

Traffic Assessment

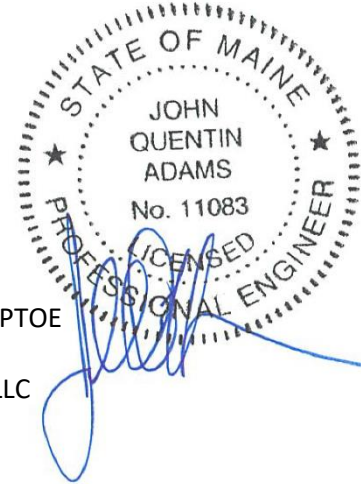
Date: August 5, 2026

To: **Dustin M. Roma, P.E.**
DM Roma Consulting Engineers

From: Jacob W. Sirois, P.E.
Project Engineer
Barton & Loguidice, LLC

Re: **Eventide Subdivision**
River Road, Windham, Maine

John Q. Adams, P.E., PTOE
Senior Associate
Barton & Loguidice, LLC



1 Introduction

The applicant is proposing the development of a 17-lot residential subdivision on River Road in the Town of Windham. The location of the development site is shown in Image 1 below.

Access to the site is provided by three driveway entrances. Two driveways serve an existing single-family home, and one serves a detached structure located on the east side of the parcel. With the development of the project, the two driveways serving the single-family home will be removed, and access to the existing home will be provided through the proposed driveway (Eventide Drive), which intersects with the west side of River Road approximately 275 feet to the south of Brackett Farm Lane.

Image 1 – Site Location



The purpose of this traffic assessment is to evaluate and measure the level of impact on traffic operations and safety resulting with the development of the proposed project. Site generated trip projections are provided for “key” peak hour time periods throughout a typical week; road safety conditions were determined based upon a review of MaineDOT’s latest crash data, and intersection sight distance was field reviewed and measured to ensure safe and acceptable sight distance is provided at the proposed driveway entrance.

2 Trip Generation

Daily and peak hour site trip generation estimates have been prepared for the proposed 17 single-family lots based on the trip generation tables presented in the 12th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The ITE Manual provides numerous land use codes (LUCs) and the volume of site-generated trips by each category.

Trip generation estimates for the subdivision have been prepared using LUC #210 – Single-Family Detached Housing, described by ITE as “*any single-family detached home on an individual lot.*”

Calculations of the total number of trips generated for each corresponding time period are summarized below in Table 1:

Table 1 ITE Trip Generation Calculations							
Land Use	Single-Family Detached Housing - LUC 210						
Time Period	Dwelling Units	R ²	Fitted Curve Equation/Avg. Rate	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	17	0.94	$T = 8.07(X) + 265.45$	403	50% / 50%	201	202
AM Weekday Peak Hour (Street)	17	0.89	$T = 0.67(X) + 5.59$	17	27% / 73%	5	12
PM Weekday Peak Hour (Street)	17	0.90	$\ln(T) = 0.92 \ln(X) + 0.33$	19	62% / 38%	12	7
AM Weekday Peak Hour (Generator)	17	0.90	$T = 0.71(X) + 8.84$	21	27% / 73%	6	15
PM Weekday Peak Hour (Generator)	17	0.91	$\ln(T) = 0.90 \ln(X) + 0.48$	21	63% / 37%	13	8
Saturday Peak Hour	17	0.89	$T = 0.90(X) + 10.97$	26	53% / 47%	14	12
Sunday Peak Hour	17	0.95	$T = 0.86(X) + 6.71$	21	53% / 47%	11	10

Table 1 shows that the proposed development is expected to generate 17 trips during the AM peak hour of the adjacent street and 19 trips during the PM peak hour of the adjacent street. During the peak hours of the generator, the site is expected to produce 21 trips in the AM peak hour, 21 trips in the PM peak hour, 26 trips in the Saturday peak hour, and 21 trips during the Sunday peak hour.

3 Intersection Sight Distance

Intersection sight distances were recorded from the site approach at the proposed intersection with River Road, in accordance with the criteria established within the MaineDOT’s *Highway Driveway and Entrance Rules* publication, which requires the following minimum sight distance for non-mobility roadways based on the posted speed limit:

MaineDOT Sight Distance Standards	
Posted Speed Limit	Minimum Sight Distance
25 mph	200 ft.
30 mph	250 ft.
35 mph	305 ft.
40 mph	360 ft.
45 mph	425 ft.
50 mph	495 ft.

The section of River Road fronting the development site is posted at 45 mph, requiring a minimum sight distance of 425 feet. MaineDOT's Rules and Regulations require sight distance to be measured in accordance with the following procedures: *"Sight distance is measured to and from the point on the centerline of the proposed access that is located 10 feet from the edge of traveled way. The height of the hypothetical person's view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement."* Because no horizontal restrictions were identified in the site triangle and due to the existing grades on the site side of River Road, the object could not be placed 10 feet back from the traveled way and was instead placed on a level point at the edge of the pavement.

Our field measurements, looking in both directions along River Road, indicate that the existing sight distances exceed the requirements for the posted 45 mph speed limit. Looking left, we recorded a measurement exceeding 900 feet, and looking right, we recorded a measurement exceeding 500 feet. Refer to Image 2 and Image 3, attached below:

Image 2 - Sight Distance – Looking Left



Image 3 - Sight Distance – Looking Right



4 Existing Road Safety Conditions

Crash data for the latest three-year time period (2023-2025) was provided by MaineDOT's Crash Records Section for the section of River Road between Main Street and Rousseau Road, for a distance of approximately 3.75 miles. In this traffic assessment, we have reviewed the crash data for the section of River Road fronting the site entrance, between the Al Webber Road and Anderson Road intersections. A summary of the crash report is provided below in Table 2. Intersections and sections with no recorded crashes were omitted from the table. Additional crash data is included in the Appendix.

