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FORENSIC WEATHER INVESTIGATION OF THE WEATHER AND GROUND CONDITIONS FOR THE PERIOD MARCH 5-9, 2018 AT 807 CLARK STREET IN WESTFIELD, NEW JERSEY

November 11, 2020

CASE NAME:	"Smith v. Jones"
DATE AND TIME OF INCIDENT:	March 9, 2018 at 7:30 a.m. EST
PREPARED FOR:	Mr. Jacob Lightfoot, Esquire
COMPANY:	The Legal Group, LLP

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ASSIGNMENT:

This case was assigned to me by The Legal Group, LLP. I was asked to perform an in-depth weather analysis and forensic weather investigation at 807 Clark Street in Westfield, New Jersey

in order to determine what the weather conditions were leading up to and including the day of the incident.

Forensic Weather Consultants, LLC uses various reliable sources of weather information in order to conduct a reliable weather analysis. In order to accurately determine the weather conditions that existed leading up to and including the time of the incident, a detailed search was performed to find the closest, official weather stations to the incident location. Using the computer program "Google Earth", weather station locations provided by the National Centers for Environmental Information (NCEI) and MesoWest were plotted and are indicated by a yellow pushpin. MesoWest is a cooperative project that was started at the University of Utah in 1996 with a goal of providing access to current and archived weather observations from across the United States through internet-based resources.

The weather stations that are indicated by an orange pushpin represent Community Collaborative Rain, Hail, and Snow Network (CoCoRaHS) stations that are available through the CoCoRaHS network, but not yet available through the NCEI. I have been advised by the NCEI that in order for CoCoRaHS station data to be obtainable through the NCEI, the station must have a minimum of 100 daily surface observation reports. Although these stations have not met this minimum qualification as of yet, and therefore cannot be certified, they are still part of the CoCoRaHS network in which the data is able to be certified once added to the NCEI archive. While not all of the weather data can be certified by the NCEI, it is mostly if not all housed and maintained on National Weather Service websites including ncei.noaa.gov and raws.wrh.noaa.gov and are the records that meteorologists rely upon during the normal course of business to conduct these investigations.

GENERAL REVIEW OF WEATHER DATA SOURCES

Many different types of weather data are gathered and analyzed as part of our investigations. While some, but not necessarily all, of these weather data sources were utilized for this case, we are providing a list of the different types of stations for informational purposes.

The Automated Surface Observing Systems (ASOS) program is a joint effort of the National Weather Service (NWS), the Federal Aviation Administration (FAA), and the Department of Defense (DOD). The ASOS systems serve as the nation's primary surface weather observing network. The ASOS systems compile various weather observations, often more than once per hour, called Local Climatological Data (**LCD**) that are reviewed, maintained, and stored by NOAA.

Through the National Weather Service (NWS) Cooperative Observer Program (**COOP**), more than 10,000 volunteers take daily weather observations at National Parks, seashores, mountaintops, and farms as well as in urban and suburban areas. COOP data usually consists of daily maximum and minimum temperatures, snowfall, and 24-hour precipitation totals ending at a specific time, such as 7:00 a.m. in many locations.

The Remote Automatic Weather Stations (**RAWS**) system is a nationwide network of automated weather stations that are often located in remote areas, particularly in national forests. These

stations are often run by the Bureau of Land Management and U.S. Forest Service, and they are also monitored by the National Interagency Fire Center (NIFC), primarily to observe potential wildfire conditions.

The Community Collaborative Rain, Hail and Snow Network (**CoCoRaHS**) is a network consisting of volunteer weather observers across the United States, Canada and the Bahamas. These volunteers take daily precipitation measurements and report them to a centralized data store online, where this data is heavily utilized by the NWS, meteorologists, emergency managers and city utilities. CoCoRaHS data is particularly useful in situations where storm systems produce sharp precipitation gradients.

