10	0	0	0	5	5	50.0	0.00356	702.83	456.53	1.54		
Int of CONGRESS ST FREE ST HIGH ST													Statewide Crash Rate: 192.24						
18534	18535	3106692	0 - 0.09	0077W - 1.84 ST RTE 77W	0.09	2	3	0	0	0	1	2	33.3	0.00416	180.10	438.96	0.00		
Int of DEERING ST HIGH ST													Statewide Crash Rate: 192.24						
18535	18536	3131687	0 - 0.05	0077W - 1.93 ST RTE 77W	0.05	2	8	0	0	0	2	6	25.0	0.00214	933.79	519.75	1.80		
Int of CUMBERLAND AV HIGH ST													Statewide Crash Rate: 192.24						
18536	18537	3119273	0 - 0.05	0077W - 1.98 ST RTE 77W	0.05	2	10	0	1	2	0	7	30.0	0.00204	1227.81	526.61	2.33		
Int of HIGH ST SHERMAN ST													Statewide Crash Rate: 192.24						
18537	18538	3131689	0 - 0.05	0077W - 2.03 ST RTE 77W	0.05	2	13	0	0	0	2	10	16.7	0.00219	1484.02	516.77	2.87		
Int of GRANT ST HIGH ST													Statewide Crash Rate: 192.24						
Study Years:			4.00	Section Totals:			0.63	70	0	1	4	11	52	22.9	0.03219	543.72	287.90	1.89	
					Grand Totals:			0.63	250	0	2	16	45	183	25.2	0.03219	1941.87	413.83	4.69

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
18529	18530	3106683	0 - 0.10	0077W - 1.45	10	0	0	0	0	10	2011-1699C	01/30/2011	1.46	PD
											2011-3653	06/29/2011	1.47	PD
											2012-25446	04/01/2012	1.47	PD
											2013-31753	12/05/2013	1.47	PD
											2012-36693	08/27/2012	1.48	PD
											2013-25538	10/11/2013	1.50	PD
											2013-22002	09/04/2013	1.51	PD
											2011-16796	11/28/2011	1.51	PD
											2011-5217	07/19/2011	1.52	PD
											2011-710C	01/07/2011	1.54	PD
18530	18531	3106685	0 - 0.08	0077W - 1.55	7	0	0	1	0	6	2012-2528	02/01/2012	1.58	B
											2012-25528	04/04/2012	1.59	PD
											2011-10273	09/15/2011	1.59	PD
											2014-4994	02/10/2014	1.59	PD
											2013-33433	12/16/2013	1.59	PD
											2014-6960	02/25/2014	1.60	PD
18531	18532	3106688	0 - 0.05	0077W - 1.63	1	0	0	0	0	0	2014-8842	03/15/2014	1.66	
											2011-7816C	05/01/2011	1.62	PD
18532	18533	3106689	0 - 0.09	0077W - 1.68	8	0	0	1	1	6	2014-13201	05/09/2014	1.69	PD
											2014-27538	10/13/2014	1.69	PD
											2012-46807	12/07/2012	1.71	PD
											2014-23626	08/31/2014	1.72	PD
											2011-16859	11/28/2011	1.73	C
											2011-7789C	04/23/2011	1.74	B
											2012-26845	04/24/2012	1.74	PD
2011-13108	10/19/2011	1.76	PD											