Table 2 2023 - 2025 Crash Summary			
#	Location	Total Crashes	Critical Rate Factor
1	River @ Al Weber Rd	1	0.22
2	River Rd @ Anderson Rd	0	0.00
3	River Rd @ Node 15957 (northeast of Anderson Rd)	0	0.00
4	River Rd btw. Al Webber Rd and Node 15957	8	0.39
5	River Rd btw. Node 15957 and Anderson Rd	3	0.75

MaineDOT considers any roadway intersection or segment a high crash location (HCL) if both of the following criteria are met:

- **8 or more crashes in the latest three-year period, and**
- **A Critical Rate Factor (CRF) greater than or equal to 1.00**

As shown in the preceding table, there are no HCLs within the general vicinity of the site. The crash summary provided for the approximately 3.75-mile section of River Road identifies 3 HCLs on River Road, which are located over a mile away from the site:

1. Mallison Falls Rd at River Rd (9 crashes, 2.32 CRF)
2. River Rd at Chute Rd and Depot St (16 crashes, 4.74 CRF)
3. Location #9 – River Rd btw. Mallison Falls Rd and Chute Rd/Depot St (16 crashes, 1.27 CRF)

5 Driveway Spacing

The Town of Windham has adopted MaineDOT's Mobility Corridor driveway spacing standards for all roads in the Town. MaineDOT's mobility corridors are non-compact arterials that have a posted speed limit of 40 mph or more and are part of an arterial corridor between urban compact areas or service centers with an average annual daily traffic of at least 5,000 vehicles per day for at least 50% of its length; or are part of a retrograde arterial corridor located between mobility arterials. MaineDOT has established specific access management standards for the designated mobility corridors, including, but not limited to, increased sight distance requirements and driveway spacing requirements. MaineDOT only applies these mobility corridor standards to driveways located on mobility corridors. The purpose of these standards is to preserve key arterials that are most at risk of losing capacity, safety, and of decreasing posted speeds, due to increasing development and commuter and visitor pressures.

While MaineDOT's driveway spacing standards only apply to mobility corridors, the Town's driveway spacing standard applies to all roadways with a speed limit of 40 mph or greater, whether they are located inside or outside the Urban Compact. The driveway spacing standard for a 45 mph roadway is 265 feet.

Per the Town's standard, minimum access spacing shall be the distance measured from the edge of an internal subdivision access, excluding radii, to the edge of a neighboring access, excluding radii.

To the south of the proposed driveway, there are 2 existing driveways located within 265 feet of the proposed driveway, and to the north, there are 3 existing driveways located within 265 feet of the proposed driveway. The 2 driveways located south of the proposed access are on the applicant's property and will be removed with the development of the project.

The 3 driveways located to the north of the proposed access are all low-volume private driveways serving 1 single-family home each. Although the spacing does not meet the Town's requirements, it is B&L's professional opinion that the proposed driveway spacing is sufficient (about 75 feet to the closest driveway).

Overall, the proposed development is a relatively low-trip generator, and the existing sightlines from the proposed driveway were shown to exceed the requirements. We do not anticipate any safety concerns, potential conflicts with the adjoining driveways, or risks of losing capacity on River Road. Considerations were made to shift the proposed access further towards Anderson Road; however, reducing the sight distance for motorists turning left out of the site would not improve safety. Additionally, it should be noted that, under MaineDOT standards, driveway spacing requirements would not apply to the proposed driveway, as River Road is not designated as a mobility corridor.

6 Summary

- The proposed development is expected to generate 17 trips during the AM peak hour of the adjacent street and 19 trips during the PM peak hour of the adjacent street. During the peak hours of the generator, the site is expected to produce 21 trips in the AM peak hour, 21 trips in the PM peak hour, 26 trips during the Saturday peak hour, and 21 trips during the Sunday peak hour.

Overall, the project will not require a Maine DOT Traffic Movement Permit, as it does not meet the minimum threshold of 100 peak-hour trips.

- Vehicle sight distance measurements were field recorded, looking both left and right from the proposed entrance directionally onto River Road. Our field measurements, looking in both directions along River Road, indicate that the existing sight distances exceed the requirements for the posted 45 mph speed limit (425 feet). Looking left, we recorded a measurement exceeding 900 feet, and looking right, we recorded a measurement exceeding 500 feet.
- Crash data was reviewed for the section of River Road fronting the site entrance, between the Al Webber Road and Anderson Road intersections. Our review indicated that there are no high-crash locations within the immediate vicinity of the site.
- The Town of Windham has adopted MaineDOT's Mobility Corridor driveway spacing standards for all roads in the Town, which would require a minimum spacing of 265 feet between driveways on a 45 mph roadway. To the north of the site's proposed access, there are three existing driveways within 265 feet of the access, which will remain. The 3 driveways located north of the proposed access are all low-volume private driveways serving 1 single-family home each. Although the spacing does not meet the Town's requirements, it is B&L's professional opinion that the proposed driveway spacing is sufficient (about 75 feet to the closest driveway).

The proposed development is a relatively low-trip generator, and the existing sightlines from the proposed driveway were shown to exceed the requirements. We do not anticipate any safety concerns, potential conflicts with the adjoining driveways, or risks of losing capacity on River Road. Considerations were made to shift the proposed access further towards Anderson Road; however, reducing the sight distance for motorists turning left out of the sight would not improve safety. Additionally, it should be noted that, under MaineDOT standards, driveway spacing requirements would not apply to the proposed driveway, as River Road is not designated as a mobility corridor.

APPENDIX

- **MAINEDOT CRASH DATA**



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

Windham
River Rd from Main St (15724) to Rousseau Rd (19521)

REPORT PARAMETERS

Year 2023, Start Month 1 through Year 2025 End Month: 12

Route: 0500782	Start Node: 15724	Start Offset: 0	☐ Exclude First Node
	End Node: 19521	End Offset: 0	☐ Exclude Last Node
Route: 3209658	Start Node: 66694	Start Offset: 0	☒ Exclude First Node
	End Node: 15724	End Offset: 0	☒ Exclude Last Node