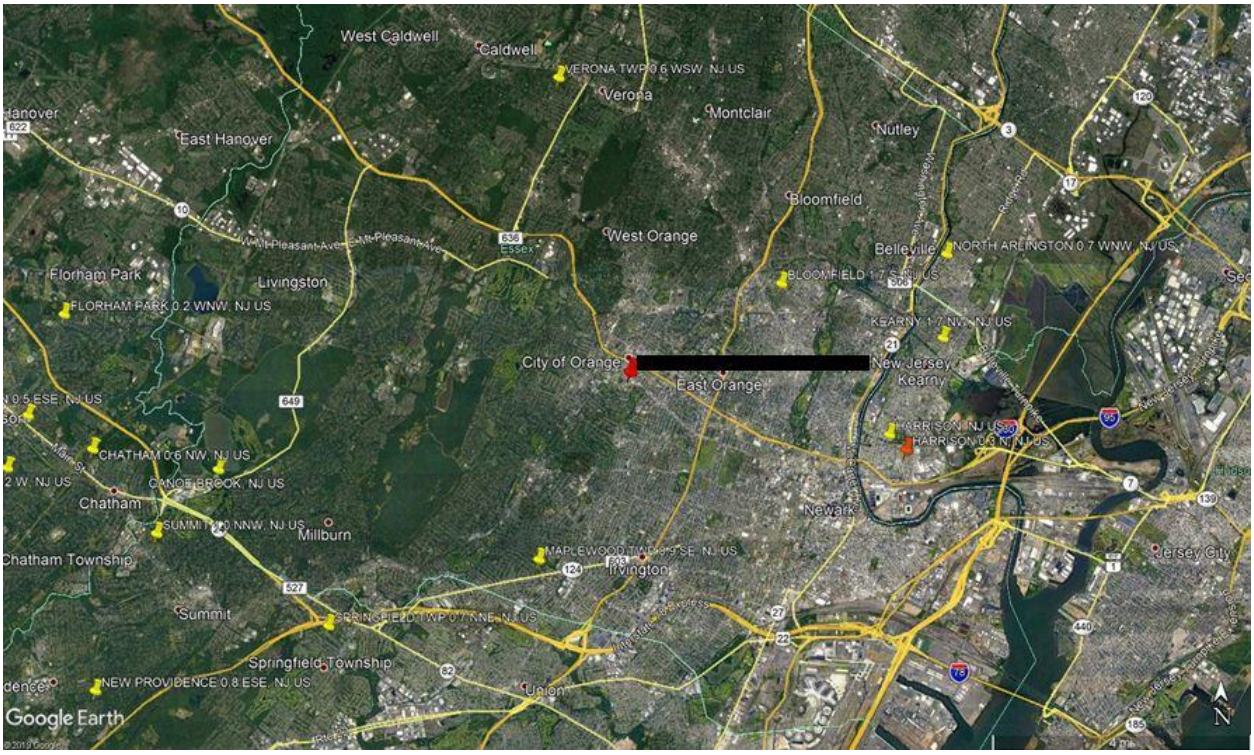
The National Ocean Service (**NOS**) provides data, tools, and services that support coastal economies and their contribution to the national economy. NOS maintains the nation's network of coastal tide and water level sensors to provide real-time data. Among many things, this data supports accurate weather forecasts, coastal storm and flood predictions, and tsunami warnings.

The Citizen Weather Observer Program (**CWOP**) is a group of ham radio operators and other private citizens around the world that have volunteered the use of their weather data for education, research, and other uses. This program includes Internet-only connected stations, and Automatic Packet Reporting System (**APRS**) stations.

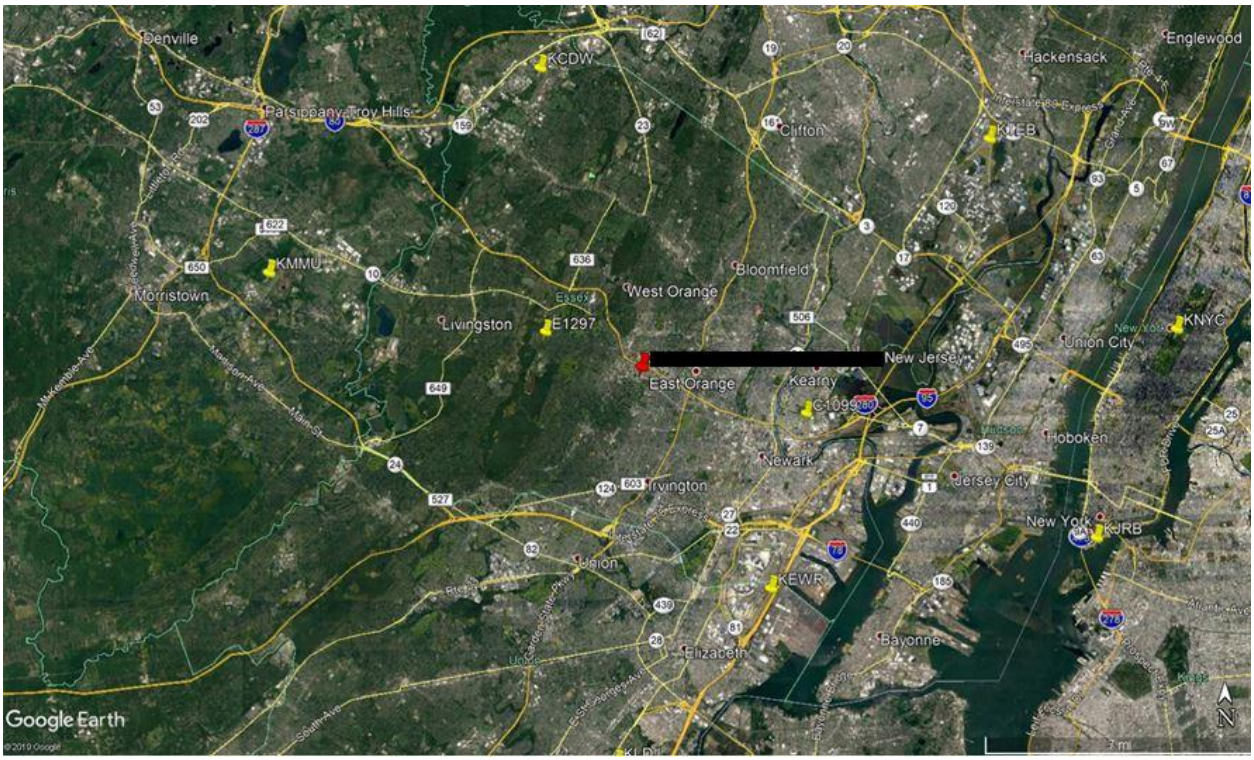
One of the most effective tools to detect precipitation is Doppler radar. Radar, which stands for RAdio Detection And Ranging, has been utilized to detect precipitation, and especially thunderstorms, since the 1940's. The radar used by the National Weather Service is called the WSR-88D, which stands for Weather Surveillance Radar - 1988 Doppler (the prototype radar was built in 1988). As its name suggests, the WSR-88D is a **Doppler radar**, meaning it can detect motions toward or away from the radar as well as the location of precipitation areas. There are 155 WSR-88D Doppler radar in the nation, including the U.S. Territory of Guam and the Commonwealth of Puerto Rico, operated by the National Weather Service and the Department of Defense.