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
18533	18534	3123552	0 - 0.07	0077W - 1.77	10	0	0	0	5	5	2011-12395	10/11/2011	1.78	C
											2013-6638	03/10/2013	1.78	PD
											2013-754	01/12/2013	1.79	C
											2013-3513	02/11/2013	1.79	PD
											2011-8971	08/29/2011	1.80	PD
											2013-10484	04/28/2013	1.81	C
											2014-20335	06/23/2014	1.81	PD
											2014-26151	09/27/2014	1.82	C
											2011-8708C	06/03/2011	1.83	C
											2014-21888	08/12/2014	1.83	PD
18534	18535	3106692	0 - 0.09	0077W - 1.84	3	0	0	0	1	2	2011-7965C	05/01/2011	1.86	PD
											2014-26875	09/27/2014	1.89	C
											2012-38681	09/17/2012	1.89	PD
18535	18536	3131687	0 - 0.05	0077W - 1.93	8	0	0	0	2	6	2014-5897	02/19/2014	1.94	C
											2013-10644	04/30/2013	1.95	PD
											2014-36591	12/23/2014	1.96	C
											2013-31742	12/05/2013	1.96	PD
											2012-38320	09/11/2012	1.96	PD
											2013-70	01/03/2013	1.96	PD
											2013-29378	11/21/2013	1.96	PD
											2013-1672	01/21/2013	1.97	PD
18536	18537	3119273	0 - 0.05	0077W - 1.98	10	0	1	2	0	7	2012-30443	06/17/2012	1.99	A
											2013-13157	06/03/2013	2	B
											2013-16728	07/11/2013	2	PD
											2013-3760	02/11/2013	2	PD
											2014-969	01/08/2014	2	PD
											2013-16475	07/08/2013	2.01	B
											2013-9501	04/16/2013	2.01	PD
											2013-12288	05/21/2013	2.02	PD
											2014-13160	05/08/2014	2.02	PD
											2011-2970C	02/12/2011	2.02	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree	
							A	B	C	PD					
18537	18538	3131689	0 - 0.05	0077W - 2.03	13	0	0	0	2	10	2014-105	01/01/2014	2.04	PD	
											2014-26163	09/26/2014	2.04	PD	
											2013-33434	12/16/2013	2.05	PD	
											2012-33483	07/24/2012	2.06	C	
											2012-26374	04/15/2012	2.06	PD	
											2011-7780C	04/21/2011	2.06	PD	
											2013-30734	12/01/2013	2.06	PD	
											2011-12030	10/07/2011	2.07		
											2014-14896	06/01/2014	2.07	C	
											2013-8369	04/01/2013	2.07	PD	
											2013-30216	11/26/2013	2.07	PD	
											2012-22935	03/01/2012	2.07	PD	
											2014-24259	09/06/2014	2.07	PD	
Totals:					70	0	1	4	11	52					

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9			10	11
SUNDAY	2	4	0	0	0	0	0	1	1	3	1	1	1	4	1	0	2	1	3	0	0	0	1	1	0	27
MONDAY	1	0	0	0	0	1	0	1	1	3	2	3	2	1	2	2	3	7	1	0	1	0	0	1	0	32
TUESDAY	0	0	1	0	0	0	0	4	2	2	2	7	4	2	3	5	4	7	2	2	0	2	0	1	0	50
WEDNESDAY	0	0	0	0	0	0	2	1	10	5	1	3	1	6	1	3	4	4	5	0	2	0	2	0	0	50
THURSDAY	1	2	0	0	0	0	0	3	3	0	2	1	4	0	1	2	3	4	2	4	0	0	1	3	0	36
FRIDAY	1	0	0	0	0	0	0	1	3	1	2	2	2	2	1	3	0	2	2	2	2	1	2	1	0	30
SATURDAY	1	0	0	0	0	0	0	0	0	1	3	4	2	3	1	2	3	0	2	0	1	0	0	2	0	25
Totals	6	6	1	0	0	1	2	11	20	15	13	21	16	18	10	17	19	25	17	8	6	3	6	9	0	250

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	319	23-Bicyclist	6
2-(Sport) Utility Vehicle	80	24-Witness	56
3-Passenger Van	13	25-Other	14
4-Cargo Van (10K lbs or Less)	4	Total	564
5-Pickup	41		
6-Motor Home	0		
7-School Bus	5		
8-Transit Bus	2		
9-Motor Coach	1		
10-Other Bus	0		
11-Motorcycle	2		
12-Moped	1		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	1		
17-Medium/Heavy Trucks (More than 10,000 lbs)	6		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	13		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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	118	88	10	2	1	0	219
Ran Off Roadway	5	0	0	0	0	0	5
Failed to Yield Right-of-Way	26	12	1	0	0	0	39
Ran Red Light	6	11	0	0	0	0	17
Ran Stop Sign	0	1	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	2	1	0	0	0	0	3
Exceeded Posted Speed Limit	1	0	0	0	0	0	1
Drove Too Fast For Conditions	3	3	0	0	0	0	6
Improper Turn	8	10	0	0	0	0	18
Improper Backing	6	6	0	0	0	0	12
Improper Passing	3	3	0	0	0	0	6
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	26	25	1	1	1	0	54
Failed to Keep in Proper Lane	7	8	0	0	0	0	15
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	6	2	0	0	0	9
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	2	1	0	0	0	0	3
Over-Correcting/Over-Steering	2	0	0	0	0	0	2
Other Contributing Action	4	5	0	0	0	0	9
Unknown	6	7	0	0	0	0	13
Total	226	187	14	3	2	0	432