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

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
15959	0500782 - 7.19	Int of MALLISON FALLS RD RIVER RD	2	9	0	0	1	0	8	11.1	3.511	0.85	0.37	2.32
												Statewide Crash Rate:	0.13	
19521	0500782 - 9.72	Int of RIVER RD ROUSSEAU RD	2	2	0	0	0	0	2	0.0	3.563	0.19	0.37	0.00
												Statewide Crash Rate:	0.13	
15958	0500782 - 7.98	Int of AL WEBER RD RIVER RD	2	1	0	0	0	1	0	100.0	3.956	0.08	0.36	0.00
												Statewide Crash Rate:	0.13	
15960	0500782 - 6.60	Int of CHUTE RD DEPOT ST RIVER RD	2	16	0	0	2	3	11	31.3	2.904	1.84	0.39	4.74
												Statewide Crash Rate:	0.13	
15956	0500782 - 8.65	Int of ANDERSON RD RIVER RD	2	0	0	0	0	0	0	0.0	4.150	0.00	0.35	0.00
												Statewide Crash Rate:	0.13	
15957	0500782 - 8.58	Non Int RIVER RD	2	0	0	0	0	0	0	0.0	4.210	0.00	0.35	0.00
												Statewide Crash Rate:	0.13	
P15724	0500782 - 6	Int of MAIN ST RIVER RD	9	14	0	0	0	2	12	14.3	4.844	0.96	1.22	0.79
												Statewide Crash Rate:	0.69	
62683	0500782 - 6.35	Int of RIVER RD VICTORIA LN	2	2	0	0	0	0	2	0.0	2.369	0.28	0.41	0.00
												Statewide Crash Rate:	0.13	
A66694	0500782 - 6.02	Int of RD INV 3142105 RIVER RD	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.15	
Study Years: 3.00				NODE TOTALS:	44	0	0	3	6	35	20.5	29.507	0.50	1.44

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
15724	66694	3142046	0 - 0.02	0500782 - 6 RD INV 05 00782	0.02	2	0	0	0	0	0	0.0	0.00025	0.00	689.10	0.00	
Int of MAIN ST RIVER RD														Statewide Crash Rate: 161.30			
62683	66694	3939595	0 - 0.33	0500782 - 6.02 RD INV 05 00782	0.33	2	7	0	0	1	1	5	28.6	0.00768	303.63	355.08	0.86
Int of RIVER RD VICTORIA LN														Statewide Crash Rate: 161.30			
15960	62683	3139268	0 - 0.25	0500782 - 6.35 RD INV 05 00782	0.25	2	3	0	0	0	0	3	0.0	0.00590	169.38	378.90	0.00
Int of CHUTE RD DEPOT ST RIVER RD														Statewide Crash Rate: 161.30			
15959	15960	3105923	0 - 0.59	0500782 - 6.60 RD INV 05 00782	0.59	2	16	0	0	0	4	12	25.0	0.01351	394.74	311.47	1.27
Int of MALLISON FALLS RD RIVER RD														Statewide Crash Rate: 161.30			
15958	15959	3122260	0 - 0.79	0500782 - 7.19 RD INV 05 00782	0.79	2	14	0	1	2	3	8	42.9	0.02686	173.72	270.34	0.64
Int of AL WEBER RD RIVER RD														Statewide Crash Rate: 161.30			
15957	15958	3131635	0 - 0.60	0500782 - 7.98 RD INV 05 00782	0.60	2	8	0	0	0	1	7	12.5	0.02515	106.04	273.78	0.39
Non Int RIVER RD														Statewide Crash Rate: 161.30			
15956	15957	3105922	0 - 0.07	0500782 - 8.58 RD INV 05 00782	0.07	2	3	0	0	0	0	3	0.0	0.00296	337.78	452.16	0.00
Int of ANDERSON RD RIVER RD														Statewide Crash Rate: 161.30			
15956	19521	3131634	0 - 1.07	0500782 - 8.65 RD INV 05 00782	1.07	2	23	0	0	0	1	22	4.3	0.03734	205.34	254.59	0.81
Int of ANDERSON RD RIVER RD														Statewide Crash Rate: 161.30			
66694	15724	3142048	0 - 0.03	3209658 - 0 RD INV 3209658	0.03	2	0	0	0	0	0	0	0.0	0.00029	0.00	695.55	0.00
Int of RD INV 3142105 RIVER RD														Statewide Crash Rate: 161.30			
Study Years: 3.00				Section Totals:		3.75	74	0	1	3	10	60	18.9	0.11994	205.65	214.45	0.96
				Grand Totals:		3.75	118	0	1	6	16	95	19.5	0.11994	327.93	323.34	1.01