The National Weather Service offices around the country issue numerous weather alerts, advisories, warnings and bulletins every day and these are also utilized in our investigations.

The incident location was plotted by our office and is indicated by a red pushpin. The following map will help give you an approximate location of the National Weather Service Hourly Surface Weather Observations stations and the Citizen Weather Observer Program (CWOP) stations we used in this study and their proximity to the incident location.



The following map will help give you an approximate location of the Community Collaborative Rain, Hail and Snow Network (CoCoRaHS) and Cooperative Observer Program (COOP) stations we used in this study and their proximity to the incident location.



In order to perform my analysis of the weather conditions that existed, I obtained and reviewed official copies of the following weather records (the distance from the incident location and each weather station is also provided):

a. National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Newark Liberty International Airport in Newark, New Jersey (approximately xxxx miles southeast of the incident location).

b. National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Essex County Airport in Caldwell, New Jersey (approximately xxxx miles north-northwest of the incident location).

c. National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Teterboro Airport in Teterboro, New Jersey (approximately xxxx miles northeast of the incident location).

d. 5-Minute Surface Observations from the Newark Liberty International Airport in Newark, New Jersey.

e. 5-Minute Surface Observations from the Essex County Airport in Caldwell, New Jersey.

f. Citizen Weather Observer Program (CWOP) station reports from EW1297 in West Orange, New Jersey (approximately xxxx miles west-northwest of the incident location).

g. Citizen Weather Observer Program (CWOP) station reports from HSNN4 in Harrison, New Jersey (approximately xxxx miles east-southeast of the incident location).

h. Cooperative observer weather station reports from Harrison, New Jersey (approximately xxxx miles east-southeast of the incident location).

i. Cooperative observer weather station reports from Canoe Brook, New Jersey (approximately xxxx miles west-southwest of the incident location).

j. Community Collaborative Rain, Hail and Snow Network (CoCoRaHS) reports from Maplewood TWP 0.9 SE, New Jersey (approximately xxxx miles south-southwest of the incident location).

k. Community Collaborative Rain, Hail and Snow Network (CoCoRaHS) reports from Kearny 1.7 NW, New Jersey (approximately xxxx miles east of the incident location).

l. Online Community Collaborative Rain, Hail and Snow Network (CoCoRaHS) reports for New Jersey.

m. The publication entitled "Storm Data" for New Jersey in March 2018.

n. Super-resolution Reflectivity Doppler Radar images from the Upton, New York radar site that were zoomed in over the incident location.

o. Various weather bulletins, advisories and statements that were issued by the National Weather Service in Upton, New York.

p. Astronomical data from Westfield, New Jersey on March 7, 2018, March 8, 2018 and March 9, 2018.

q. United States Surface Analysis Images from the Weather Prediction Center (WPC).

r. Storm Events Database from the National Centers for Environmental Information (NCEI) for Essex County in New Jersey.

The weather data and Climatological records used for this analysis are the official records that Meteorologists rely upon every day during the normal course of business and are either kept in our office or at the National Centers for Environmental Information. The findings in this report utilize the weather records that were available at the time of data retrieval for this case. Any additional weather records and data that become available at a later date may be incorporated into this report in the future.