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	231	200	14	3	2	17	467
Physically Impaired or Handicapped	0	1	0	0	0	0	1
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	7	2	0	0	0	1	10
Other	2	2	1	0	0	0	5
Total	240	205	15	3	2	18	483

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	29	0	0	0	0	29
20-24	70	0	0	0	0	70
25-29	71	0	0	0	0	71
30-39	86	0	0	0	0	86
40-49	70	0	0	0	0	70
50-59	79	0	0	0	0	79
60-69	40	0	0	0	0	40
70-79	23	0	0	0	0	23
80-Over	5	0	0	0	0	5
Unknown	16	6	0	13	0	35
Total	489	6	0	13	0	508

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	19
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	424
7-Thrown or Falling Object	0		
8-Other Non-Collision	3		
9-Pedestrian	5		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	2		
13-Motor Vehicle in Transport	368		
14-Parked Motor Vehicle	20		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	1		
17-Other Non-Fixed Object	2		
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	1		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	1		
34-Traffic Signal Support	1		
35-Fence	1		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	146	
2-Traffic Signals (Flashing)	13	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	10	
6-Yield Sign	1	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	1	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	75	
14-Other	4	
Total	250	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	2	2
B	16	18
C	45	51
PD	183	0
Total	246	71

Road Character	
Road Grade	Total
1-Level	66
2-On Grade	150
3-Top of Hill	9
4-Bottom of Hill	25
5-Other	0
Total	250

Light	
Light Condition	Total
1-Daylight	168
2-Dawn	1
3-Dusk	15
4-Dark - Lighted	65
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	250

Crash Summary II - Characteristics**Crashes by Year and Month**

Month	2011	2012	2013	2014	Total
JANUARY	3	1	6	6	16
FEBRUARY	5	7	8	8	28
MARCH	3	4	4	3	14
APRIL	5	7	7	3	22
MAY	9	2	1	8	20
JUNE	5	2	6	7	20
JULY	5	3	3	4	15
AUGUST	4	2	1	7	14
SEPTEMBER	5	5	4	8	22
OCTOBER	7	2	5	6	20
NOVEMBER	8	3	9	5	25
DECEMBER	7	7	14	6	34
Total	66	45	68	71	250

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	Total
Object in Road	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Rear End / Sideswipe	49	0	21	72	18	3	0	0	0	0	0	0	0	163
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	3	42	3	2	0	0	0	0	0	0	0	50
Pedestrians	4	0	0	7	2	0	0	0	0	0	0	0	0	13
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	10	0	0	2	1	2	0	0	0	0	0	0	0	15
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	1	0	1	4	0	0	0	0	0	0	0	0	0	6
Other	1	0	0	1	0	0	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
Total	65	0	26	128	24	7	0	0	0	0	0	0	0	250

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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	30	0	0	0	0	0	1	2	0	0	2	35
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	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	107	1	0	0	0	0	1	1	0	0	4	114
Dusk	10	0	0	0	0	0	0	0	0	0	0	10
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	5	0	0	0	0	0	0	0	1	0	4	10
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	12	0	0	0	0	0	1	1	0	0	8	22
Dusk	1	0	0	0	0	0	1	0	0	0	0	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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	1	1
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	2	0	0	2
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	13	13
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	1	1
Daylight	0	0	0	0	0	0	0	0	0	0	19	19
Dusk	0	0	0	0	0	0	0	0	0	0	2	2
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	1	1
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	1	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
Snow												
Dark - Lighted	0	0	0	0	0	0	0	4	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	0	0	0	0	0	0	1	9	0	0	0	10
Dusk	0	0	0	0	0	0	1	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	166	1	0	0	0	0	6	17	3	0	0	250