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				
15724	66694	3142046	0 - 0.02	0500782 - 6	0	0	0	0	0	0				
62683	66694	3939595	0 - 0.33	0500782 - 6.02	7	0	0	1	1	5	2025-37176	12/11/2025	6.04	B
											2023-30283	10/18/2023	6.07	PD
											2025-13321	05/13/2025	6.14	PD
											2025-9218	03/24/2025	6.16	PD
											2023-16747	06/09/2023	6.17	C
											2024-31543	11/10/2024	6.24	PD
											2025-14521	05/27/2025	6.24	PD
15960	62683	3139268	0 - 0.25	0500782 - 6.35	3	0	0	0	0	3	2023-37025	12/09/2023	6.43	PD
											2025-2012	01/19/2025	6.49	PD
											2023-34720	11/24/2023	6.51	PD
15959	15960	3105923	0 - 0.59	0500782 - 6.60	16	0	0	0	4	12	2024-29847	10/21/2024	6.77	PD
											2025-33033	11/12/2025	6.78	PD
											2023-34556	11/21/2023	6.78	PD
											2023-5827	02/22/2023	6.79	PD
											2025-28836	10/06/2025	6.80	PD
											2025-38608	12/22/2025	6.81	PD
											2024-11562	04/03/2024	6.83	PD
											2024-25701	09/16/2024	6.85	C
											2023-32820	11/08/2023	6.87	PD
											2025-23013	08/10/2025	6.88	C
											2023-38487	12/20/2023	6.92	PD
											2023-27229	09/14/2023	6.93	C
											2024-12838	05/05/2024	6.96	PD
											2025-35187	11/28/2025	6.99	C
											2025-35123	11/29/2025	7.15	PD
											2025-13326	05/08/2025	7.15	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				
15958	15959	3122260	0 - 0.79	0500782 - 7.19	14	0	1	2	3	8	2024-30537	10/30/2024	7.20	C
											2025-15973	06/09/2025	7.31	PD
											2024-3919	02/05/2024	7.34	C
											2025-770	01/11/2025	7.36	C
											2025-32584	11/07/2025	7.36	PD
											2024-33589	11/25/2024	7.45	PD
											2024-32267	11/15/2024	7.50	PD
											2023-27550	09/21/2023	7.63	PD
											2024-26550	09/26/2024	7.65	A
											2023-29614	10/10/2023	7.71	B
											2025-9994	04/03/2025	7.73	PD
											2023-35597	11/16/2023	7.76	PD
											2024-11602	05/01/2024	7.84	PD
											2024-3699	02/03/2024	7.89	B
											15957	15958	3131635	0 - 0.60
2023-27096	09/18/2023	8.04	PD											
2023-6562	03/01/2023	8.18	PD											
2025-4594	02/06/2025	8.19	PD											
2023-2227	01/22/2023	8.22	PD											
2024-21000	08/01/2024	8.30	PD											
2023-13398	05/04/2023	8.36	C											
2024-3458	02/01/2024	8.47	PD											
15956	15957	3105922	0 - 0.07	0500782 - 8.58	3	0	0	0	0	3	2025-3021	01/30/2025	8.59	PD
											2024-31255	11/02/2024	8.61	PD
											2025-20600	07/22/2025	8.64	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				
15956	19521	3131634	0 - 1.07	0500782 - 8.65	23	0	0	0	1	22	2025-14569	05/27/2025	8.70	PD
											2024-30223	10/29/2024	8.80	PD
											2023-36554	12/06/2023	8.81	PD
											2024-30213	10/28/2024	8.86	PD
											2025-9498	03/29/2025	8.87	PD
											2024-36796	12/15/2024	8.88	PD
											2023-5826	02/21/2023	8.89	PD
											2025-27259	09/21/2025	9.08	C
											2025-11975	04/27/2025	9.13	PD
											2023-24840	08/26/2023	9.22	PD
											2025-35594	11/27/2025	9.26	PD
											2024-31947	11/12/2024	9.33	PD
											2025-31997	11/03/2025	9.33	PD
											2023-13703	05/16/2023	9.37	PD
											2025-30720	10/23/2025	9.39	PD
											2025-21682	07/27/2025	9.41	PD
											2025-19255	06/30/2025	9.47	PD
											2023-15903	06/07/2023	9.51	PD
											2023-22374	08/04/2023	9.52	PD
											2025-2637	01/27/2025	9.53	PD
											2025-37189	12/10/2025	9.66	PD
											2025-36098	12/04/2025	9.68	PD
												2024-11557	03/27/2024	9.71
66694	15724	3142048	0 - 0.03	3209658 - 0	0	0	0	0	0	0				
Totals:					74	0	1	3	10	60				

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	0	0	0	1	0	0	0	1	1	1	0	3	0	0	2	1	0	3	0	2	1	0	0	0	0	16
MONDAY	1	0	1	0	0	1	2	0	0	0	1	0	0	0	0	1	3	2	3	1	0	0	0	0	0	16
TUESDAY	0	1	0	0	0	0	0	2	2	0	0	1	0	1	3	1	0	0	3	0	1	0	1	0	0	16
WEDNESDAY	0	0	1	0	1	0	0	2	0	3	0	1	2	0	1	1	0	4	2	1	2	0	1	0	0	22
THURSDAY	0	0	0	0	2	0	2	0	2	0	0	0	1	0	1	2	2	1	1	0	0	2	1	1	0	18
FRIDAY	0	0	0	0	0	0	1	1	0	0	1	0	0	1	1	0	1	2	2	2	0	0	0	0	0	12
SATURDAY	1	1	0	0	0	1	1	0	0	1	2	0	0	1	1	2	0	1	2	2	0	1	1	0	0	18
Totals	2	2	2	1	3	2	6	6	5	5	4	5	3	3	9	8	6	13	13	8	4	3	4	1	0	118

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	66	23-Bicyclist	0
2-(Sport) Utility Vehicle	71	24-Witness	12
3-Passenger Van	1	25-Other	1
4-Cargo Van (10K lbs or Less)	4	26-Construction	0
5-Pickup	29	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	187
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
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)	2		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Office of Safety, 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	58	37	3	1	0	0	99
Ran Off Roadway	11	0	0	0	0	0	11
Failed to Yield Right-of-Way	12	4	0	0	0	0	16
Ran Red Light	3	0	0	0	0	0	3
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	5	1	0	0	0	0	6
Improper Backing	0	0	0	0	0	0	0
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	14	4	0	0	0	0	18
Failed to Keep in Proper Lane	2	1	0	0	0	0	3
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	2	1	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	3	1	0	0	0	0	4
Unknown	3	1	0	0	0	0	4
Total	116	50	3	1	0	0	170

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	109	49	3	1	0	0	162
Physically Impaired	1	0	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	1	1	0	0	0	0	2
Under the Influence of Medications/Drugs/Alcohol	5	0	0	0	0	0	5
Other	0	0	0	0	0	0	0
Total	116	50	3	1	0	0	170

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	19	0	0	0	0	19
20-24	29	0	0	0	0	29
25-29	12	0	0	0	0	12
30-39	30	0	0	0	0	30
40-49	21	0	0	0	0	21
50-59	25	0	0	0	0	25
60-69	22	0	0	0	0	22
70-79	13	0	0	0	0	13
80-Over	1	0	0	0	0	1
Unknown	3	0	0	0	0	3
Total	175	0	0	0	0	175

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	2	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	174
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	1		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	33		
13-Motor Vehicle in Transport	124		
14-Parked Motor Vehicle	1		
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	1		
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	7		
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	2		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	2		
37-Other Post, Pole, or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	15	
2-Traffic Signals (Flashing)	4	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	14	
6-Yield Sign	0	
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	1	
13-None	81	
14-Other	2	
Total	118	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	6	6
C	16	23
PD	95	0
Total	118	30

Road Character	
Road Grade	Total
1-Level	95
2-On Grade	18
3-Top of Hill	4
4-Bottom of Hill	1
5-Other	0
Total	118

Light	
Light Condition	Total
1-Daylight	59
2-Dawn	3
3-Dusk	8
4-Dark - Lighted	12
5-Dark - Not Lighted	35
6-Dark - Unknown Lighting	1
7-Unknown	0
Total	118