In addition to the weather records and climatological data listed above, I also reviewed the following information that was provided to me:

- Third-Party Complaint & Attached Exhibits A-B
- Deposition transcript of xxxxxx
- Deposition transcript of xxxxxx
- Testimony transcript of xxxx
- Services Agreement listed as Plaintiff's Exhibit "A"
- Specific Snow and Ice Removal Requirements Exhibit "B"
- Ten (10) Color Photographs listed as Plaintiff's Exhibits "K-T"
- Westfield Police Department Incident Report

Super-resolution Doppler radar images and several other types of weather records were used in this study. Doppler radar images are useful for locating precipitation. As the radar unit sends a pulse of energy into the atmosphere and if any precipitation is intercepted by the energy, part of the energy is scattered back to the radar. These return signals, called "radar echoes", are assembled to produce radar images. The location of the colored radar echoes indicates where precipitation is falling and the various colors indicate the intensity of the precipitation through the color code key on the right side of the radar image itself. Doppler radar images are received approximately every 6 minutes and can determine if precipitation was falling at the incident location and if so, when it started and stopped.

The height of the Upton, New York radar beam above the ground over the incident location is approximately 6,039 feet.

It should be noted that the radar image date and time stamps that are given on the Doppler radar images are given in "GMT", which is Greenwich Mean Time. In order to convert "GMT" to Eastern Standard Time (EST), a subtraction of 5 hours is necessary

METHODOLOGY:

After plotting the incident location on Google Earth, we were able to determine what weather stations were near and/or surrounding the incident location. The distances and directions between the incident location and various weather stations were then calculated. After obtaining numerous weather records from sources customarily relied upon in these types of investigations, the data was analyzed, including extrapolation of the data from many weather stations, in order to determine the weather and ground conditions that existed at the incident location leading up to and including the day of the incident.

In order to formulate an opinion about the daily maximum and minimum temperatures that occurred at the incident location leading up to including the day of the incident, we reviewed the meteorological data and extrapolated between the following weather stations:

- Citizen Weather Observer Program (CWOP) station reports from EW1297 in West Orange, New Jersey (approximately xxx miles west-northwest of the incident location).

- Cooperative observer weather station reports from Harrison, New Jersey (approximately xxxx miles east-southeast of the incident location).

- Citizen Weather Observer Program (CWOP) station reports from HSNN4 in Harrison, New Jersey (approximately xxxx miles east-southeast of the incident location).

- National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Newark Liberty International Airport in Newark, New Jersey (approximately xxxx miles southeast of the incident location).

- National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Essex County Airport in Caldwell, New Jersey (approximately xxxx miles north-northwest of the incident location).

It is important to note that while extrapolating between the weather stations utilized in this study, we considered the distances and directions of each weather station from the incident location.

Data analysis was also conducted in order to determine if and when melting and refreezing processes occurred at the incident location during the period reviewed for this investigation. It should be noted that direct sunshine and the resultant incoming solar radiation sometimes causes melting to occur even when the air temperature is below freezing. Therefore, if/when the air temperature remained below freezing for the entire calendar day, we reviewed the surface observations to determine if the reported sky cover was conducive for any melting and refreezing process(es) to occur.

In addition, we reviewed the weather records and if the data was available, extrapolated between the following weather stations to determine the Liquid-Equivalent precipitation total that accumulated for the 24-hour period (in inches), the amount of snow/sleet that fell during the 24-hour period (in inches) and the snow and ice depth that was present on the ground at 7:00 a.m. EST (in inches) at the incident location.

- Community Collaborative Rain, Hail and Snow Network (CoCoRaHS) reports from Maplewood TWP 0.9 SE, New Jersey (approximately xxxx miles south-southwest of the incident location).

- Community Collaborative Rain, Hail and Snow Network (CoCoRaHS) reports from Kearny 1.7 NW, New Jersey (approximately xxxx miles east of the incident location).

- National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Newark Liberty International Airport in Newark, New Jersey (approximately xxxx miles southeast of the incident location).

- National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Essex County Airport in Caldwell, New Jersey (approximately xxxx miles north-northwest of the incident location).

On March 7th-9th, 2018, the following surface weather observations were analyzed to help determine what types of precipitation were reported and when they occurred:

- National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Newark Liberty International Airport in Newark, New Jersey (approximately xxxx miles southeast of the incident location).

- National Weather Service Hourly Surface Weather Observations/Local Climatological Data (LCD) from the Essex County Airport in Caldwell, New Jersey (approximately xxxx miles north-northwest of the incident location).

We also downloaded super-resolution base reflectivity Doppler radar images obtained from the National Oceanic and Atmospheric Administration (NOAA), and these images were zoomed in over the incident location. Using the Doppler radar images in conjunction with the surface observations from these weather stations, we were able to determine when any precipitation that occurred at the incident location started and stopped over the course of each day within a reasonable degree of meteorological certainty.

Using Local Climatological Data surface observations and 5-Minute Data from the Newark Liberty International Airport and the Essex County Airport, as well as surface observations from CW1099, E1297, and Harrison, New Jersey, we were able to determine when the air temperature rose above or dropped below freezing at the incident location.

ANALYSIS:

The following table is a summary of the daily weather and ground conditions day by day at the location of the incident. This summary includes the date, the Maximum temperature for the 24-hour period (in Fahrenheit), the Minimum temperature for the 24-hour period (in Fahrenheit), the Liquid-Equivalent precipitation total for the 24-hour period (in inches), the amount of snow and sleet that fell during the 24-hour period (in inches) and the snow and ice depth that was present on the ground at 7:00 a.m. EST (in inches). It should be noted that any snow and/or ice measurements, including the snow and/or ice depth on the ground, are taken in exposed, untreated and undisturbed areas away from any objects that may act to distort the true measurement.

Please note that a “Trace” in the liquid equivalent precipitation column indicates an amount less

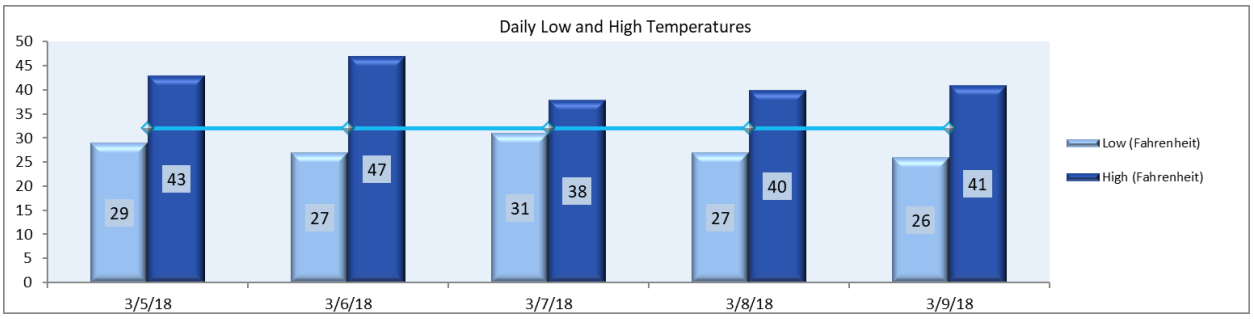
than 0.01", or not measurable. The Liquid Equivalent Precipitation/Rain column indicates the total liquid amount of melted snow and ice and/or the amount of rain that accumulated. A "Trace" in the Snow and Sleet column indicates that less than 0.1" fell, which is also defined as not measurable. A "Trace" in the Snow/Ice On Ground column indicates a snow and ice depth of less than 0.5".

MARCH 2018

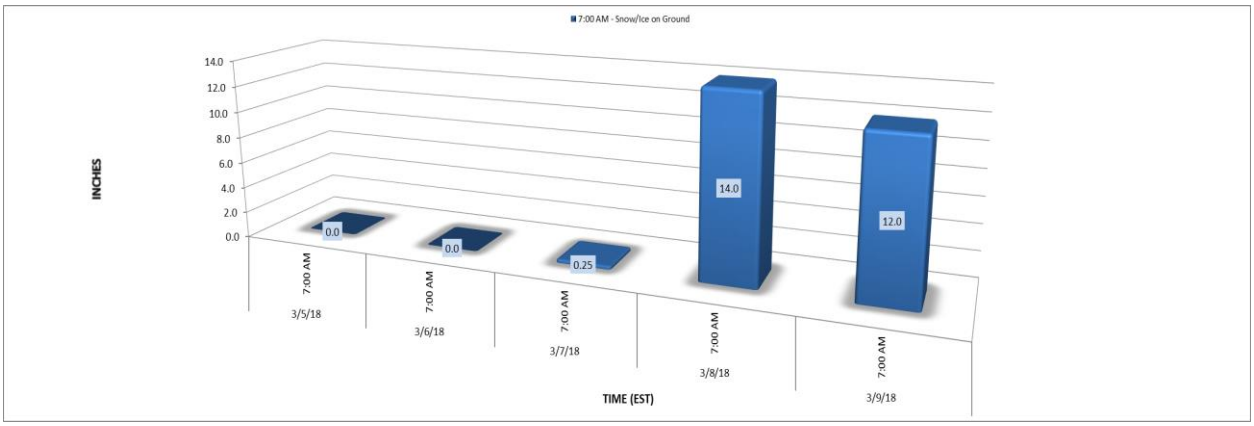
Date	Maximum Air Temperature	Minimum Air Temperature	Liquid Equivalent Precipitation/Rain	Snow/Sleet	Snow/Ice On Ground
3/5	43	29	0.00"	0.0"	0.0"
3/6	47	27	Trace	0.0"	0.0"
3/7	38	31	1.54"	14.5"	Trace
3/8	40	27	0.00"	0.0"	14.0"
3/9	41	26	Trace	Trace	12.0"

It should be noted that the table on the previous page reflects the snowfall amounts as well as the snow and ice depth on exposed, untreated and undisturbed surfaces.