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

Month	2023	2024	2025	Total
JANUARY	2	3	5	10
FEBRUARY	4	7	5	16
MARCH	1	2	3	6
APRIL	1	2	3	6
MAY	3	2	5	10
JUNE	2	1	4	7
JULY	1	0	3	4
AUGUST	2	6	1	9
SEPTEMBER	4	3	1	8
OCTOBER	2	5	3	10
NOVEMBER	4	8	6	18
DECEMBER	5	2	7	14
Total	31	41	46	118

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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Rear End - Sideswipe	5	0	4	11	0	6	0	0	0	0	0	0	0	0	26
Head-on - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	3	18	0	1	0	0	0	0	0	0	0	0	22
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	16	2	7	0	0	3	0	0	0	0	0	0	0	0	28
All Other Animal	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	1	0	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	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	37	0	0	0	0	0	0	0	0	0	0	0	0	0	37
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	62	2	14	30	0	10	0	0	0	0	0	0	0	0	118

Maine Department Of Transportation - Office of Safety, 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	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
Clear												
Dark - Lighted	10	0	0	0	0	0	0	0	0	0	0	10
Dark - Not Lighted	27	0	0	0	0	0	0	0	0	0	3	30
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	1	2
Daylight	42	3	0	0	0	0	0	0	0	0	1	46
Dusk	5	0	0	0	0	0	0	0	0	0	0	5
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	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	2	0	0	0	0	0	0	0	0	0	2	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

Maine Department Of Transportation - Office of Safety, 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	0	0
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	1	2
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	0	0	0	0	0	0	0	0	0	0	0	0
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
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	1	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	1	1
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	3	3
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	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	1	1	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	1	3	0	0	1	5
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	91	3	0	0	0	0	2	6	0	0	16	118

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: WINDHAM

LOW NODE: 15960 HIGH NODE: 0000

REGION: 1

U/R: URBAN

DESCRIPTION: Int of River Rd, Chute Rd, and Depot St

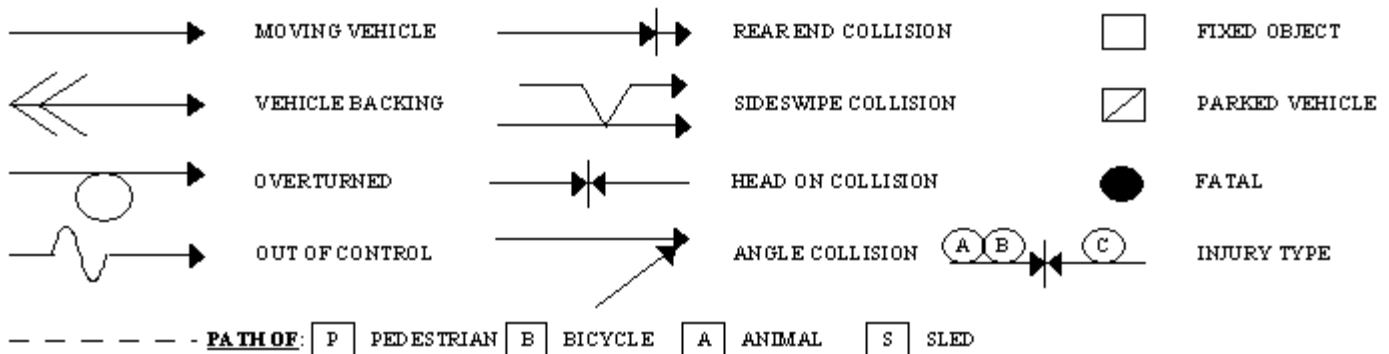
RTE # / RD #: 0500711 DATE DRAWN: 7/22/2026 DRAWN BY: Duncan

STUDY FROM: 1/1/2023

STUDY TO: 12/31/2025

CRASH RATE: 1.84 CRF: 4.75 % INJURY: 31.3 TOTAL CRASHES: 16

LEGEND

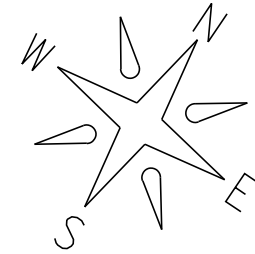


PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

River Rd



Stop

Depot St

3708 2-3-25 3:28P W/C Fail to Yield

11555 3-24-24 7:49A I/C Fail to Yield

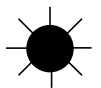
22185 8-7-24 6:04P D/C Follow too Close

3352 2-1-23 3:47P D/C Fail to Yield

5836 2-19-25 11:10A D/C Fail to Yield



Stop



= Flashing Light

River Rd

31700 10-31-25 1:30P D/C Fail to Yield
38035 12-16-25 1:54P D/C Fail to Yield
37951 12-13-23 7:07A D/C Fail to Yield

23406 8-24-24 2:58P D/C Fail to Yield

(B)

38486 12-19-23 6:02P D/C 0111

(C)

10495 4-8-25 2:06P W/R Fail to Yield

(C)

5834 2-18-25 2:37P D/C Hit & Run

(C)

5778 2-19-25 5:36P D/C Fail to Yield

(C)

966 1-11-25 3:50P S/S Fail to Yield

(B)

1128 1-12-23 12:23P W/S Fail to Yield

(C)

21632 8-7-24 5:45P D/C Fail to Yield

Chute Rd

Windham

Node: 15960

Study Period: 2023-2025

of Crashes: 16 / CRF: 4.75

Prepared by Office of Safety & Mobility

(DS 7/22/26)



Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I - Single Node ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Windham
Int of River Rd, Chute Rd, and Depot St

REPORT PARAMETERS

Year 2023, Start Month 1 through Year 2025 End Month: 12

Route: **0500711** Start Node: **15960** Start Offset: **0** ☐ Exclude First Node
End Node: **15960** End Offset: **0** ☐ Exclude Last Node

Crash Summary I

Nodes																
Node	Route - MP	Node Description			U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
15960	0500711 - 2.44	Int of CHUTE RD	DEPOT ST	RIVER RD	2	16	0	0	2	3	11	31.3	2.904	1.84	0.39	4.74
														Statewide Crash Rate: 0.13		
Study Years:	3.00	NODE TOTALS:				16	0	0	2	3	11	31.3	2.904	1.84	0.39	4.75

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM											Hour of Day											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	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1								
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1								
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	4								
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	2	1	0	0	0	0	0	0	0	6								
THURSDAY	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	0	1								
FRIDAY	0	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								
SATURDAY	0	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								
Totals	0	0	0	0	0	0	0	2	0	0	0	1	1	2	3	3	0	2	2	0	0	0	0	0	0	0	16								

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	9	23-Bicyclist	0
2-(Sport) Utility Vehicle	12	24-Witness	5
3-Passenger Van	1	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	11	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	38
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
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)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Office of Safety, 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	2	12	1	0	0	0	15
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	11	4	0	0	0	0	15
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	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	1
Total	15	16	1	0	0	0	32

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	14	16	1	0	0	0	31
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	15	16	1	0	0	0	32

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	3	0	0	0	0	3
20-24	2	0	0	0	0	2
25-29	3	0	0	0	0	3
30-39	8	0	0	0	0	8
40-49	4	0	0	0	0	4
50-59	5	0	0	0	0	5
60-69	4	0	0	0	0	4
70-79	2	0	0	0	0	2
80-Over	1	0	0	0	0	1
Unknown	1	0	0	0	0	1
Total	33	0	0	0	0	33

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	32
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	0		
13-Motor Vehicle in Transport	32		
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		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	2	
2-Traffic Signals (Flashing)	4	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	7	
6-Yield Sign	0	
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	1	
14-Other	1	
Total	16	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	2	2
C	3	4
PD	11	0
Total	16	6

Road Character	
Road Grade	Total
1-Level	14
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	16

Light	
Light Condition	Total
1-Daylight	13
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	16

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

Month	2023	2024	2025	Total
JANUARY	1	0	1	2
FEBRUARY	1	0	4	5
MARCH	0	1	0	1
APRIL	0	0	1	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	3	0	3
SEPTEMBER	0	0	0	0
OCTOBER	0	0	1	1
NOVEMBER	0	0	0	0
DECEMBER	2	0	1	3
Total	4	4	8	16

Report is limited to the last 10 years of data.

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

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	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	14	0	0	0	0	0	0	0	0	0	0	14
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	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	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	16	0	0	0	0	0	0	0	0	0	0	16

Maine Department Of Transportation - Office of Safety, 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	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	9	1	0	0	0	0	0	0	0	0	1	11
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
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

Maine Department Of Transportation - Office of Safety, 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	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	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
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	1	0	0	0	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
TOTAL	11	1	0	0	0	0	0	1	0	0	3	16

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: WINDHAM

LOW NODE: 15959 HIGH NODE: 15960

REGION: 1

U/R: URBAN

DESCRIPTION: River Rd from Mallison Falls Rd to Chute Rd/Depot St

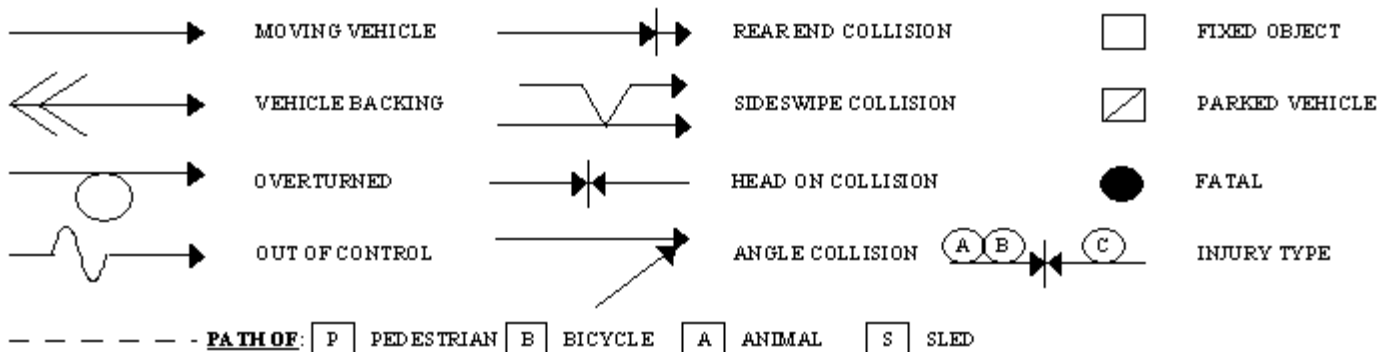
RTE # / RD #: 0500782 DATE DRAWN: 7/22/2026 DRAWN BY: Duncan