DAILY TEMPERATURE



SNOW AND ICE ON GROUND



Melting and refreezing processes occurred on March 7th, 8th and 9th, 2018 and these processes caused new areas of ice to form in addition to the snow and ice that was already on the ground from the original storm(s). As air temperatures rose above freezing, some of the snow and ice that was present melted and caused areas of standing water, puddles, runoff and wet surfaces to accumulate. This was especially the case on any depressions, low lying areas or surfaces adjacent to any snow or ice that was pushed, plowed or shoveled into piles following earlier storms. As the air temperature dropped below freezing, these areas of standing water and runoff refroze to ice on exposed, untreated and undisturbed surfaces. The result is a presence of snow and/or ice from the original storm(s) with additional areas of ice present from the melting and re-freezing processes.

At 3:49 a.m. on March 6th, 2018, the National Weather Service in Upton, New York issued a "Winter Storm Warning" that was in effect from 10:00 p.m. on March 6th, 2018 through 4:00 a.m. on March 8th, 2018.

At 3:42 p.m. on March 6th, 2018, the National Weather Service in Upton, New York issued an official update which stated that the "Winter Storm Warning" was now in effect from 12:00 a.m. on March 7th, 2018 through 4:00 a.m. on March 8th, 2018.

At 9:21 p.m. on March 6th, 2018, the National Weather Service in Upton, New York issued a "Zone Forecast" which stated that the "Winter Storm Warning" was now in effect and would remain in effect through 4:00 a.m. on March 8th, 2018.

MARCH 7, 2018 (TWO DAYS BEFORE THE INCIDENT)

On March 7th, 2018 (two days before the incident), Doppler radar images that were zoomed in over the incident location and nearby surface observations indicated that mostly continuous light to moderate and heavy snow fell from approximately 12:04 a.m. through 8:35 p.m.

Approximately 14.5" of snow accumulated on March 7th, 2018 (two days before the incident).

According to the National Weather Service in Upton, New York, the following report of snow accumulation was received on March 7th, 2018:

- Westfield, New Jersey – 14.5" at 10:00 p.m.

Melting and refreezing processes occurred on March 7th, 2018. New ice formed between 2:59-4:59 a.m. and also between 12:30-2:30 p.m. on March 7th, 2018.

Sunset at the incident location occurred at approximately 5:55 p.m. on March 7th, 2018.

At 9:34 p.m. on March 7th, 2018, the National Weather Service in Upton, New York issued an official update to cancel the "Winter Storm Warning" that was in effect.

TEMPERATURE ANALYSIS FOR MARCH 7, 2018

On March 8th, 2018, the maximum air temperature was 38 degrees Fahrenheit and the minimum air temperature was 31 degrees Fahrenheit.

The air temperature was above freezing from Midnight through approximately 2:59 a.m. The air temperature dropped below freezing from approximately 2:59 a.m. through 9:00 a.m. The air temperature rose back above freezing from approximately 9:00 a.m. through 12:30 p.m. The air temperature dropped back below freezing from approximately 12:30 p.m. through Midnight.

MARCH 8, 2018 (DAY BEFORE THE INCIDENT)

On March 8th, 2018 (day before the incident), Doppler radar images that were zoomed in over the incident location and nearby surface observations indicated that no precipitation fell.

A melting and refreezing process occurred on March 8th, 2018 (day before the incident). New ice formed between 7:02-9:02 p.m. on March 8th, 2018.

Sunset at the incident location occurred at approximately 5:56 p.m. on March 8th, 2018.