STUDY FROM: 1/1/2023

STUDY TO: 12/31/2025

CRASH RATE: 394.74 CRF: 1.27 % INJURY: 25 TOTAL CRASHES: 16

LEGEND

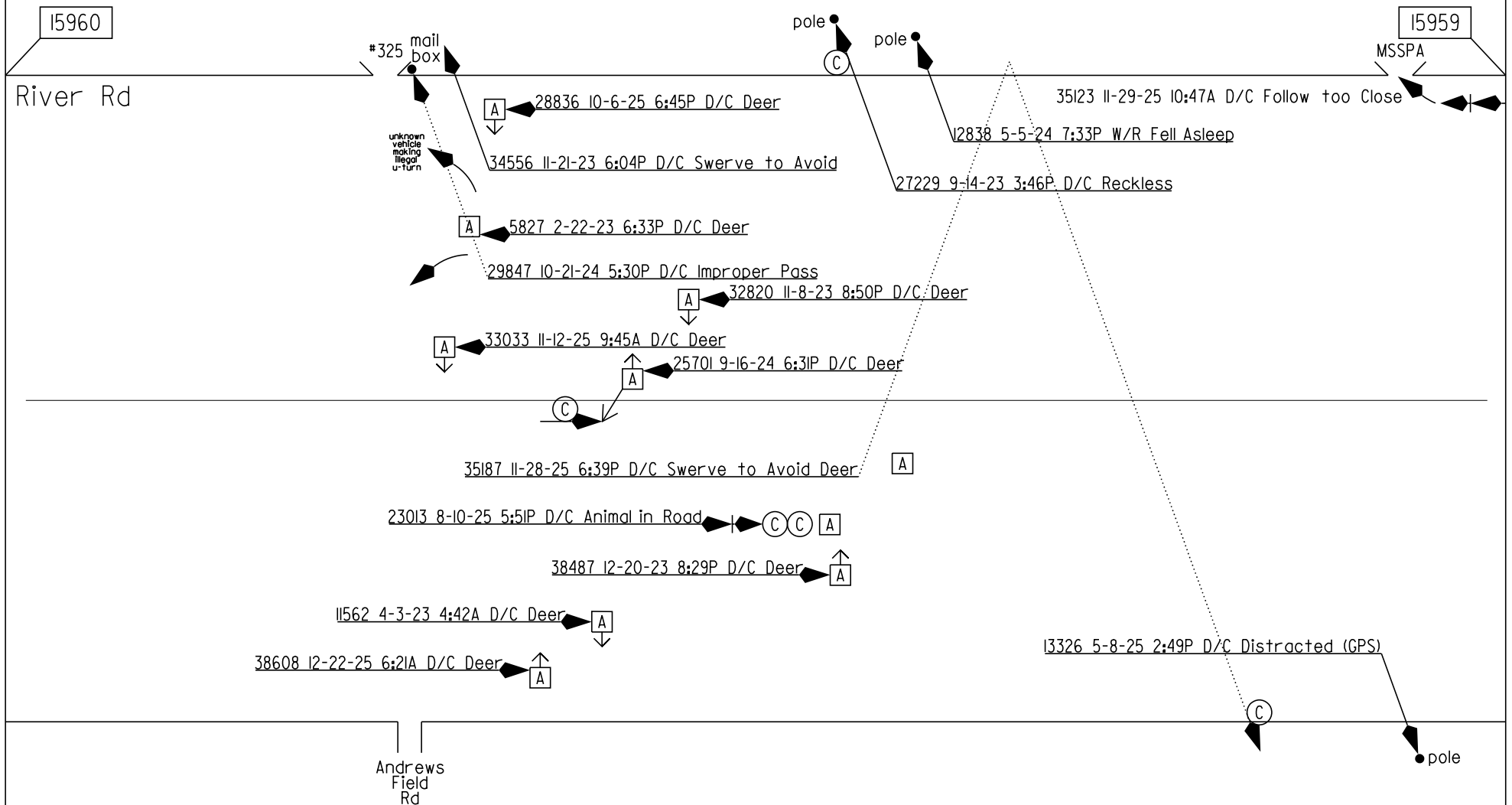
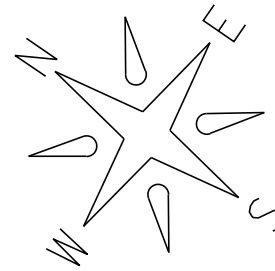


PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

(DS 7/22/26)





Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I - Single Element ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Windham

River Rd from Mallison Falls Rd to Chute Rd/Depot St

REPORT PARAMETERS

Year 2023, Start Month 1 through Year 2025 End Month: 12

Route: **0500782**

Start Node: **15960**

Start Offset: **0**

☒ Exclude First Node

End Node: **15959**

End Offset: **0**

☒ Exclude Last Node

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
								A	B	C	PD						
15959	15960	3105923	0 - 0.59	0500782 - 6.60	0.59	2	16	0	0	0	4	12	25.0	0.01351	394.74	311.47	1.27
Int of MALLISON FALLS RD		RIVER RD		RD INV 05 00782		Statewide Crash Rate: 161.30											
Study Years:		3.00		Section Totals:		0.59	16	0	0	0	4	12	25.0	0.01351	394.74	311.47	1.27

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				
15959	15960	3105923	0 - 0.59	0500782 - 6.60	16	0	0	0	4	12	2024-29847	10/21/2024	6.77	PD
											2025-33033	11/12/2025	6.78	PD
											2023-34556	11/21/2023	6.78	PD
											2023-5827	02/22/2023	6.79	PD
											2025-28836	10/06/2025	6.80	PD
											2025-38608	12/22/2025	6.81	PD
											2024-11562	04/03/2024	6.83	PD
											2024-25701	09/16/2024	6.85	C
											2023-32820	11/08/2023	6.87	PD
											2025-23013	08/10/2025	6.88	C
											2023-38487	12/20/2023	6.92	PD
											2023-27229	09/14/2023	6.93	C
											2024-12838	05/05/2024	6.96	PD
											2025-35187	11/28/2025	6.99	C
											2025-35123	11/29/2025	7.15	PD
											2025-13326	05/08/2025	7.15	PD
											Totals:			

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	1	0	1	0	0	0	0	0	2									
MONDAY	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	4									
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1									
WEDNESDAY	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	5									
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2									
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1									
SATURDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
Totals	0	0	0	0	1	0	1	0	0	1	1	0	0	0	1	1	0	2	5	1	2	0	0	0	0	16									

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	8	23-Bicyclist	0
2-(Sport) Utility Vehicle	7	24-Witness	1
3-Passenger Van	0	25-Other	1
4-Cargo Van (10K lbs or Less)	1	26-Construction	0
5-Pickup	3	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	21
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
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)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Office of Safety, 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	10	3	0	0	0	0	13
Ran Off Roadway	2	0	0	0	0	0	2
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	0	0	0	0	0	2
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
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	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	16	3	0	0	0	0	19

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	16	3	0	0	0	0	19
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	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	16	3	0	0	0	0	19

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	2	0	0	0	0	2
25-29	2	0	0	0	0	2
30-39	3	0	0	0	0	3
40-49	3	0	0	0	0	3
50-59	4	0	0	0	0	4
60-69	4	0	0	0	0	4
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	1	0	0	0	0	1
Total	20	0	0	0	0	20

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	20
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	9		
13-Motor Vehicle in Transport	8		
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	1		
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	1		
37-Other Post, Pole, or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	0	
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	16	
14-Other	0	
Total	16	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	4	5
PD	12	0
Total	16	5

Road Character	
Road Grade	Total
1-Level	13
2-On Grade	1
3-Top of Hill	2
4-Bottom of Hill	0
5-Other	0
Total	16

Light	
Light Condition	Total
1-Daylight	5
2-Dawn	1
3-Dusk	3
4-Dark - Lighted	0
5-Dark - Not Lighted	7
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	16

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

Month	2023	2024	2025	Total
JANUARY	0	0	0	0
FEBRUARY	1	0	0	1
MARCH	0	0	0	0
APRIL	0	1	0	1
MAY	0	1	1	2
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	1	1
SEPTEMBER	1	1	0	2
OCTOBER	0	1	1	2
NOVEMBER	2	0	3	5
DECEMBER	1	0	1	2
Total	5	4	7	16

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	0	0	1	0	0	0	0	0	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0
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	5	0	0	0	0	1	0	0	0	0	0	0	0	0	6
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	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
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	14	0	0	0	0	2	0	0	0	0	0	0	0	0	16

Maine Department Of Transportation - Office of Safety, 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	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	7	0	0	0	0	0	0	0	0	0	0	7
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	5	0	0	0	0	0	0	0	0	0	0	5
Dusk	2	0	0	0	0	0	0	0	0	0	0	2
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

Maine Department Of Transportation - Office of Safety, 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	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	1	1
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	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
TOTAL	15	0	0	0	0	0	0	0	0	0	1	16

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: WINDHAM

LOW NODE: 15959 HIGH NODE: 0000

REGION: 1

U/R: URBAN

DESCRIPTION: Int of River Rd and Mallison Falls Rd

RTE # / RD #: 0500721 DATE DRAWN: 7/22/2026 DRAWN BY: Duncan

STUDY FROM: 1/1/2023

STUDY TO: 12/31/2025

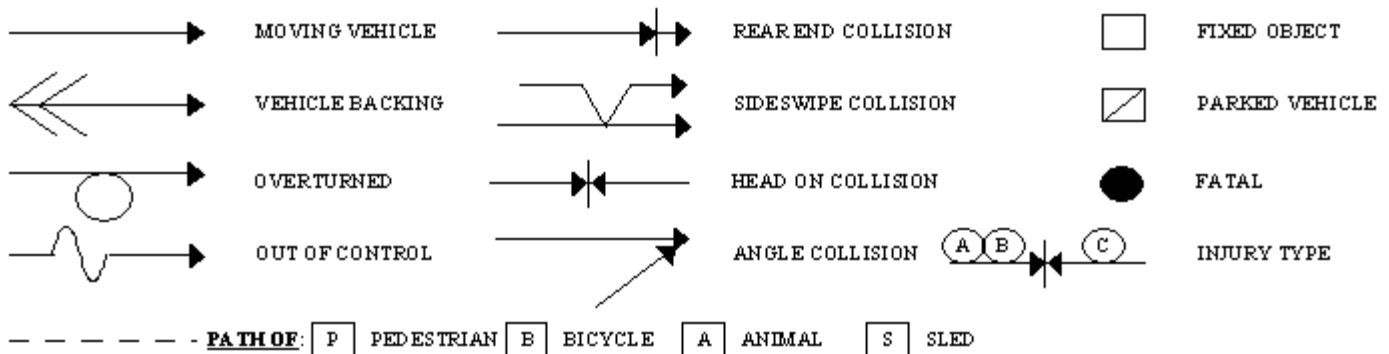
CRASH RATE: 0.85

CRF: 2.32

% INJURY: 11.1

TOTAL CRASHES: 9

LEGEND

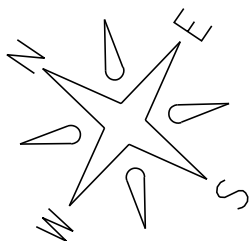


PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

River Rd



Mallison Falls Rd

Stop

Windham
Node: 15959

Study Period: 2023-2025
of Crashes: 9 / CRF: 2.32

Prepared by Office of Safety & Mobility
(DS 7/22/26)



Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I - Single Node ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Windham
Int of River Rd and Mallison Falls Rd

REPORT PARAMETERS

Year 2023, Start Month 1 through Year 2025 End Month: 12

Route: **0500721** Start Node: **15959** Start Offset: **0** ☐ Exclude First Node
End Node: **15959** End Offset: **0** ☐ Exclude Last Node

Crash Summary I

Nodes															
Node	Route - MP		Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
15959	0500721 - 0	Int of MALLISON FALLS RD	RIVER RD	2	9	0	0	1	0	8	11.1	3.511	0.85	0.37	2.32
													Statewide Crash Rate: 0.13		
Study Years:	3.00	NODE TOTALS:			9	0	0	1	0	8	11.1	3.511	0.85	0.37	2.32

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM											Hour of Day											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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2								
MONDAY	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1								
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1									
WEDNESDAY	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									
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	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2									
SATURDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3									
Totals	0	1	0	0	0	1	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	1	1	0	0	9									

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	6	23-Bicyclist	0
2-(Sport) Utility Vehicle	4	24-Witness	2
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	1	26-Construction	0
5-Pickup	2	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	15
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
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)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Office of Safety, 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	4	0	1	0	0	0	5
Ran Off Roadway	2	0	0	0	0	0	2
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
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	1	0	0	0	0	0	1
Improper Turn	2	1	0	0	0	0	3
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	2	0	0	0	0	2
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	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	9	3	1	0	0	0	13

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	3	1	0	0	0	12
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	3	1	0	0	0	13

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	4	0	0	0	0	4
20-24	3	0	0	0	0	3
25-29	0	0	0	0	0	0
30-39	1	0	0	0	0	1
40-49	0	0	0	0	0	0
50-59	2	0	0	0	0	2
60-69	0	0	0	0	0	0
70-79	3	0	0	0	0	3
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	13	0	0	0	0	13

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	1	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	13
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	1		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	8		
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	3		
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		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	0	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	4	
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	4	
14-Other	1	
Total	9	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	0	1
PD	8	0
Total	9	2

Road Character	
Road Grade	Total
1-Level	8
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	0
Total	9

Light	
Light Condition	Total
1-Daylight	4
2-Dawn	1
3-Dusk	0
4-Dark - Lighted	2
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	2023	2024	2025	Total
JANUARY	0	3	0	3
FEBRUARY	0	1	0	1
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	1	0	0	1
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	1	0	1
SEPTEMBER	1	1	0	2
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	1	0	1
Total	2	7	0	9

Report is limited to the last 10 years of data.

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

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	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	0	0	0	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	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
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	0	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	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9

Maine Department Of Transportation - Office of Safety, 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	1	0	0	0	0	0	0	0	0	0	0	1
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	3	0	0	0	0	0	0	0	0	0	0	3
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
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

Maine Department Of Transportation - Office of Safety, 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	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	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	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	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	7	0	0	0	0	0	1	1	0	0	0	9