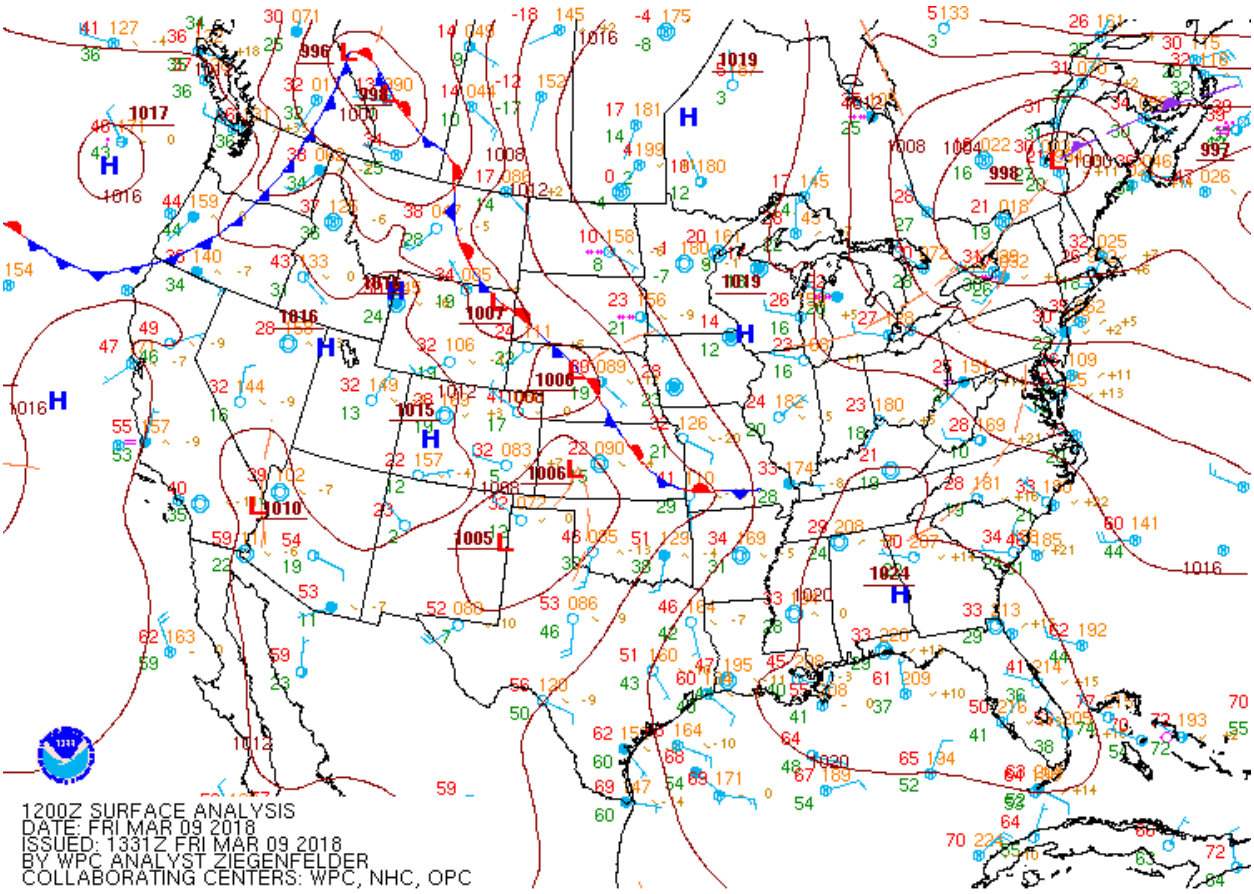
TEMPERATURE ANALYSIS FOR MARCH 8, 2018

On March 8th, 2018, the maximum air temperature was 40 degrees Fahrenheit and the minimum air temperature was 27 degrees Fahrenheit.

The air temperature was below freezing from Midnight through approximately 7:32 a.m. The air temperature rose above freezing from approximately 7:32 a.m. through 7:02 p.m. The air temperature dropped below freezing from approximately 7:02 p.m. through Midnight.

MARCH 9, 2018 (DAY OF THE INCIDENT)

The following is a surface analysis map of the contiguous United States at 7:00 a.m. EST on March 9th, 2018 that was prepared by the Weather Prediction Center (WPC), a division of the National Weather Service. This surface map indicated that a dissipating low-pressure system was over the border of northern Maine and Canada. A dissipating occluded front extended to the east of this low over the Canadian Maritimes. A surface trough also extended to the southwest of this low through southern Wisconsin. Another surface trough was located from central New York State into northern Pennsylvania. Another surface trough was located from Maryland through northern Georgia.



At 7:30 a.m. on March 9th, 2018 (time and date of the incident), the sky was mostly cloudy the air temperature was 27 degrees Fahrenheit and approximately 12.0" of pre-existing snow/ice, and areas of old melt/refreeze ice, were present on exposed, untreated and undisturbed surfaces. In addition, the last time new ice formed prior to the time of the incident was approximately 9:02 p.m. on March 8th, 2018 (approximately 10 ½ hours prior to the time of the incident).

On March 9th, 2018 (day of the incident), Doppler radar images that were zoomed in over the incident location and nearby surface observations indicated that occasional light snow fell from approximately 9:13 a.m. through 10:04 a.m.

A "Trace" of snow (defined as less than 0.1" and too light to measure) fell on March 9th, 2018 (day of the incident).

A melting and refreezing process occurred on March 9th, 2018 (day of the incident), however, this process occurred well after the time of the incident. Sunset at the incident location occurred at approximately 5:57 p.m. on March 9th, 2018.

TEMPERATURE ANALYSIS FOR MARCH 9, 2018

On March 9th, 2018, the maximum air temperature was 41 degrees Fahrenheit and the minimum air temperature was 26 degrees Fahrenheit.

The air temperature was below freezing from Midnight through approximately 8:47 a.m. The air temperature rose above freezing from approximately 8:47 a.m. through 7:57 p.m. The air temperature dropped below freezing from approximately 7:57 p.m. through Midnight.

REVIEW OF ICE TREATMENT CHEMICALS AND ABRASIVES

According to the publication "Snow and Ice Control" that was published by the "xxxxx Local Roads Program", there are a wide variety of materials used for snow and ice control[1]. They are generally separated into two categories: Chemicals and Abrasives. Abrasives include natural sand, finely crushed rock or gravel, bottom ash, slag, ore tailings and cinders. In order to maximize their effect, abrasives must stick to the ice surface. The article further states, "All ice control chemicals work the same way. They depress the freezing point of water and melt ice. Up to limits unique for each chemical, as solution concentration increases, the freezing point decreases." Below is a list of ice control chemicals and the pavement surface temperature they are effective to:

NaCl (Road Salt) - Solid:	15° F
NaCl (Road Salt) - Liquid:	23° F
MgCl2 (Magnesium Chloride) - Solid:	0° F
MgCl2 (Magnesium Chloride) - Liquid:	10° F
CaCl2 (Calcium Chloride) - Solid:	-20° F
CaCl2 (Calcium Chloride) - Liquid:	0° F

CONCLUSIONS

In conclusion, it is my opinion that:

- A storm system caused snow to fall, with some occasional lulls, from approximately 12:04 a.m. through 8:35 p.m. on March 7th, 2018 (two days before the incident) and approximately 14.5" of snow accumulated.
- At least 12.0" of pre-existing snow/ice was present on exposed, untreated and undisturbed surfaces from March 8th, 2018 through March 9th, 2018.
- No precipitation fell from approximately 8:35 p.m. on March 7th, 2018 through the time of the incident on March 9th, 2018 (for approximately 47 hours prior to the time of the incident).
- The last time new ice formed prior to the time of the incident was approximately 9:02 p.m. on March 8th, 2018 (approximately 10 ½ hours prior to the time of the incident).
- At 7:30 a.m. on March 9th, 2018 (time and date of the incident), the sky was mostly cloudy the air temperature was 27 degrees Fahrenheit, and approximately 12.0" of pre-existing snow/ice, and areas of old melt/refreeze ice, were present on exposed, untreated and undisturbed surfaces.

[1] https://xxxxxx.box.com/v/clrp-ws-sic

- Icy/slippery conditions that were present at the time of the incident had been there since 9:02 p.m. on March 8th, 2018 (for approximately 10 ½ hours prior to the time of the incident), or earlier.
- If the snow that was present had been cleared and removed after the winter storm ended approximately 47 hours prior to the time of the incident, and if the ice that was present had been properly treated with ice treatment chemicals after ice last formed approximately 10 ½ hours prior to the time of the incident, then the dangerous and slippery conditions that caused Mr. Smith to fall would not have been present.
- As part of our investigation we also reviewed the Westfield Police Department Incident Report. Within this report it stated that, ***"While patrolling the area of Central Ave this officer was flagged down by a woman laying on the sidewalk. While walking on the sidewalk at the corner of South Center St. and Central Ave she slipped and fell on some ice."*** The ice Mr. Smith stated that she slipped and fell on in this police report had been present for at least 10 ½ hours prior to the time of the incident.
- Also, as part of our investigation, we reviewed two photographs listed as Plaintiff's Exhibits "S" and "T". These photographs depict Mr. Smith on the ground after his slip and fall incident. These photographs depict snow and piles of snow on either side of the sidewalk where Mr. Smith was walking. Some of the surface areas had what appears to be some ice.
- The piles of snow that were present on either side of this walkway underwent melting and refreezing processes in the days leading up to the day of the incident, which caused areas of ice to be present on the walkway surface. Any ice on the walkway had been present for at least 10 ½ hour prior to the time of the incident. The conditions in these photographs are entirely consistent with our findings and the official weather records, which indicated that pre-existing snow/ice underwent melting and refreezing processes in the days leading up to the day of the incident.

CERTIFICATION

I certify that the above information contained in this report is true and accurate to the best of my ability and that all of my opinions, findings, estimations and interpolations expressed in this report were made with accuracy as a professional meteorologist within a reasonable degree of meteorological certainty.

By: _____

Certified Consulting Meteorologist

Certified Consulting Meteorologist (CCM) – Certificate #693. Awarded by the American Meteorological Society.

_____